

Towne Centre View

Local Mobility Analysis

Prepared For: The City of San Diego and Project Management Advisors, Inc.

Project Number: 001320
PTS# 624751
November 14, 2022

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EXECUTIVE SUMMARY

Urban Systems Associates, Inc. (USAI) was retained by Project Management Advisors (PMA) to prepare the following Local Mobility Analysis (LMA) for the Towne Centre View project ("Project") to evaluate its effects on mobility, access, circulation, and related safety elements in the proximate area of the Project per the City of San Diego ("City") Transportation Study Manual (TSM; dated *9/29/2020*).

The Project is located on a 33.55-acre site that encompasses five (5) parcels of real property located within Subarea 11 in the University Community Planning Area of the City of San Diego and a portion of Towne Centre Drive proposed to be vacated. The Project development area is limited to four lots proposed to be reconsolidated in the southern portion of the Project site with addresses of 9855/9865/9875 Towne Centre Drive and a portion of the Towne Center Drive right-of-way proposed to be vacated encompassing approximately 26.5-acres. The remaining approximately 7.0-acre existing northern parcel of the Project site under separate ownership is within the City's Multi-Habitat Planning Area (MHPA) and would remain undeveloped. The project site is bound by open space to the north, 9779/9785/9791 Towne Centre Drive to the east, Towne Centre Drive to the south, and open space to the west. The project site can be accessed through Towne Centre Drive to the south. Discretionary actions required by the Project include a Community Plan Amendment (CPA), Planned Development Permit (PDP), Site Development Permit (SDP), Vesting Tentative Map, and Street Vacation.

Regional access to the project site is provided by several locations that include the junction of Interstate 5 with Genesee Avenue (2.1 miles west of the project site), the junction of Interstate 805 with La Jolla Village Drive (1.5 miles southeast of the project site), the junction of Interstate

805 with Nobel Drive (2.0 miles southeast of the project site), and the junction of Interstate 5 with La Jolla Village Drive (2.4 miles southwest of the project site). Local access to the project site is provided through the intersection of Towne Centre Drive and Eastgate Mall (0.7 miles south of the project site). Primary vehicle access to the project site will occur through three (3) proposed driveways along Towne Centre Drive. Two (2) of the driveways will be located east of the intersection of Towne Centre Drive at Westerra Court and one driveway will become the west leg of the intersection of Towne Centre Drive at Westerra Court as a result of the proposed street vacation.

The Project will entail the demolition of a total building area of 199,735 square feet (SF), of which 192,365 SF consists of scientific research and development use and 7,370 SF consists of a courtyard that is a non-trip generating space. The Project will combine and redevelop the four (4) southern parcels of the Project site (the northern parcel will remain as open space) for the construction of 1,000,000 SF of scientific research and development distributed in five (5) new buildings.

Parking for the project will exceed the minimum parking requirements contained in the City of San Diego Municipal Code and will be accommodated through surface-level spaces, sub-grade-level spaces, and parking structure spaces, which will be accessed through the project driveways. The Project will provide parking facilities that will support 2,500 parking spaces, which include the following:

- Total Automobile Parking = **2,500 spaces**
    - Standard = 2,085 spaces

  - ADA = 32 spaces
    - 26 ADA standard spaces
    - 6 ADA van spaces
  - Clean Air / Zero Emission = 233 spaces
  - Electric Vehicle Charging Stations (EVCS) = 150 spaces
    - Standard EVCS = 140 spaces
    - ADA EVCS = 4 spaces
    - Ambulatory EVCS = 4 spaces
    - Van EVCS = 2 spaces
    - Standard ADA EVCS = 5 spaces
    - Ambulatory EVCS = 5 spaces
- Motorcycle = 49 spaces
- Bicycle = 170 spaces
  - Short-term = 50 spaces
  - Long-term = 120 spaces

The Project is expected to generate **8,000** average daily trips (ADT) with **1,280** (1,152 In / 128 Out) AM peak hour trips and **1,120** (112 In / 1,008 Out) PM peak hour trips. Since the existing scientific R&D use is the same as the proposed use for the project site, an existing credit can be applied based on trip generation rates, for analyses purposes, resulting in a net increase in trip generation of approximately **6,461** ADT with **1,034** (931 In / 103 Out) AM peak hour trips and **905** (90 In / 815 Out) PM peak hour trips.

The project's traffic distribution is based on a SANDAG Series 14 Year 2025 Select Zone Forecast for the adjacent TAZ 2213, with slight adjustments described in **Chapter 4.2** of this report.

This LMA evaluates the effects on mobility, access, circulation, and related safety elements in the proximate area of the Project based on the criteria identified within the City's TSM.

Consistent with the City's TSM, the Project is analyzing the following five (5) study scenarios:

- Existing Year 2022
- Near-Term (Opening Day Year 2027) Without Project
- Near-Term (Opening Day Year 2027) With Project
- Horizon Year (Community Buildout Year 2050) Without Project
- Horizon Year (Community Buildout Year 2050) With Project

Table A shows a summary of the analysis of roadway segments for Existing conditions.

Table B shows a summary of the analysis of roadway segments for Near-Term & Near-Term + Project.

Table C shows a summary of the analysis of roadway segments for Horizon Year 2050 & Horizon Year 2050 + Project.

Table D shows a summary of the analysis of intersections for Existing conditions.

Table E shows a summary of the analysis of intersections for Near-Term & Near-Term + Project.

Table F shows a summary of the analysis of intersections for Horizon Year 2050 & Horizon Year 2050 + Project.

Table G shows a comparison of the Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study intersections.

Table H shows a comparison of the Horizon Year 2050 and Horizon Year 2050 With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study intersections.

Table I shows a summary of the queueing results at the study intersections showing a comparison of the "Without Project" and "With Project" conditions of Near-Term (Opening Day Year 2027) and Horizon Year 2050 scenarios.

Table J shows a Systemic Safety Analysis for pedestrian users of the study intersections

Table K shows a Systemic Safety Analysis for bicycle users of the study intersections

Table L shows a Systemic Safety Analysis for vehicle users of the study intersections

Conclusions – Project Effects and Off-Site Improvements

The LMA concludes that the Project would have effects on mobility, access, circulation, and safety that would require the following improvements:

- As discussed in **Chapter 11.4** (for unsignalized intersections) and **Chapter 11.5.1** (for signalized intersections) of this report, the Project would require signal timing improvements/signal modifications consistent with the City's TSM criteria. As shown in **Table E** and **Table F** for Near-Term Opening Day (Year 2027) and Horizon Year 2050 conditions respectively, thirteen (13) of the analyzed intersections meet the TSM criteria for signal timing improvements/signal modifications, including one (1) unsignalized intersection and twelve (12) signalized intersections, consisting of the following:

  #2 Towne Centre Dr. / Towne Centre Ct.

  - Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
  - Horizon Year 2050 – AM & *PM Peak Hours*
    - Direct improvement implementation of traffic signalization is not warranted and roundabout installation is not feasible for the two-way stop-

controlled intersection. Therefore, no improvements are proposed by the project.

#3 Towne Centre Dr. / Eastgate Mall

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#4 Towne Centre Dr. / Executive Dr.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#6 Towne Centre Dr. / La Jolla Village Dr.

- Near-Term (Opening Day Year 2027) – *PM Peak Hour*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Fair-share towards improvement implementation of adaptive traffic signal control (ATSC).

#7 Judicial Dr. / Eastgate Mall

- Near-Term (Opening Day Year 2027) – *AM Peak Hour*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#8 Judicial Dr. / Executive Dr.

- Near-Term (Opening Day Year 2027) – *AM Peak Hour*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#15 Regents Rd. / Eastgate Mall

- Horizon Year 2050 – *PM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#17 Regents Rd. / Regents Park Row

- Horizon Year 2050 – *PM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#18 Regents Rd. / La Jolla Village Dr.

- Horizon Year 2050 – *AM & PM Peak Hours*
  - Fair-share towards improvement implementation of adaptive traffic signal control (ATSC).

#27 Eastgate Mall / Eastgate Dr.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#30 Miramar Rd. / Eastgate Mall

- Horizon Year 2050 – *AM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#32 Miramar Rd. / Miramar Pl.

- Near-Term (Opening Day Year 2027) – A*M Peak Hour*
- Horizon Year 2050 – *AM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#33 Miramar Rd. / Camino Santa Fe / Frost Mar Pl.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

- As discussed in **Chapter 11.5.1** of this report, an assessment of the potential addition of exclusive turn lanes for the study area signalized intersections was conducted. **Table G** and **Table H** show a comparison of the AM/PM peak hour volumes for all left-turn and right-turn movements at the study intersections for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions respectively. As shown in the tables, one (1) intersection has been identified to exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. The affected intersection and turning movement consist of the following:

#15 Regents Rd. / Eastgate Mall

- Near-Term (Opening Day Year 2027)
  - WB-L (*PM peak hour*)
- Horizon Year 2050
  - WB-L (*PM peak hour*)
    - The addition of a turn lane is not feasible and therefore, the improvement is not proposed for this deficiency. Please refer to **Chapter 11.5** for further detail.

- As discussed in **Chapter 11.4.2** of this report, an assessment of the potential lengthening of existing turn lanes for all study intersections based on 95th percentile queueing was conducted. The Project would result in conditions that do not warrant turn lane modifications/improvements as a result of 95th percentile queueing deficiencies.

- As discussed in **Chapter 11.6** of this report, and as shown in **Table B** and **Table C** for Near-Term Opening Day (Year 2027) and Horizon Year 2050 conditions respectively, the Project would require improvements to roadway segments consistent with the City's TSM criteria for eleven (11) of the analyzed roadway segments, including the following:
  - Towne Centre Dr. (Westerra Ct. –Eastgate Mini Park)
    - <u>This segment is not classified in the University Community Plan and the University Community Plan Update Mobility Corridor Concepts show draft cross sections for this roadway at a 2-lane cross-section as a bicycle boulevard.</u>
      - <u>No additional widening is identified or planned.</u>

- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - Fair-share towards improvement implementation
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - Fair-share towards improvement implementation
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - Fair-share towards improvement implementation
- Eastgate Mall (Autoport Mall – Miramar Rd.)
  - Fair-share towards improvement implementation
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
  - Fair-share towards improvement implementation
- Miramar Rd. (Camino Santa Fe – Commerce Ave.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Commerce Ave. – Production Ave.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Production Ave. – Distribution Ave.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
  - Fair-share towards improvement implementation

Conclusions – Systemic Safety Review

As discussed in detail in **Chapter 14.0** of this report, a systemic safety review was conducted to determine if any of the study area intersections are located within a safety hotspot as defined under Appendix C of the City of San Diego's Systemic Safety, The Data-Driven Path To Vision Zero (*April 2019*). As shown in **Table J** (for pedestrian users), **Table K** (for bicycle users), and **Table L** (for vehicle users) the following intersections have been found to satisfy at least one of the hotspot systemic safety intersection footprint criteria along with a requirement for the project to provide the following engineering countermeasures:

- Towne Centre Dr. / Eastgate Mall
  - Backplates with retroreflective borders if asset owner agrees
- Towne Centre Dr. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB approach
  - Backplates with retroreflective borders if asset owner agrees
- Towne Centre Dr. / Towne Centre Dwy.
  - High visibility crosswalks for North and East quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
  - Backplates with retroreflective borders if asset owner agrees
- Towne Centre Dr. / La Jolla Village Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Judicial Dr. / Eastgate Mall
  - High visibility crosswalks for North, East, and West quadrants

- Judicial Dr. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB approach
  - Backplates with retroreflective borders if asset owner agrees
- Judicial Dr. / Judicial Dwy.
  - High visibility crosswalks for North, East, and West quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
- Eastgate Mall / Easter Wy.
  - High visibility crosswalks for East and West quadrants
  - Replace existing bicycle Loop Detector for WB approach
- Eastgate Mall / Genesee Ave.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Executive Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Regents Rd. / Eastgate Mall
  - Replace existing bicycle Loop Detector for NB, SB, and EB approaches
- Regents Rd. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB, SB, and WB approaches
  - Backplates with retroreflective borders if asset owner agrees
- Regents Rd. / Regents Park Row
  - High visibility crosswalks for North, South, East, and West quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
  - Backplates with retroreflective borders if asset owner agrees

- Regents Rd. / La Jolla Village Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Campus Point Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Scripps Hospital Dwy.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / I-5 NB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / I-5 SB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- La Jolla Village Dr. / Lebon Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / I-805 NB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Eastgate Mall
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Carroll Rd.
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Camino Ruiz
  - Backplates with retroreflective borders if asset owner agrees

Table A: Existing Roadway Segment LOS Analysis

Road	Segment	Standard	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Towne Centre Drive	Northern Terminus - Westerra Court	SD	2	2-C (w/o TWLTL)	8,000	9,322	1.165	F
Towne Centre Drive	Westerra Court - Eastgate Mini Park	SD	2	2-C (w/o TWLTL)	8,000	9,322	1.165	F
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	SD	2	2-C (w/ TWLTL)	15,000	9,322	0.621	C
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	SD	2	2-C (w/ TWLTL)	15,000	9,251	0.617	C
Eastgate Mall	Regents Road - Genesee Avenue	SD	2	2-C (w/ TWLTL)	15,000	6,560	0.437	B
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	SD	4	4-C (w/ TWLTL)	30,000	14,935	0.498	C
Eastgate Mall	I-805 Overpass - Operation Boulevard	SD	2	2-C (w/o fronting property)	10,000	11,798	1.180	F
Eastgate Mall	Operation Boulevard - Olson Drive	SD	2	2-C (w/ TWLTL)	15,000	14,764	0.984	E
Eastgate Mall	Olson Drive - Autoport Mall	SD	2	2-C (w/ TWLTL)	15,000	14,712	0.981	E
Eastgate Mall	Autoport Mall - Miramar Road	SD	2	2-C (w/ TWLTL)	15,000	14,712	0.981	E
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	SD	6	6-MA	50,000	57,583	1.152	F
Miramar Road	Commerce Avenue - Production Avenue	SD	6	6-MA	50,000	57,322	1.146	F
Miramar Road	Production Avenue - Distribution Avenue	SD	6	6-MA	50,000	52,405	1.048	F
Miramar Road	Distribution Avenue - Miramar Way	SD	6	6-MA	50,000	50,308	1.006	F
Miramar Road	Miramar Way - Carroll Road	SD	6	6-MA	50,000	50,238	1.005	F
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	SD	7	7-MA	55,000	64,559	1.174	F

Legend:

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane

2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane

2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane

2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Existing baseline (Year 2022) volumes are calculated by applying a yearly growth rate to Pre-Existing count data for each individual street segment, which has been calculated by comparing the street segment volume growth between SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Table B: Near-Term (Opening Day Year 2027) & Near-Term (Opening Day Year 2027) + Project Roadway Segment LOS Analysis Comparison

Road	Segment	# of Ln.	Capacity	Roadway Classification	Near-Term			Near-Term + Project			ΔV/C	% of Total ADT	Does the Segment have identified improvements in Community Plan?	Source of Identified Improvement	Identified Improvement
					LOS	Volume	V/C	LOS	Volume	V/C					
Towne Centre Drive	Northern Terminus - Westerra Court	2	8,000	2-C (w/o TWLTL)	F	9,916	1.239	F	14,438	1.805	0.565	31.3%	**No**	-	-
Towne Centre Drive	Westerra Court - Eastgate Mini Park	2	8,000	2-C (w/o TWLTL)	F	9,916	1.239	F	16,377	2.047	0.808	39.5%	**No**	-	-
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	2	15,000	2-C (w/ TWLTL)	C	9,916	0.661	F	16,377	1.092	0.431	39.5%	**Yes**	University Community Plan (Fig. 20)	4-MA
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	2	15,000	2-C (w/ TWLTL)	C	9,844	0.656	F	16,305	1.087	0.431	39.6%	**Yes**	University Community Plan (Fig. 20)	4-MA
Eastgate Mall	Regents Road - Genesee Avenue	2	15,000	2-C (w/ TWLTL)	B	6,710	0.447	C	7,485	0.499	0.052	10.4%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	4	30,000	4-C (w/ TWLTL)	C	16,885	0.563	C	19,017	0.634	0.071	11.2%	**Yes**	University Community Plan (Fig. 20)	4-M
Eastgate Mall	I-805 Overpass - Operation Boulevard	2	10,000	2-C (w/o fronting property)	F	13,922	1.392	F	15,021	1.502	0.110	7.3%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Operation Boulevard - Olson Drive	2	15,000	2-C (w/ TWLTL)	F	16,274	1.085	F	17,307	1.154	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Olson Drive - Autoport Mall	2	15,000	2-C (w/ TWLTL)	F	16,221	1.081	F	17,255	1.150	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Autoport Mall - Miramar Road	2	15,000	2-C (w/ TWLTL)	F	16,221	1.081	F	17,255	1.150	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	6	50,000	6-MA	F	58,503	1.170	F	59,149	1.183	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Commerce Avenue - Production Avenue	6	50,000	6-MA	F	58,239	1.165	F	58,885	1.178	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Production Avenue - Distribution Avenue	6	50,000	6-MA	F	53,260	1.065	F	53,842	1.077	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Distribution Avenue - Miramar Way	6	50,000	6-MA	F	51,137	1.023	F	51,718	1.034	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Miramar Way - Carroll Road	6	50,000	6-MA	F	51,066	1.021	F	51,647	1.033	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	7	55,000	7-MA	F	71,617	1.302	F	73,943	1.344	0.042	3.1%	**Yes**	University Community Plan (Fig. 20)	8-PA

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio
7-MA = 7-Lane Major Arterial
6-MA = 6-Lane Major Arterial
4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane
2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane
2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane
2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Identified improvements in the Community Plans have been referenced from the following sources:

A) Mira Mesa Community Plan (*April 2011*)
B) University Community Plan (*November 2019*)

Table C: Horizon Year 2050 & Horizon Year 2050 + Project Roadway Segment LOS Analysis Comparison

Road	Segment	# of Ln.	Capacity	Roadway Classification	Year 2050			Year 2050 + Project			ΔV/C	% of Total ADT	Does the Segment have identified improvements in Community Plan?	Source of Identified Improvement	Identified Improvement
					LOS	Volume	V/C	LOS	Volume	V/C					
Towne Centre Drive	Northern Terminus - Westerra Court	2	8,000	2-C (w/o TWLTL)	F	11,677	1.460	F	16,200	2.025	0.565	27.9%	**No**	-	-
Towne Centre Drive	Westerra Court - Eastgate Mini Park	2	8,000	2-C (w/o TWLTL)	F	11,677	1.460	F	18,138	2.267	0.808	35.6%	**No**	-	-
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	2	15,000	2-C (w/ TWLTL)	D	11,677	0.778	F	18,138	1.209	0.431	35.6%	**Yes**	University Community Plan (Fig. 20)	4-MA
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	2	15,000	2-C (w/ TWLTL)	D	9,844	0.656	F	16,305	1.087	0.431	39.6%	**Yes**	University Community Plan (Fig. 20)	4-MA
Eastgate Mall	Regents Road - Genesee Avenue	2	15,000	2-C (w/ TWLTL)	C	8,497	0.566	C	9,272	0.618	0.052	8.4%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	4	30,000	4-C (w/ TWLTL)	C	16,885	0.563	C	19,017	0.634	0.071	11.2%	**Yes**	University Community Plan (Fig. 20)	4-M
Eastgate Mall	I-805 Overpass - Operation Boulevard	2	10,000	2-C (w/o fronting property)	F	13,922	1.392	F	15,021	1.502	0.110	7.3%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Operation Boulevard - Olson Drive	2	15,000	2-C (w/ TWLTL)	F	16,274	1.085	F	17,307	1.154	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Olson Drive - Autoport Mall	2	15,000	2-C (w/ TWLTL)	F	17,305	1.154	F	18,339	1.223	0.069	5.6%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Autoport Mall - Miramar Road	2	15,000	2-C (w/ TWLTL)	F	17,305	1.154	F	18,339	1.223	0.069	5.6%	**Yes**	University Community Plan (Fig. 20)	4-C
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	6	50,000	6-MA	F	58,503	1.170	F	59,149	1.183	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Commerce Avenue - Production Avenue	6	50,000	6-MA	F	58,239	1.165	F	58,885	1.178	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Production Avenue - Distribution Avenue	6	50,000	6-MA	F	53,260	1.065	F	53,842	1.077	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Distribution Avenue - Miramar Way	6	50,000	6-MA	F	51,137	1.023	F	51,718	1.034	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Miramar Way - Carroll Road	6	50,000	6-MA	F	51,066	1.021	F	51,647	1.033	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	8	55,000	7-MA	F	71,617	1.302	F	73,943	1.344	0.042	3.1%	**Yes**	University Community Plan (Fig. 20)	8-PA

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio
7-MA = 7-Lane Major Arterial
6-MA = 6-Lane Major Arterial
4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane
2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane
2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane
2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Identified improvements in the Community Plans have been referenced from the following sources:

A) Mira Mesa Community Plan (*April 2011*)
B) University Community Plan (*November 2019*)

Table D: Existing Intersection LOS Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Towne Centre Drive / Westerra Court	Unsignalized	8.5	A	8.6	A
2	Towne Centre Drive / Towne Centre Court	Unsignalized	10.0	B	9.7	A
3	Towne Centre Drive / Eastgate Mall	Signalized	36.4	D	47.0	D
4	Towne Centre Drive / Executive Drive	Signalized	22.2	C	54.4	D
5	Towne Centre Drive / Towne Centre Driveway	Signalized	3.9	A	4.8	A
6	Towne Centre Drive / La Jolla Village Drive	Signalized	36.3	D	70.4	E
7	Judicial Drive / Eastgate Mall	Signalized	114.4	F	45.0	D
8*	Judicial Drive / Executive Drive	Signalized	47.8	D	43.5	D
9	Judicial Drive / Judicial Driveway	Signalized	8.0	A	8.0	A
10	Eastgate Mall / Easter Way	Signalized	4.9	A	5.2	A
11	Eastgate Mall / Genesee Avenue	Signalized	53.7	D	32.2	C
12	Genesee Avenue / Executive Drive	Signalized	30.9	C	22.6	C
13	Genesee Avenue / Executive Square	Signalized	16.1	B	22.3	C
14	La Jolla Village Drive / Genesee Avenue	Signalized	48.8	D	34.6	C
15	Regents Road / Eastgate Mall	Signalized	30.7	C	50.9	D
16	Regents Road / Executive Drive	Signalized	18.3	B	14.7	B
17	Regents Road / Regents Park Row	Signalized	22.1	C	36.5	D
18	Regents Road / La Jolla Village Drive	Signalized	52.8	D	57.3	E
19	Regents Road / Genesee Avenue	Signalized	23.1	C	20.8	C
20*	Genesee Avenue / Campus Point Drive	Signalized	34.4	C	44.0	D
21**	Genesee Avenue / Scripps Hospital Driveway	Signalized	16.4	B	16.3	B
22	Genesee Avenue / I-5 NB Ramps	Signalized	30.9	C	23.2	C
23	Genesee Avenue / I-5 SB Ramps	Signalized	23.6	C	22.7	C
24*	La Jolla Village Drive / Lebon Drive	Signalized	35.2	D	37.4	D
25	Miramar Road / I-805 NB Ramps	Signalized	16.0	B	12.4	B
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Signalized	28.5	C	9.3	A
27	Eastgate Mall / Eastgate Drive	Signalized	30.6	C	27.4	C
28	Eastgate Mall / Olson Drive	Unsignalized	17.2	C	17.4	C
29	Eastgate Mall / Autoport Mall	Unsignalized	14.0	B	13.2	B
30**	Miramar Road / Eastgate Mall	Signalized	50.8	D	39.2	D
31	Miramar Road / Miramar Mall	Signalized	17.9	B	26.2	C
32**	Miramar Road / Miramar Place	Signalized	37.2	D	16.5	B
33*	Miramar Road / Camino Santa Fe / Frost Mar Place	Signalized	109.8	F	53.5	D
34	Miramar Road / Commerce Avenue	Signalized	17.4	B	31.9	C
35	Miramar Road / Production Avenue	Signalized	21.6	C	25.6	C
36	Miramar Road / Distribution Avenue	Signalized	16.3	B	11.4	B
37	Miramar Road / Miramar Way	Signalized	41.0	D	43.3	D
38**	Miramar Road / Carroll Road	Signalized	16.4	B	22.1	C
39**	Miramar Road / Alesmith Court	Signalized	22.8	C	13.5	B
40**	Miramar Road / Dowdy Drive	Signalized	18.4	B	18.7	B
41**	Miramar Road / Cabot Drive	Signalized	43.4	D	20.9	C
42	Towne Centre Drive / Project Driveway "West"	DNE	-	-	-	-
43	Towne Centre Drive / Project Driveway "East"	DNE	-	-	-	-
44	La Jolla Village Drive / I-5 NB Ramps	Signalized	39.6	D	37.7	D
45	La Jolla Village Drive / I-5 SB Ramps	Signalized	32.4	C	34.4	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

*Intersection phasing has been modified to allow the intersection to be analyzed with HCM 6th Methodology.

**Dummy intersection legs have been added to the intersection to allow U-turn movements to be analyzed as left-turn movements

Table E: Near-Term (Opening Day Year 2027) & Near-Term (Opening Day Year 2027) + Project Intersection LOS Analysis Comparison

#	Intersection	Near-Term				Near-Term + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*: Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*: Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Towne Centre Drive / Westerra Court	8.5	A	8.6	A	9.1	A	0.6	16.7	C	8.1	No	-	No / No
2	Towne Centre Drive / Towne Centre Court	10.0	B	9.7	A	46.9	E	36.9	38.6	E	28.9	No	-	Yes / No
3	Towne Centre Drive / Eastgate Mall	41.2	D	65.7	E	87.9	F	46.7	134.5	F	68.8	No	-	Yes / Yes
4	Towne Centre Drive / Executive Drive	43.6	D	107.6	F	81.1	F	37.5	155.2	F	47.6	Yes	Yes / Yes	-
5	Towne Centre Drive / Towne Centre Driveway	4.7	A	5.1	A	7.3	A	2.6	6.1	A	1.0	Yes	No / No	-
6	Towne Centre Drive / La Jolla Village Drive	48.6	D	102.1	F	68.2	E	19.6	137.3	F	35.2	Yes	No / Yes	-
7	Judicial Drive / Eastgate Mall	170.6	F	49.7	D	242.7	F	72.1	53.9	D	4.2	No	-	No / Yes
8	Judicial Drive / Executive Drive	75.9	E	51.7	D	77.7	E	1.8	54.7	D	3.0	No	-	No / Yes
9	Judicial Drive / Judicial Driveway	7.5	A	7.6	A	7.1	A	-0.4	7.4	A	-0.2	No	-	No / No
10	Eastgate Mall / Easter Way	5.1	A	5.3	A	5.1	A	0.0	5.5	A	0.2	Yes	No / No	-
11	Eastgate Mall / Genesee Avenue	58.1	E	41.3	D	77.1	E	19.0	44.1	D	2.8	Yes	No / No	-
12	Genesee Avenue / Executive Drive	30.9	C	23.3	C	31.2	C	0.3	23.6	C	0.3	Yes	No / No	-
13	Genesee Avenue / Executive Square	17.4	B	24.9	C	18.5	B	1.1	27.4	C	2.5	Yes	No / No	-
14	La Jolla Village Drive / Genesee Avenue	52.4	D	38.7	D	53.4	D	1.0	39.3	D	0.6	Yes	No / No	-
15	Regents Road / Eastgate Mall	31.2	C	51.8	D	32.8	C	1.6	60.8	E	9.0	Yes	No / No	-
16	Regents Road / Executive Drive	18.8	B	14.8	B	21.5	C	2.7	15.6	B	0.8	Yes	No / No	-
17	Regents Road / Regents Park Row	22.5	C	37.9	D	25.8	C	3.3	45.4	D	7.5	Yes	No / No	-
18	Regents Road / La Jolla Village Drive	58.3	E	76.8	E	66.8	E	8.5	79.3	E	2.5	Yes	No / No	-
19	Regents Road / Genesee Avenue	23.6	C	21.5	C	23.8	C	0.2	22.0	C	0.5	Yes	No / No	-
20	Genesee Avenue / Campus Point Drive	49.0	D	47.9	D	51.2	D	2.2	47.9	D	0.0	Yes	No / No	-
21	Genesee Avenue / Scripps Hospital Driveway	16.5	B	16.1	B	16.9	B	0.4	16.1	B	0.0	Yes	No / No	-
22	Genesee Avenue / I-5 NB Ramps	32.5	C	43.6	D	32.8	C	0.3	49.3	D	5.7	No	-	No / No
23	Genesee Avenue / I-5 SB Ramps	26.5	C	24.3	C	26.9	C	0.4	24.4	C	0.1	No	-	No / No
24	La Jolla Village Drive / Lebon Drive	35.8	D	38.3	D	39.6	D	3.8	39.1	D	0.8	No	-	No / No
25	Miramar Road / I-805 NB Ramps	16.1	B	13.0	B	18.4	B	2.3	14.5	B	1.5	No	-	No / No
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	37.9	D	11.0	B	49.3	D	11.4	11.4	B	0.4	No	-	No / No
27	Eastgate Mall / Eastgate Drive	32.6	C	28.9	C	64.9	E	32.3	55.4	E	26.5	No	-	Yes / No
28	Eastgate Mall / Olson Drive	17.5	C	17.6	C	23.0	C	5.5	22.3	C	4.7	No	-	No / No
29	Eastgate Mall / Autoport Mall	14.1	B	13.3	B	16.7	C	2.6	14.4	B	1.1	No	-	No / No
30	Miramar Road / Eastgate Mall	51.8	D	43.1	D	53.0	D	1.2	53.6	D	10.5	No	-	No / No
31	Miramar Road / Miramar Mall	32.1	C	26.7	C	40.9	D	8.8	26.9	C	0.2	No	-	No / No
32	Miramar Road / Miramar Place	52.5	D	18.8	B	62.2	E	9.7	19.2	B	0.4	No	-	Yes / No
33	Miramar Road / Camino Santa Fe / Frost Mar Place	139.6	F	83.2	F	156.5	F	16.9	87.2	F	4.0	No	-	No / Yes
34	Miramar Road / Commerce Avenue	17.6	B	32.1	C	17.7	B	0.1	32.2	C	0.1	No	-	No / No
35	Miramar Road / Production Avenue	22.0	C	25.8	C	23.1	C	1.1	26.7	C	0.9	No	-	No / No
36	Miramar Road / Distribution Avenue	16.5	B	11.5	B	17.1	B	0.6	18.4	B	6.9	No	-	No / No
37	Miramar Road / Miramar Way	42.5	D	43.9	D	47.7	D	5.2	45.9	D	2.0	No	-	No / No
38	La Jolla Village Drive / I-5 NB Ramps	17.0	B	22.5	C	17.8	B	0.8	22.8	C	0.3	No	-	No / No
39	La Jolla Village Drive / I-5 SB Ramps	24.4	C	13.7	B	28.6	C	4.2	13.9	B	0.2	No	-	No / No
40	Miramar Road / Dowdy Drive	19.1	B	18.9	B	20.1	C	1.0	18.9	B	0.0	No	-	No / No
41	Miramar Road / Cabot Drive	46.2	D	21.1	C	50.8	D	4.6	21.3	C	0.2	No	-	No / No
42	Towne Centre Drive / Project Driveway "West"	0.0	DNE	0.0	DNE	17.9	C	17.9	19.9	C	19.9	No	-	No / No
43	Towne Centre Drive / Project Driveway "East"	0.0	DNE	0.0	DNE	21.5	C	21.5	25.6	D	25.6	No	-	No / No
44	La Jolla Village Drive / I-5 NB Ramps	40.4	D	38.4	D	43.9	D	3.5	39.4	D	1.0	Yes	No / No	-
45	La Jolla Village Drive / I-5 SB Ramps	33.2	C	34.9	C	33.3	C	0.1	35.1	D	0.2	Yes	No / No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

DNE = Driveway does not exist

Table F: Horizon Year 2050 & Horizon Year 2050 + Project Intersection LOS Analysis Comparison

#	Intersection	Year 2050				Year 2050 + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?	***Not within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Towne Centre Drive / Westerra Court	8.5	A	8.7	A	9.1	A	0.6	17.1	C	8.4	No	-	No / No
2	Towne Centre Drive / Towne Centre Court	10.2	B	9.7	A	47.8	E	37.6	39.0	E	29.3	No	-	Yes / No
3	Towne Centre Drive / Eastgate Mall	42.9	D	77.9	E	99.0	F	56.1	156.2	F	78.3	No	-	Yes / Yes
4	Towne Centre Drive / Executive Drive	67.4	E	137.7	F	99.5	F	32.1	194.2	F	56.5	Yes	Yes / Yes	-
5	Towne Centre Drive / Towne Centre Driveway	5.0	A	5.6	A	8.0	A	3.0	6.8	A	1.2	Yes	No / No	-
6	Towne Centre Drive / La Jolla Village Drive	56.2	E	103.7	F	89.6	F	33.4	138.1	F	34.4	Yes	Yes / Yes	-
7	Judicial Drive / Eastgate Mall	171.2	F	65.2	E	239.5	F	68.3	71.5	E	6.3	No	-	No / Yes
8	Judicial Drive / Executive Drive	90.3	F	98.0	F	93.1	F	2.8	102.0	F	4.0	No	-	No / Yes
9	Judicial Drive / Judicial Driveway	7.2	A	7.6	A	7.0	A	-0.2	7.5	A	-0.1	No	-	No / No
10	Eastgate Mall / Easter Way	5.1	A	5.4	A	5.1	A	0.0	5.6	A	0.2	Yes	No / No	-
11	Eastgate Mall / Genesee Avenue	58.8	E	43.6	D	77.2	E	18.4	44.1	D	0.5	Yes	No / No	-
12	Genesee Avenue / Executive Drive	33.3	C	24.5	C	33.3	C	0.0	25.4	C	0.9	Yes	No / No	-
13	Genesee Avenue / Executive Square	29.7	C	45.1	D	34.9	C	5.2	52.8	D	7.7	Yes	No / No	-
14	La Jolla Village Drive / Genesee Avenue	53.4	D	39.1	D	54.7	D	1.3	39.6	D	0.5	Yes	No / No	-
15	Regents Road / Eastgate Mall	36.4	D	75.0	E	40.6	D	4.2	94.7	F	19.7	Yes	Yes / No	-
16	Regents Road / Executive Drive	51.8	D	18.4	B	66.9	E	15.1	20.2	C	1.8	Yes	No / No	-
17	Regents Road / Regents Park Row	24.2	C	73.5	E	34.0	C	9.8	87.1	F	13.6	Yes	Yes / No	-
18	Regents Road / La Jolla Village Drive	75.5	E	101.8	F	87.8	F	12.3	113.8	F	12.0	Yes	Yes / Yes	-
19	Regents Road / Genesee Avenue	23.6	C	21.8	C	23.8	C	0.2	22.3	C	0.5	Yes	No / No	-
20	Genesee Avenue / Campus Point Drive	51.9	D	49.7	D	53.9	D	2.0	49.9	D	0.2	Yes	No / No	-
21	Genesee Avenue / Scripps Hospital Driveway	16.5	B	16.1	B	17.0	B	0.5	16.5	B	0.4	Yes	No / No	-
22	Genesee Avenue / I-5 NB Ramps	32.6	C	43.8	D	33.0	C	0.4	49.5	D	5.7	No	-	-
23	Genesee Avenue / I-5 SB Ramps	26.5	C	24.3	C	26.7	C	0.2	24.4	C	0.1	No	-	-
24	La Jolla Village Drive / Lebon Drive	39.8	D	40.3	D	42.2	D	2.4	41.6	D	1.3	No	-	-
25	Miramar Road / I-805 NB Ramps	16.2	B	13.0	B	18.4	B	2.2	14.5	B	1.5	No	-	-
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	38.4	D	11.1	B	50.7	D	12.3	11.5	B	0.4	No	-	-
27	Eastgate Mall / Eastgate Drive	61.2	E	34.4	C	106.3	F	45.1	64.5	E	30.1	No	-	Yes / Yes
28	Eastgate Mall / Olson Drive	19.9	C	21.0	C	27.8	D	7.9	27.7	D	6.7	No	-	-
29	Eastgate Mall / Autoport Mall	15.8	C	14.9	B	19.0	C	3.2	16.3	C	1.4	No	-	No / No
30	Miramar Road / Eastgate Mall	58.0	E	43.7	D	77.8	E	19.8	53.8	D	10.1	No	-	No / Yes
31	Miramar Road / Miramar Mall	32.2	C	26.7	C	42.4	D	10.2	37.7	D	11.0	No	-	No / No
32	Miramar Road / Miramar Place	52.5	D	19.9	B	62.2	E	9.7	20.2	C	0.3	No	-	Yes / No
33	Miramar Road / Camino Santa Fe / Frost Mar Place	148.9	F	85.5	F	162.4	F	13.5	90.2	F	4.7	No	-	No / Yes
34	Miramar Road / Commerce Avenue	17.6	B	32.1	C	17.7	B	0.1	32.2	C	0.1	No	-	No / No
35	Miramar Road / Production Avenue	22.0	C	25.8	C	23.1	C	1.1	26.7	C	0.9	No	-	No / No
36	Miramar Road / Distribution Avenue	16.5	B	11.5	B	17.1	B	0.6	18.4	B	6.9	No	-	No / No
37	Miramar Road / Miramar Way	42.5	D	43.9	D	47.7	D	5.2	45.9	D	2.0	No	-	No / No
38	Miramar Road / Carroll Road	17.0	B	22.5	C	17.8	B	0.8	22.8	C	0.3	No	-	No / No
39	Miramar Road / Alesmith Court	24.4	C	13.7	B	28.6	C	4.2	13.9	B	0.2	No	-	No / No
40	Miramar Road / Dowdy Drive	19.1	B	18.9	B	20.1	C	1.0	18.9	B	0.0	No	-	No / No
41	Miramar Road / Cabot Drive	46.2	D	21.1	C	50.8	D	4.6	21.3	C	0.2	No	-	No / No
42	Towne Centre Drive / Project Driveway "West"	0.0	A	0.0	A	18.2	C	18.2	20.3	C	20.3	No	-	No / No
43	Towne Centre Drive / Project Driveway "East"	0.0	A	0.0	A	21.9	C	21.9	26.3	D	26.3	No	-	No / No
44	La Jolla Village Drive / I-5 NB Ramps	41.8	D	42.7	D	47.7	D	5.9	43.6	D	0.9	Yes	No / No	-
45	La Jolla Village Drive / I-5 SB Ramps	34.3	C	38.5	D	34.3	C	0.0	42.5	D	4.0	Yes	No / No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

DNE = Driveway does not exist

Table G: Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project Intersection Peak Hour Turning Movement Volume Comparison

Provided on the following page. The page is intentionally left blank.

Near-Term & Near-Term + Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*** **: Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*** **: Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**	NB Approach												SB Approach											
					Near-Term						Near-Term + Project						Near-Term						Near-Term + Project					
					Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
					Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	No	-	No / No	0	0	0	0	4	17	0	0	0	0	4	17	-	0	0	-	0	0	-	0	0	-	0	0
2	Towne Centre Drive / Towne Centre Court	No	-	Yes / No	0	0	1	0	5	18	0	0	1	0	5	18	0	2	7	0	0	0	0	2	7	0	0	0
3	Towne Centre Drive / Eastgate Mall	No	-	Yes / Yes	2	390	328	0	241	95	2	390	328	0	241	95	2	25	257	0	35	208	2	50	453	0	69	477
4	Towne Centre Drive / Executive Drive	Yes	Yes / Yes	-	1	498	205	1	448	79	1	498	205	1	448	79	1	38	37	0	83	134	1	38	37	0	86	158
5	Towne Centre Drive / Towne Centre Driveway	Yes	No / No	-	0	0	0	0	64	6	0	0	0	0	64	6	0	0	0	-	0	0	0	0	0	-	0	0
6	Towne Centre Drive / La Jolla Village Drive	Yes	No / Yes	-	2	140	226	2	316	654	2	140	226	2	316	654	2	212	888	1	40	187	2	249	1181	1	40	187
7	Judicial Drive / Eastgate Mall	No	-	No / Yes	1	232	129	1	124	220	1	297	135	1	124	220	1	8	66	0	20	125	1	8	66	0	20	125
8	Judicial Drive / Executive Drive	No	-	No / Yes	1	160	72	0	192	14	1	160	72	0	192	14	1	74	34	0	70	132	1	74	34	0	70	132
9	Judicial Drive / Judicial Driveway	No	-	No / No	1	51	34	0	1	1	1	51	34	0	1	1	1	9	4	0	5	1	1	9	4	0	5	1
10	Eastgate Mall / Easter Way	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	0	42	35	0	52	51	0	42	35	0	52	51
11	Eastgate Mall / Genesee Avenue	Yes	No / No	-	1	52	30	0	97	103	1	52	30	0	181	111	2	376	530	0	116	86	2	478	540	0	116	86
12	Genesee Avenue / Executive Drive	Yes	No / No	-	1	82	47	0	132	63	1	82	47	0	141	64	1	75	164	0	59	112	1	75	164	0	60	120
13	Genesee Avenue / Executive Square	Yes	No / No	-	1	299	39	0	221	13	1	299	39	0	221	13	1	13	6	0	19	14	1	13	6	0	19	14
14	La Jolla Village Drive / Genesee Avenue	Yes	No / No	-	2	231	165	1	195	237	2	231	165	1	195	237	2	219	324	1	104	308	2	219	324	1	107	332
15	Regents Road / Eastgate Mall	Yes	No / No	-	1	391	60	1	373	83	1	391	60	1	475	93	1	42	38	0	4	1	1	51	39	0	4	1
16	Regents Road / Executive Drive	Yes	No / No	-	1	17	20	1	168	106	1	17	20	1	168	106	1	22	38	0	3	7	1	22	38	0	4	15
17	Regents Road / Regents Park Row	Yes	No / No	-	1	148	117	1	272	96	1	148	117	1	272	96	1	26	34	0	32	48	1	26	34	0	32	48
18	Regents Road / La Jolla Village Drive	Yes	No / No	-	2	370	213	1	181	87	2	370	213	1	200	89	1	130	152	1	301	639	1	130	152	1	311	721
19	Regents Road / Genesee Avenue	Yes	No / No	-	2	318	124	1	71	70	2	318	124	1	71	70	-	0	0	-	0	0	-	0	0	-	0	0
20	Genesee Avenue / Campus Point Drive	Yes	No / No	-	2	212	395	2	172	378	2	212	395	2	181	379	2	72	566	1	78	593	2	72	566	1	78	593
21	Genesee Avenue / Scripps Hospital Driveway	Yes	No / No	-	2	176	326	1	92	134	2	176	326	1	101	135	-	0	0	-	0	0	-	0	0	-	0	0
22	Genesee Avenue / I-5 NB Ramps	No	-	No / No	1	1,219	279	2	711	199	1	1219	279	2	720	200	-	0	0	-	0	0	-	0	0	-	0	0
23	Genesee Avenue / I-5 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	1141	557	2	1186	686	1	1188	562	2	1186	686
24	La Jolla Village Drive / Lebon Drive	No	-	No / No	2	500	452	1	207	118	2	500	452	1	226	120	0	6	4	1	15	5	0	6	4	1	15	5
25	Miramar Road / I-805 NB Ramps	No	-	No / No	2	916	539	2	286	175	2	1139	561	2	286	175	-	0	0	-	0	0	-	0	0	1	722	1197
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	2	677	190	2	1694	797	2	677	190	2	1806	808
27	Eastgate Mall / Eastgate Drive	No	-	Yes / No	-	0	0	-	0	0	-	0	0	-	0	0	0	61	57	0	15	17	0	61	57	0	24	18
28	Eastgate Mall / Olson Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	88	83	0	3	8	0	88	83	0	3	8
29	Eastgate Mall / Autoport Mall	No	-	No / No	-	0	0	1	69	49	-	0	0	1	69	49	1	13	19	-	0	0	1	13	19	-	0	0
30	Miramar Road / Eastgate Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	2	208	863	1	150	304	2	224	993	1	150	304
31	Miramar Road / Miramar Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	30	77	0	55	90	0	30	77	0	64	91
32	Miramar Road / Miramar Place	No	-	Yes / No	-	0	0	-	0	0	-	0	0	-	0	0	1	62	111	1	51	60	1	62	111	1	51	60
33	Miramar Road / Camino Santa Fe / Frost Mar Place	No	-	No / Yes	1	16	50	0	8	7	1	16	50	0	8	7	1	61	110	2	1027	1154	1	61	110	2	1074	1159
34	Miramar Road / Commerce Avenue	No	-	No / No	0	75	50	0	41	49	0	75	50	0	41	49	0	23	81	1	50	88	0	23	81	1	50	88
35	Miramar Road / Production Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	32	51	1	67	79	1	32	51	1	76	80
36	Miramar Road / Distribution Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	35	80	1	74	104	1	35	80	1	74	104
37	Miramar Road / Miramar Way	No	-	No / No	1	0	51	0	0	4	1	0	51	0	0	4	0	23	47	0	18	10	0	23	47	0	18	10
38	La Jolla Village Drive / I-5 NB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	144	467	1	106	162	1	144	467	1	125	164
39	La Jolla Village Drive / I-5 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	10	20	1	7	22	1	10	20	1	7	22
40	Miramar Road / Dowdy Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	100	175	1	107	112	1	100	175	1	107	112
41	Miramar Road / Cabot Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	75	118	0	65	64	1	75	118	0	65	64
42	Towne Centre Drive / Project Driveway "West"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
43	Towne Centre Drive / Project Driveway "East"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
44	La Jolla Village Drive / I-5 NB Ramps	Yes	No / No	-	2	508	255	2	947	320	2	508	255	2	994	325	-	0	0	-	0	0	-	0	0	-	0	0
45	La Jolla Village Drive / I-5 SB Ramps	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	2	310	543	2	1023	154	2	270	502	2	1023	154

#	Intersection	EB Approach												WB Approach											
		Near-Term						Near-Term + Project						Near-Term						Near-Term + Project					
		Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
		Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	-	0	0	0	0	1	-	0	0	0	0	1	0	18	4	-	0	0	0	18	4	-	0	0
2	Towne Centre Drive / Towne Centre Court	0	0	1	0	1	2	1	0	1	0	1	2	1	28	7	0	8	4	0	28	7	0	8	4
3	Towne Centre Drive / Eastgate Mall	2	486	74	0	166	209	2	486	74	0	166	209	1	63	167	0	246	26	1	63	167	0	469	48
4	Towne Centre Drive / Executive Drive	1	225	57	0	39	178	1	225	57	0	39	178	1	66	427	0	196	39	1	66	427	0	196	39
5	Towne Centre Drive / Towne Centre Driveway	-	0	0	-	0	0	-	0	0	-	0	0	1	9	91	1	1	8	1	9	91	1	1	8
6	Towne Centre Drive / La Jolla Village Drive	2	366	30	1	126	194	2	366	30	1	126	194	2	386	513	2	1444	317	2	386	513	2	1779	349
7	Judicial Drive / Eastgate Mall	1	152	17	0	56	130	1	152	17	0	63	187	1	145	94	0	34	8	1	145	94	0	34	8
8	Judicial Drive / Executive Drive	2	196	52	1	84	223	2	196	52	1	84	223	0	21	195	0	24	97	0	21	195	0	24	97
9	Judicial Drive / Judicial Driveway	0	0	9	0	1	8	0	0	9	0	1	8	0	1	1	0	3	3	0	1	1	0	3	3
10	Eastgate Mall / Easter Way	-	0	0	-	0	0	1	29	72	-	0	0	-	0	0	0	21	57	-	0	0	0	21	57
11	Eastgate Mall / Genesee Avenue	1	85	15	1	78	50	1	85	15	1	78	50	1	92	207	1	576	331	1	101	280	1	587	421
12	Genesee Avenue / Executive Drive	1	24	32	0	48	73	1	33	33	0	48	73	2	91	165	0	185	93	2	92	173	0	185	93
13	Genesee Avenue / Executive Square	0	17	37	1	45	213	0	17	37	1	45	213	0	11	157	0	11	19	0	11	157	0	11	19
14	La Jolla Village Drive / Genesee Avenue	2	488	198	1	119	183	2	516	201	1	119	183	2	208	468	1	325	212	2	208	468	1	325	212
15	Regents Road / Eastgate Mall	1	1	4	1	62	482	1	1	4	1	62	482	1	169	241	0	198	52	1	180	331	0	199	60
16	Regents Road / Executive Drive	1	8	6	0	27	23	1	17	7	0	27	23	1	67	289	1	206	37	1	67	289	1	206	37
17	Regents Road / Regents Park Row	1	56	13	0	210	215	1	56	13	0	210	215	1	108	207	0	69	60	1	108	207	0	69	60
18	Regents Road / La Jolla Village Drive	2	776	268	0	104	189	2	869	277	0	104	189	2	83	367	1	152	165	2	85	383	1	152	165
19	Regents Road / Genesee Avenue	1	11	11	-	152	243	1	11	11	-	152	243	1	85	28	1	0	0	1	85	28	1	0	0
20	Genesee Avenue / Campus Point Drive	2	677	86	1	563	205	2	677	86	1	563	205	2	219	181	1	582	73	2	220	189	1	582	73
21	Genesee Avenue / Scripps Hospital Driveway	1	7	3	1	525	117	1	7	3	1	525	117	1	132	55	-	0	0	1	133	63	-	0	0
22	Genesee Avenue / I-5 NB Ramps	2	198	894	-	0	0	2	198	894	-	0	0	-	0	0	2	526	913	-	0	0	2	531	954
23	Genesee Avenue / I-5 SB Ramps	-	0	0	2	172	503	-	0	0	2	172	503	2	128	245	-	0	0	2	129	253	-	0	0
24	La Jolla Village Drive / Lebon Drive	1	14	39	1	221	419	1	14	39	1	221	419	2	108	423	0	3	17	2	110	439	0	3	17
25	Miramar Road / I-805 NB Ramps	-	0	0	1	734	1295	-	0	0	1	734	1295	-	0	0	1	550	788	-	0	0	1	550	788
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	0	0	2	523	1006	-	0	0	2	523	1006	-	0	0	1	550	622	-	0	0	1	550	622
27	Eastgate Mall / Eastgate Drive	1	14	24	-	0	0	1	14	24	-	0	0	-	0	0	0	57	12	-	0	0	0	57	12
28	Eastgate Mall / Olson Drive	1	5	3	-	0	0	1	5	3	-	0	0	-	0	0	0	109	73	-	0	0	0	109	73
29	Eastgate Mall / Autoport Mall	-	0	0	-	0	0	-	0	0	-	0	0	0	14	37	0	13	22	0	14	37	0	13	22
30	Miramar Road / Eastgate Mall	2	281	139	-	0	0	2	281	139	-	0	0	1	0	2	1	994	190	1	0	2	1	1143	204
31	Miramar Road / Miramar Mall	1	106	39	-	0	0	1	106	39	-	0	0	0	0	0	1	56	75	0	0	0	1	56	75
32	Miramar Road / Miramar Place	1	128	27	-	0	0	1	128	27	-	0	0	1	22	8	0	94	54	1	22	8	0	94	54
33	Miramar Road / Camino Santa Fe / Frost Mar Place	2	831	1148	0	20	60	2	836	1189	0	20	60	2	20	35	0	106	74	2	20	35	0	106	74
34	Miramar Road / Commerce Avenue	2	97	86	0	68	20	2	97	86	0	68	20	1	82	32	0	105	43	1	82	32	0	105	43
35	Miramar Road / Production Avenue	1	74	53	-	0	0	1	74	53	-	0	0	0	0	0	0	101	28	0	0	0	0	101	28
36	Miramar Road / Distribution Avenue	1	53	81	-	0	0	1	53	81	-	0	0	0	0	0	0	91	75	0	0	0	0	91	75
37	Miramar Road / Miramar Way	1	35	36	0	3	75	1	35	36	0	3	75	1	5	15	0	38	37	1	5	15	0	38	37
38	La Jolla Village Drive / I-5 NB Ramps	1	150	93	-	0	0	1	150	93	-	0	0	1	1	4	1	559	133	1	1	4	1	559	133
39	La Jolla Village Drive / I-5 SB Ramps	1	19	13	-	0	0	1	19	13	-	0	0	1	0	1	0	28	18	1	0	1	0	28	18
40	Miramar Road / Dowdy Drive	1	90	94	-	0	0	1	90	94	-	0	0	1	2	4	0	312	53	1	2	4	0	312	53
41	Miramar Road / Cabot Drive	1	53	110	-	0	0	1	53	110	-	0	0	1	6	23	0	132	94	1	6	23	0	132	94
42	Towne Centre Drive / Project Driveway "West"	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
43	Towne Centre Drive / Project Driveway "East"	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
44	La Jolla Village Drive / I-5 NB Ramps	2	632	815	-	0	0	2	632	815	-	0	0	1	510	554	-	0	0	1	471	513			
45	La Jolla Village Drive / I-5 SB Ramps	1	277	559	-	0	0	1	277	559	-	0	0	1	231	641	-	0	0	1	236	682			

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

Exceeds threshold and Project contributes peak hour traffic volume to the turning movement.

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles; 1 Lane < 100 ≥ 300 vehicles; 2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles; 1 Lane < 500 ≥ 800 vehicles; 2 Lanes < 800 vehicles

Table H: Horizon Year 2050 and Horizon Year 2050 With Project Intersection Peak Hour Turning Movement Volume Comparison

Provided on the following page. The page is intentionally left blank.

Year 2050 & Year 2050 + Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**	NB Approach												SB Approach											
					Year 2050						Year 2050 + Project						Year 2050						Year 2050 + Project					
					Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
					Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	No	-	No / No	0	0	0	0	5	21	0	0	0	0	5	21	-	0	0	-	0	0	-	0	0	-	0	0
2	Towne Centre Drive / Towne Centre Court	No	-	Yes / No	0	0	1	0	5	18	0	0	1	0	5	18	0	2	7	0	0	0	0	2	7	0	0	0
3	Towne Centre Drive / Eastgate Mall	No	-	Yes / Yes	2	417	328	0	276	95	2	417	328	0	276	95	2	25	257	0	35	208	2	50	453	0	69	477
4	Towne Centre Drive / Executive Drive	Yes	Yes / Yes	-	1	645	278	1	623	110	1	645	278	1	623	110	1	38	37	0	109	173	1	38	37	0	112	197
5	Towne Centre Drive / Towne Centre Driveway	Yes	No / No	-	0	0	0	0	64	6	0	0	0	0	64	6	0	0	0	-	0	0	0	0	0	-	0	0
6	Towne Centre Drive / La Jolla Village Drive	Yes	Yes / Yes	-	2	141	226	2	329	681	2	141	226	2	329	681	2	212	888	1	40	187	2	249	1181	1	40	187
7	Judicial Drive / Eastgate Mall	No	-	No / Yes	1	232	145	1	138	240	1	297	151	1	138	240	1	9	77	0	24	146	1	9	77	0	24	146
8	Judicial Drive / Executive Drive	No	-	No / Yes	1	160	92	0	306	23	1	160	92	0	306	23	1	114	34	0	70	132	1	114	34	0	70	132
9	Judicial Drive / Judicial Driveway	No	-	No / No	1	51	34	0	1	1	1	51	34	0	1	1	1	9	4	0	5	1	1	9	4	0	5	1
10	Eastgate Mall / Easter Way	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	0	42	39	0	54	52	0	42	39	0	54	52
11	Eastgate Mall / Genesee Avenue	Yes	No / No	-	1	66	39	0	97	103	1	66	39	0	181	111	2	376	530	0	149	110	2	478	540	0	149	110
12	Genesee Avenue / Executive Drive	Yes	No / No	-	1	115	65	0	162	77	1	115	65	0	171	78	1	85	164	0	82	148	1	85	164	0	83	156
13	Genesee Avenue / Executive Square	Yes	No / No	-	1	299	39	0	221	13	1	299	39	0	221	13	1	13	6	0	19	14	1	13	6	0	19	14
14	La Jolla Village Drive / Genesee Avenue	Yes	No / No	-	2	231	165	1	195	237	2	231	165	1	195	237	2	232	326	1	107	312	2	232	326	1	110	336
15	Regents Road / Eastgate Mall	Yes	Yes / No	-	1	391	60	1	579	116	1	391	60	1	579	116	1	53	49	0	4	1	1	62	50	0	4	1
16	Regents Road / Executive Drive	Yes	No / No	-	1	17	20	1	236	149	1	17	20	1	236	149	1	31	54	0	3	7	1	31	54	0	4	15
17	Regents Road / Regents Park Row	Yes	Yes / No	-	1	148	117	1	272	96	1	148	117	1	272	96	1	26	34	0	32	48	1	26	34	0	32	48
18	Regents Road / La Jolla Village Drive	Yes	Yes / Yes	-	2	371	213	1	186	89	2	371	213	1	205	91	1	130	152	1	349	741	1	130	152	1	359	823
19	Regents Road / Genesee Avenue	Yes	No / No	-	2	318	124	1	74	75	2	318	124	1	74	75	-	0	0	-	0	0	-	0	0	-	0	0
20	Genesee Avenue / Campus Point Drive	Yes	No / No	-	2	215	401	2	174	387	2	215	401	2	183	388	2	72	566	1	78	593	2	72	566	1	78	593
21	Genesee Avenue / Scripps Hospital Driveway	Yes	No / No	-	2	176	326	1	92	136	2	176	326	1	101	137	-	0	0	-	0	0	-	0	0	-	0	0
22	Genesee Avenue / I-5 NB Ramps	No	-	-	1	1,219	279	2	711	199	1	1219	279	2	720	200	-	0	0	-	0	0	-	0	0	-	0	0
23	Genesee Avenue / I-5 SB Ramps	No	-	-	-	0	0	-	0	0	-	0	0	-	0	0	1	1141	557	2	1186	686	1	1188	562	2	1186	686
24	La Jolla Village Drive / Lebon Drive	No	-	-	2	526	468	1	240	137	2	526	468	1	259	139	0	7	5	1	16	5	0	7	5	1	16	5
25	Miramar Road / I-805 NB Ramps	No	-	-	2	921	539	2	286	175	2	1144	561	2	286	175	-	0	0	-	0	0	-	0	0	-	0	0
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	No	-	-	-	0	0	-	0	0	-	0	0	-	0	0	2	677	190	2	1701	802	2	677	190	2	1813	813
27	Eastgate Mall / Eastgate Drive	No	-	Yes / Yes	-	0	0	-	0	0	-	0	0	-	0	0	0	63	59	0	17	20	0	63	59	0	26	21
28	Eastgate Mall / Olson Drive	No	-	-	-	0	0	-	0	0	-	0	0	-	0	0	0	102	96	0	3	8	0	102	96	0	3	8
29	Eastgate Mall / Autoport Mall	No	-	No / No	-	0	0	1	69	49	-	0	0	1	69	49	1	13	19	-	0	0	1	13	19	-	0	0
30	Miramar Road / Eastgate Mall	No	-	No / Yes	-	0	0	-	0	0	-	0	0	-	0	0	2	208	863	1	153	310	2	224	993	1	153	310
31	Miramar Road / Miramar Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	32	80	0	56	93	0	32	80	0	65	94
32	Miramar Road / Miramar Place	No	-	Yes / No	-	0	0	-	0	0	-	0	0	-	0	0	1	62	111	1	53	62	1	62	111	1	53	62
33	Miramar Road / Camino Santa Fe / Frost Mar Place	No	-	No / Yes	1	17	51	0	8	7	1	17	51	0	8	7	1	61	110	2	1027	1154	1	61	110	2	1074	1159
34	Miramar Road / Commerce Avenue	No	-	No / No	0	75	50	0	41	49	0	75	50	0	41	49	0	23	81	1	50	88	0	23	81	1	50	88
35	Miramar Road / Production Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	32	51	1	67	79	1	32	51	1	76	80
36	Miramar Road / Distribution Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	35	80	1	74	104	1	35	80	1	74	104
37	Miramar Road / Miramar Way	No	-	No / No	1	0	51	0	0	4	1	0	51	0	0	4	0	23	47	0	18	10	0	23	47	0	18	10
38	La Jolla Village Drive / I-5 NB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	144	467	1	106	162	1	144	467	1	125	164
39	La Jolla Village Drive / I-5 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	10	20	1	7	22	1	10	20	1	7	22
40	Miramar Road / Dowdy Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	100	175	1	107	112	1	100	175	1	107	112
41	Miramar Road / Cabot Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	75	118	0	65	64	1	75	118	0	65	64
42	Towne Centre Drive / Project Driveway "West"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
43	Towne Centre Drive / Project Driveway "East"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
44	La Jolla Village Drive / I-5 NB Ramps	Yes	No / No	-	2	512	257	2	999	338	2	512	257	2	1046	343	-	0	0	-	0	0	-	0	0	-	0	0
45	La Jolla Village Drive / I-5 SB Ramps	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	2	310	543	2	1038	156	2	310	543	2	1038	156

#	Intersection	Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**	EB Approach												WB Approach											
					Year 2050						Year 2050 + Project						Year 2050						Year 2050 + Project					
					Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
					Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	No	-	No / No	-	0	0	0	0	1	-	0	0	0	0	1	0	18	4	-	0	0	0	18	4	-	0	0
2	Towne Centre Drive / Towne Centre Court	No	-	Yes / No	1	0	1	0	1	2	1	0	1	0	1	2	1	28	7	0	8	4	0	28	7	0	8	4
3	Towne Centre Drive / Eastgate Mall	No	-	Yes / Yes	1	179	44	0	166	240	2	486	74	0	166	240	1	73	194	0	246	26	1	73	194	0	469	48
4	Towne Centre Drive / Executive Drive	Yes	Yes / Yes	-	1	197	54	0	46	184	1	225	57	0	46	184	1	67	427	0	196	39	1	67	427	0	196	39
5	Towne Centre Drive / Towne Centre Driveway	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	1	11	114	1	1	10	1	11	114	1	1	10
6	Towne Centre Drive / La Jolla Village Drive	Yes	Yes / Yes	-	2	437	30	1	126	194	2	437	30	1	126	194	2	386	513	2	1583	365	2	386	513	2	1918	397
7	Judicial Drive / Eastgate Mall	No	-	No / Yes	1	167	19	0	80	187	1	167	19	0	87	244	1	164	120	0	38	9	1	164	120	0	38	9
8	Judicial Drive / Executive Drive	No	-	No / Yes	1	284	75	1	111	246	2	284	75	1	111	246	0	30	277	0	24	137	0	30	277	0	24	137
9	Judicial Drive / Judicial Driveway	No	-	No / No	0	0	13	0	1	11	0	0	13	0	1	11	0	1	1	0	4	4	0	1	1	0	4	4
10	Eastgate Mall / Easter Way	Yes	No / No	-	-	0	0	-	0	0	1	36	89	-	0	0	-	0	0	0	25	60	-	0	0	0	25	60
11	Eastgate Mall / Genesee Avenue	Yes	No / No	-	1	91	16	1	90	58	1	91	16	1	90	58	1	93	207	1	576	331	1	102	280	1	587	421
12	Genesee Avenue / Executive Drive	Yes	No / No	-	1	33	39	0	60	92	2	115	209	0	185	102	2	116	217	0	185	102	2	116	217	0	185	102
13	Genesee Avenue / Executive Square	Yes	No / No	-	1	54	258	0	22	47	1	54	258	0	14	190	0	14	24	0	14	24	0	14	190	0	14	24
14	La Jolla Village Drive / Genesee Avenue	Yes	No / No	-	2	598	226	1	119	193	2	598	226	1	119	193	2	208	468	1	368	254	2	208	468	1	368	254
15	Regents Road / Eastgate Mall	Yes	Yes / No	-	1	77	598	1	5	1	1	77	598	1	5	1	1	210	299	0	267	70	1	221	389	0	268	78
16	Regents Road / Executive Drive	Yes	No / No	-	1	33	28	1	19	9	0	33	28	1	19	9	1	80	346	1	255	47	1	80	346	1	255	47
17	Regents Road / Regents Park Row	Yes	Yes / No	-	1	251	257	1	67	16	0	251	257	1	67	16	1	130	248	0	83	72	1	130	248	0	83	72
18	Regents Road / La Jolla Village Drive	Yes	Yes / Yes	-	2	1023	331	0	104	189	2	83	367	1	178	181	2	85	383	1	178	181	2	85	383	1	178	181
19	Regents Road / Genesee Avenue	Yes	No / No	-	1	11	11	-	152	243	1	11	11	-	152	243	1	85	28	1	0	0	1	85	28	1	0	0
20	Genesee Avenue / Campus Point Drive	Yes	No / No	-	2	677	86	1	727	264	2	677	86	1	727	264	2	282	230	1	582	73	2	283	238	1	582	73
21	Genesee Avenue / Scripps Hospital Driveway	Yes	No / No	-	1	7	3	1	525	117	1	7	3	1	525	117	1	132	55	-	0	0	1	133	63	-	0	0
22	Genesee Avenue / I-5 NB Ramps	No	-	-	2	198	894	-	0	0	2	198	894	-	0	0	-	0	0	2	526	913	-	0	0	2	531	954
23	Genesee Avenue / I-5 SB Ramps	No	-	-	0	0	0	2	172	503	-	0	0	2	172	503	2	128	245	-	0	0	2	129	253	-	0	0
24	La Jolla Village Drive / Lebon Drive	No	-	-	1	14	39	1	221	419	1	14	39	1	221	419	2	108	423	0	3	17	2	110	439	0	3	17
25	Miramar Road / I-805 NB Ramps	No	-	-	0	0	1	722	1197	-	0	0	1	734	1295	-	0	0	1	550	788	-	0	0	1	550	788
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	No	-	-	0	0	2	505	810	-	0	0	2	530	1006	-	0	0	1	550	636	-	0	0	1	550	636
27	Eastgate Mall / Eastgate Drive	No	-	Yes / Yes	0	0	0	-	0	0	1	14	24	-	0	0	-	0	0	0	57	12	-	0	0	0	57	12
28	Eastgate Mall / Olson Drive	No	-	-	1	5	3	-	0	0	1	5	3	-	0	0	-	0	0	0	109	73	-	0	0	0	109	73
29	Eastgate Mall / Autoport Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	16	44	0	15	26	0	16	44	0	15	26
30	Miramar Road / Eastgate Mall	No	-	No / Yes	2	327	161	-	0	0	2	327	161	-	0	0	1	0	2	1	1095	190	1	0	2	1	1244	204
31	Miramar Road / Miramar Mall	No	-	No / No	1	106	39	-	0	0	1	106	39	-	0	0	0	0	0	1	56	75	0	0	0	1	56	75
32	Miramar Road / Miramar Place	No	-	Yes / No	1	128	27	-	0	0	1	128	27	-	0	0	1	22	8	0	94	54	1	22	8	0	94	54
33	Miramar Road / Camino Santa Fe / Frost Mar Place	No	-	No / Yes	2	831	1148	0	20	60	2	836	1189	0	20	60	2	20	35	0	116	81	2	20	35	0	116	81
34	Miramar Road / Commerce Avenue	No	-	No / No	2	97	86	0	68	20	2	97	86	0	68	20	1	82	32	0	105	43	1	82	32	0	105	43
35	Miramar Road / Production Avenue	No	-	No / No	-	0	0	-	0	0	1	74	53	-	0	0	0	0	0	0	101	28	0	0	0	0	101	28
36	Miramar Road / Distribution Avenue	No	-	No / No	1	53	81	-	0	0	1	53	81	-	0	0	0	0	0	0	91	75	0	0	0	0	91	75
37	Miramar Road / Miramar Way	No	-	No / No	1	35	36	0	3	75	1	35	36	0	3	75	1	5	15	0	38	37	1	5	15	0	38	37
38	La Jolla Village Drive / I-5 NB Ramps	No	-	No / No	1	150	93	-	0	0	1	150	93	-	0	0	1	1	4	1	559	133	1	1	4	1	559	133
39	La Jolla Village Drive / I-5 SB Ramps	No	-	No / No	1	19	13	-	0	0	1	19	13	-	0	0	1	0	1	0	28	18	1	0	1	0	28	18
40	Miramar Road / Dowdy Drive	No	-	No / No	1	90	94	-	0	0	1	90	94	-	0	0	1	2	4	0	312	53	1	2	4	0	312	53
41	Miramar Road / Cabot Drive	No	-	No / No	1	53	110	-	0	0	1	53	110	-	0	0	1	6	23	0	132	94	1	6	23	0	132	94
42	Towne Centre Drive / Project Driveway "West"	No	-	No / No	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
43	Towne Centre Drive / Project Driveway "East"	No	-	No / No	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
44	La Jolla Village Drive / I-5 NB Ramps	Yes	No / No	-	2	632	815	-	0	0	2	632	815	-	0	0	1	510	554	-	0	0	1	510	554	-	0	0
45	La Jolla Village Drive / I-5 SB Ramps	Yes	No / No	-	1	304	613	-	0	0	1	304	613	-	0	0	1	262	726	-	0	0	1	267	767	-	0	0

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

Exceeds threshold and Project contributes peak hour traffic volume to the turning movement.

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles; 1 Lane < 100 ≥ 300 vehicles; 2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles; 1 Lane < 500 ≥ 800 vehicles; 2 Lanes < 800 vehicles

Table I: 95th Percentile Queueing Analysis for Near-Term (Opening Day Year 2027) and Horizon Year 2050 Comparison

Provided on the following page. The page is intentionally left blank.

95th Percentile Queueing Summary Results

#	Intersection	EB Approach												WB Approach												NB Approach												SB Approach											
		Near-Term (OY 2027)						Near-Term (OY 2027) + Project						Year 2050						Year 2050 + Project						Near-Term (OY 2027)						Near-Term (OY 2027) + Project						Year 2050						Year 2050 + Project						Near-Term (OY 2027)						Near-Term (OY 2027) + Project						Year 2050						Year 2050 + Project					
		Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
		Storage (in ft.)	AM Queue	PM Queue	Storage (in ft.)	AM Queue	PM Queue	Storage (in ft.)	AM Queue	PM Queue

Table J: Systemic Safety Analysis for Pedestrians

Number	Intersection	Pedestrian Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Towne Centre Drive / Westerra Court	-	-	-
2	Towne Centre Drive / Towne Centre Court	-	-	-
3	Towne Centre Drive / Eastgate Mall	-	-	-
4	Towne Centre Drive / Executive Drive	-	-	-
5	Towne Centre Drive / Towne Centre Driveway	Footprint #3	Pedestrian Countdown Signals	High Visibility Crosswalks (N & E quadrants)
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	Judicial Drive / Eastgate Mall	Footprint #2	Pedestrian Countdown Signals & High Visibility Crosswalk (S quadrant)	High Visibility Crosswalks (N, E, & W quadrants)
8	Judicial Drive / Executive Drive	-	-	-
9	Judicial Drive / Judicial Driveway	Footprint #2	Pedestrian Countdown Signals	High Visibility Crosswalks (N, E, & W quadrants)
10	Eastgate Mall / Easter Way	Footprint #2	Pedestrian Countdown Signals & High Visibility Crosswalk (N quadrant)	High Visibility Crosswalks (E & W quadrants)
11	Eastgate Mall / Genesee Avenue	-	-	-
12	Genesee Avenue / Executive Drive	-	-	-
13	Genesee Avenue / Executive Square	-	-	-
14	La Jolla Village Drive / Genesee Avenue	-		
15	Regents Road / Eastgate Mall	-		
16	Regents Road / Executive Drive	Footprint #2 / Footprint #3	Pedestrian Countdown Signals & High Visibility Crosswalk (N, S, E, & W quadrants)	-
17	Regents Road / Regents Park Row	Footprint #2 / Footprint #3	Pedestrian Countdown Signals	High Visibility Crosswalk (N, S, E, & W quadrants)
18	Regents Road / La Jolla Village Drive	-	-	-
19	Regents Road / Genesee Avenue	-	-	-
20	Genesee Avenue / Campus Point Drive	-	-	-
21	Genesee Avenue / Scripps Hospital Driveway	-	-	-
22	Genesee Avenue / I-5 NB Ramps	-	-	-
23	Genesee Avenue / I-5 SB Ramps	-	-	-
24	La Jolla Village Drive / Lebon Drive	-	-	-
25	Miramar Road / I-805 NB Ramps	-	-	-
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-
27	Eastgate Mall / Eastgate Drive	-	-	-
28	Eastgate Mall / Olson Drive	-	-	-
29	Eastgate Mall / Autoport Mall	-	-	-
30	Miramar Road / Eastgate Mall	-	-	-
31	Miramar Road / Miramar Mall	-	-	-
32	Miramar Road / Miramar Place	-	-	-
33	Miramar Road / Camino Santa Fe / Frost Mar Place	-	-	-
34	Miramar Road / Commerce Avenue	-	-	-
35	Miramar Road / Production Avenue	-	-	-
36	Miramar Road / Distribution Avenue	-	-	-
37	Miramar Road / Miramar Way	-	-	-
38	Miramar Road / Carroll Road	-	-	-
39	Miramar Road / Alesmith Court	-	-	-
40	Miramar Road / Dowdy Street	-	-	-
41	Miramar Road / Cabot Drive	-	-	-
42	Towne Centre Drive / Proejct Driveway "West"	-	* New Project Driveway	-
43	Towne Centre Drive / Proejct Driveway "East"	-	* New Project Driveway	-
44	La Jolla Village Drive / I-5 NB Ramps	-	-	-
45	La Jolla Village Drive / I-5 SB Ramps	-	-	-

Table K: Systemic Safety Analysis for Bicycles

Number	Intersection	Bicycle Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Towne Centre Drive / Westerra Court	Footprint #2	-	-
2	Towne Centre Drive / Towne Centre Court	Footprint #2	-	-
3	Towne Centre Drive / Eastgate Mall	Footprint #1	-	-
4	Towne Centre Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detector for NB approach
5	Towne Centre Drive / Towne Centre Driveway	Footprint #1	-	Bicycle Loop Detector for NB & SB approaches
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	Judicial Drive / Eastgate Mall	Footprint #1	-	-
8	Judicial Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detector for NB approach
9	Judicial Drive / Judicial Driveway	Footprint #1	-	Bicycle Loop Detector for NB & SB approaches
10	Eastgate Mall / Easter Way	Footprint #1	-	Bicycle Loop Detector for WB approach
11	Eastgate Mall / Genesee Avenue	-	-	-
12	Genesee Avenue / Executive Drive	-	-	-
13	Genesee Avenue / Executive Square	-	-	-
14	La Jolla Village Drive / Genesee Avenue	-	-	-
15	Regents Road / Eastgate Mall	Footprint #1	-	Bicycle Loop Detector for NB, SB, & EB approaches
16	Regents Road / Executive Drive	Footprint #1	-	Bicycle Loop Detector for NB, SB, & WB approaches
17	Regents Road / Regents Park Row	Footprint #1	-	Bicycle Loop Detector for NB & SB approaches
18	Regents Road / La Jolla Village Drive	-	-	-
19	Regents Road / Genesee Avenue	-	-	-
20	Genesee Avenue / Campus Point Drive	-	-	-
21	Genesee Avenue / Scripps Hospital Driveway	-	-	-
22	Genesee Avenue / I-5 NB Ramps	-	-	-
23	Genesee Avenue / I-5 SB Ramps	-	-	-
24	La Jolla Village Drive / Lebon Drive	-	-	-
25	Miramar Road / I-805 NB Ramps	-	-	-
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-
27	Eastgate Mall / Eastgate Drive	-	-	-
28	Eastgate Mall / Olson Drive	Footprint #2	-	-
29	Eastgate Mall / Autoport Mall	Footprint #2	-	-
30	Miramar Road / Eastgate Mall	-	-	-
31	Miramar Road / Miramar Mall	-	-	-
32	Miramar Road / Miramar Place	-	-	-
33	Miramar Road / Camino Santa Fe / Frost Mar Place	-	-	-
34	Miramar Road / Commerce Avenue	-	-	-
35	Miramar Road / Production Avenue	-	-	-
36	Miramar Road / Distribution Avenue	-	-	-
37	Miramar Road / Miramar Way	-	-	-
38	Miramar Road / Carroll Road	-	-	-
39	Miramar Road / Alesmith Court	-	-	-
40	Miramar Road / Dowdy Street	-	-	-
41	Miramar Road / Cabot Drive	-	-	-
42	Towne Centre Drive / Proejct Driveway "West"	-	* New Project Driveway	-
43	Towne Centre Drive / Proejct Driveway "East"	-	* New Project Driveway	-
44	La Jolla Village Drive / I-5 NB Ramps	-	-	-
45	La Jolla Village Drive / I-5 SB Ramps	-	-	-

Table L: Systemic Safety Analysis for Vehicles

Number	Intersection	Vehicular Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Towne Centre Drive / Westerra Court	-	-	-
2	Towne Centre Drive / Towne Centre Court	-	-	-
3	Towne Centre Drive / Eastgate Mall	Footprint #3	-	Backplates w/Retroreflective Borders
4	Towne Centre Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
5	Towne Centre Drive / Towne Centre Driveway	Footprint #1	-	Backplates w/Retroreflective Borders
6	Towne Centre Drive / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
7	Judicial Drive / Eastgate Mall	-	-	-
8	Judicial Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
9	Judicial Drive / Judicial Driveway	-	-	-
10	Eastgate Mall / Easter Way	-	-	-
11	Eastgate Mall / Genesee Avenue	Footprint #2	-	Backplates w/Retroreflective Borders
12	Genesee Avenue / Executive Drive	Footprint #2	-	Backplates w/Retroreflective Borders
13	Genesee Avenue / Executive Square	-	-	-
14	La Jolla Village Drive / Genesee Avenue	-	-	-
15	Regents Road / Eastgate Mall	-	-	-
16	Regents Road / Executive Drive	Footprint #1	-	Backplates w/Retroreflective Borders
17	Regents Road / Regents Park Row	Footprint #1	-	Backplates w/Retroreflective Borders
18	Regents Road / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
19	Regents Road / Genesee Avenue	-	-	-
20	Genesee Avenue / Campus Point Drive	Footprint #2	-	Backplates w/Retroreflective Borders
21	Genesee Avenue / Scripps Hospital Driveway	Footprint #2	-	Backplates w/Retroreflective Borders
22	Genesee Avenue / I-5 NB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
23	Genesee Avenue / I-5 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
24	La Jolla Village Drive / Lebon Drive	Footprint #2	-	Backplates w/Retroreflective Borders
25	Miramar Road / I-805 NB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
27	Eastgate Mall / Eastgate Drive	-	-	-
28	Eastgate Mall / Olson Drive	-	-	-
29	Eastgate Mall / Autoport Mall	-	-	-
30	Miramar Road / Eastgate Mall	Footprint #2	-	Backplates w/Retroreflective Borders
31	Miramar Road / Miramar Mall	-	-	-
32	Miramar Road / Miramar Place	-	-	-
33	Miramar Road / Camino Santa Fe / Frost Mar Place	-	-	-
34	Miramar Road / Commerce Avenue	-	-	-
35	Miramar Road / Production Avenue	-	-	-
36	Miramar Road / Distribution Avenue	-	-	-
37	Miramar Road / Miramar Way	-	-	-
38	Miramar Road / Carroll Road	Footprint #2	-	Backplates w/Retroreflective Borders
39	Miramar Road / Alesmith Court	-	-	-
40	Miramar Road / Dowdy Street	-	-	-
41	Miramar Road / Cabot Drive	-	-	-
42	Towne Centre Drive / Proejct Driveway "West"	-	* New Project Driveway	-
43	Towne Centre Drive / Proejct Driveway "East"	-	* New Project Driveway	-
44	La Jolla Village Drive / I-5 NB Ramps	-	-	-
45	La Jolla Village Drive / I-5 SB Ramps	-	-	-

1.0 INTRODUCTION

Urban Systems Associates, Inc. has prepared this LMA to evaluate the Project's effects on mobility, access, circulation, and related safety elements in the proximate area of the Project per the City of San Diego ("City") Transportation Study Manual (TSM; dated *9/29/2020*).

The Project is located on a 33.55-acre site that encompasses five (5) parcels of real property located within Subarea 11 in the University Community Planning Area of the City of San Diego and a portion of Towne Centre Drive proposed to be vacated. The Project development area is limited to four lots proposed to be reconsolidated in the southern portion of the site with addresses of 9855/9865/9875 Towne Centre Drive and a portion of the Towne Center Drive right-of-way proposed to be vacated encompassing approximately 26.5-acres. The approximately 7.0-acre existing northern parcel of the Project site under separate ownership is within the City's Multi-Habitat Planning Area (MHPA) and would remain undeveloped. The project site is bound by open space to the north, 9779/9785/9791 Towne Centre Drive to the east, Towne Centre Drive to the south, and open space to the west. The project site can be accessed through Towne Centre Drive to the south.

Figure 1-1 includes a project vicinity map.

Figure 1-2 includes a project location map.

Refer to **Appendix A** for a Project Information Form (PIF).

Figure 1-1: Project Vicinity Map

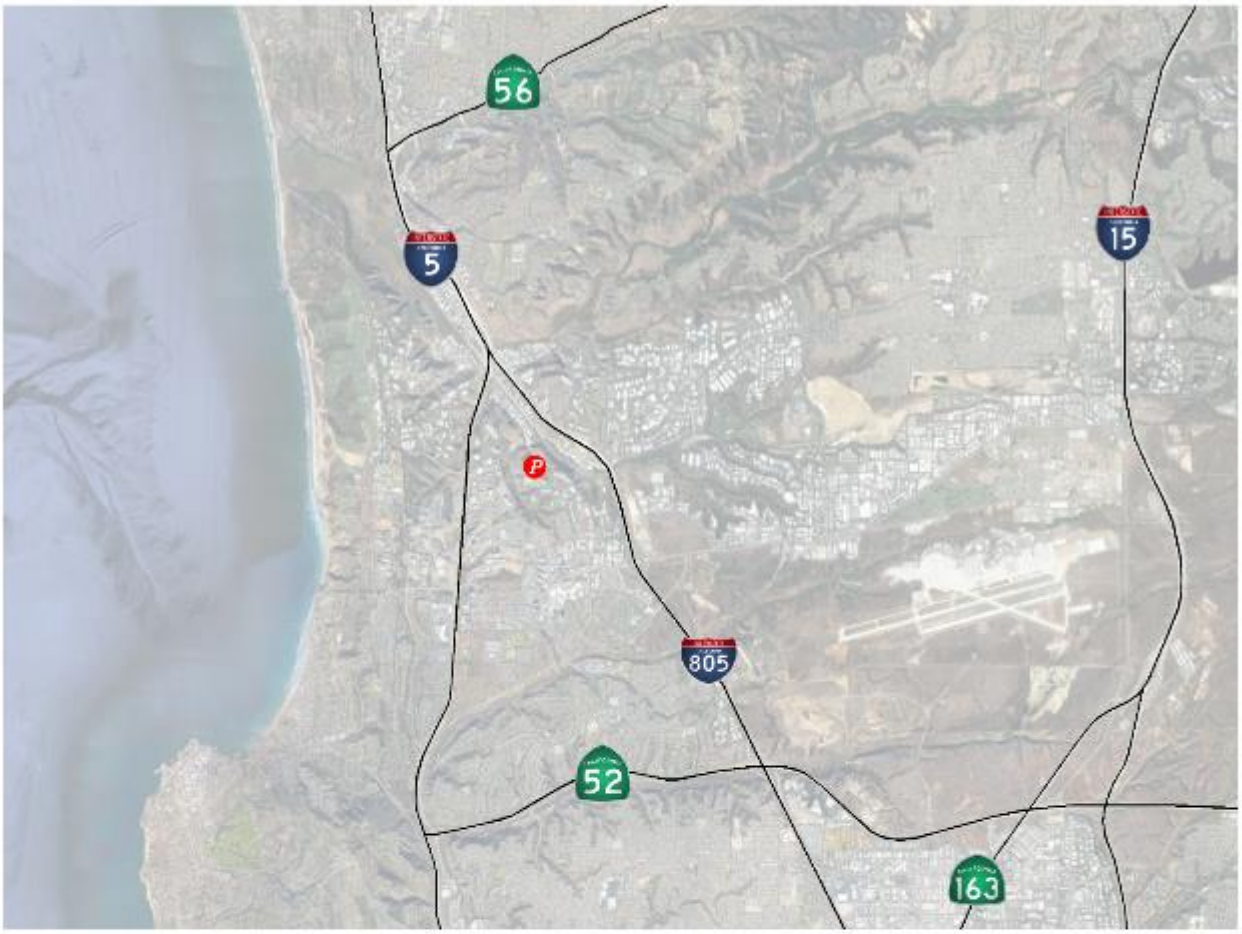
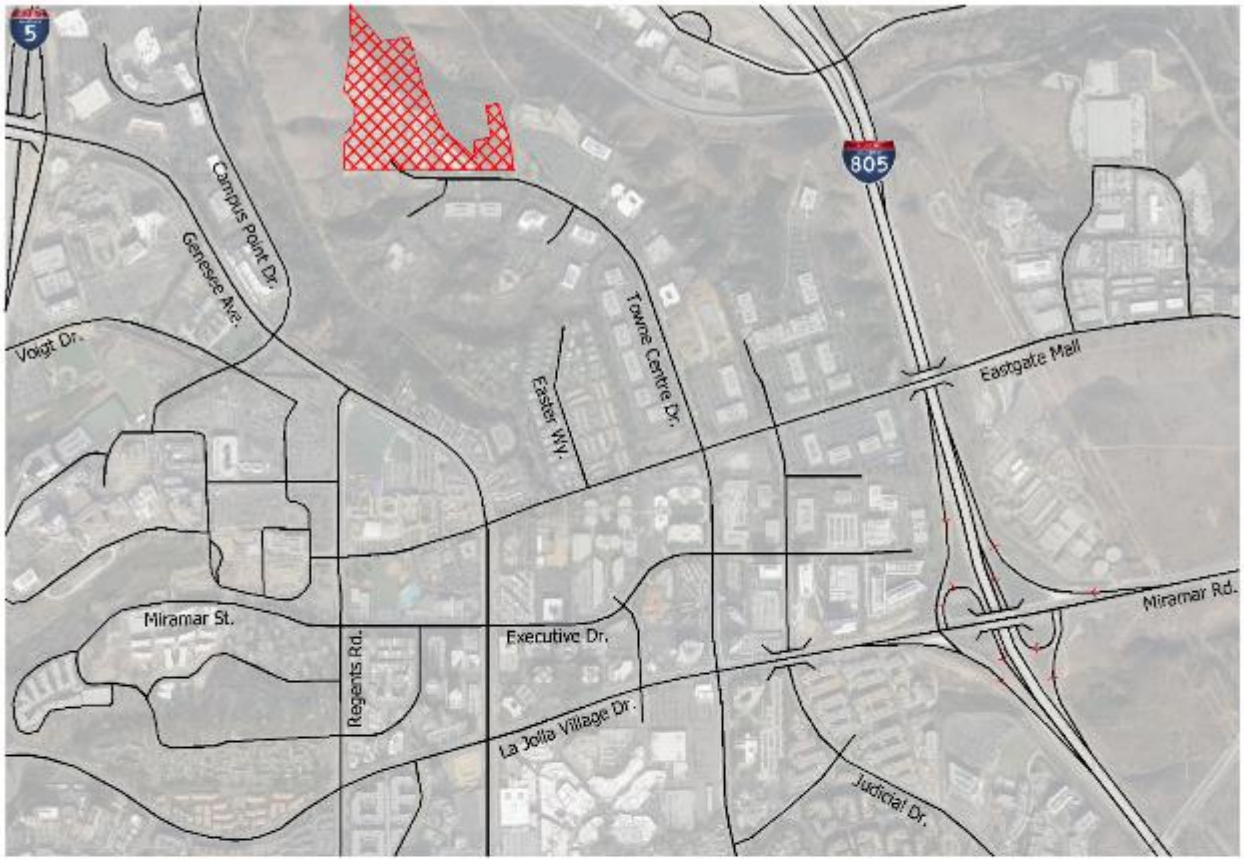


Figure 1-2: Project Location Map



Legend

= Project Location

N
NO SCALE

URBAN SYSTEMS ASSOCIATES, INC.
PLANNING & TRAFFIC ENGINEERING

2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project is located on a 33.55-acre site that encompasses five (5) parcels of real property within Subarea 11 in the University Community Planning Area of the City of San Diego and a portion of Towne Centre Drive proposed to be vacated. The Project development area is limited to four lots proposed to be reconsolidated in the southern portion of the site with addresses of 9855/9865/9875 Towne Centre Drive and a portion of the Towne Center Drive right-of-way proposed to be vacated encompassing approximately 26.5-acres. The approximately 7.0-acre existing northern parcel of the Project site under separate ownership is within the City's Multi-Habitat Planning Area (MHPA) and would remain undeveloped. The project site is bound by open space to the north, 9779/9785/9791 Towne Centre Drive to the east, Towne Centre Drive to the south, and open space to the west. The project site can be accessed through Towne Centre Drive to the south.

Regional access to the project site is provided by several locations that include the junction of Interstate 5 with Genesee Avenue (2.1 miles west of the project site), the junction of Interstate 805 with La Jolla Village Drive (1.5 miles southeast of the project site), the junction of Interstate 805 with Nobel Drive (2.0 miles southeast of the project site), and the junction of Interstate 5 with La Jolla Village Drive (2.4 miles southwest of the project site). Local access to the project site is provided through the intersection of Towne Centre Drive and Eastgate Mall (0.7 miles south of the project site). Primary vehicle access to the project site will occur through three (3) proposed driveways along Towne Centre Drive.

The project site has an "Industrial Employment" land use designation in the San Diego General Plan and is designated "Scientific Research" and "Open Space" within Subarea 11 of the University Community Plan. The portion of the site designated as "Open Space" is the northern approximately 7.0-acre open space parcel under separate ownership that would remain undeveloped. The Project site is zoned IP-1-1, (Industrial Park - research and development uses are allowed with some limited manufacturing), and RS-1-7 (Residential Single Unit). The portion of the site that is zoned RS-1-7 is the northern 7.0-acre open space parcel that would remain undeveloped.

The eastern portion of the Project site (approximately 11.3 acres) is currently developed with three (3) scientific research and development buildings with approximately 192,365 SF of building area and a 7,370 SF covered courtyard. The existing buildings are owned and operated by the Project Applicant and were constructed between 2001 and 2007. The western portion of the project site (approximately 15.2 acres, excluding the approximately 7.0-acre open space parcel in the northern portion of the Project site) is entitled for 190,000 SF of regional and corporate headquarters office space (pursuant to Coastal Development Permit 117798 and Site Development Permit 2758 approved by the City of San Diego in March 2005 under PTS #1591). This area was mass graded in 2009 and building pads were established for the approved development, which consisted of three buildings: Building A (a four-story 80,500 SF building); Building B (a three-story 63,500 SF building), and Building C (a two-story 46,000 SF building). This approved development was never constructed. The area was recently used as a staging area for the Mid-Coast Trolley construction under a lease agreement with the current property owner (Cushman). The construction staging activities have been completed.

2.2 Proposed Project

The Project proposes the consolidation of these properties that will entail the demolition of a total building area of 199,735 SF, of which 192,365 SF consists of scientific research and development use and 7,370 SF consists of a courtyard that is a non-trip generating space. The Project will combine four (4) parcels proposed to be reconsolidated for the construction of 1,000,000 SF of gross floor area (GFA) of scientific research and development campus distributed in five (5) new buildings and an underground four-level podium parking structure. These five (5) new buildings will consist of the following:

- Building A: 6-levels; 254,358 SF of GFA
- Building B: 6-levels; 280,066 SF of GFA
- Building C: 6-levels; 270,932 SF of GFA
- Building D: 5-levels; 188,106 SF of GFA
- Building E: 2-levels; 5,924 SF of GFA

The Project proposes a street vacation and removal of the existing terminus of Towne Centre Drive west of Westerra Court. The public right-of-way for Towne Centre Drive would terminate at Westerrra Court. The Project would involve frontage improvements along Towne Centre Drive (north side of the street), including the construction of Project driveways, replacement of the contiguous sidewalk with a non-contiguous sidewalk, and a turnaround at the intersection of Towne Centre Drive and Westerra Court.

The anticipated Opening Day of the Project is estimated to be during Year 2027.

Figure 2-1 includes the Project site plan.

As shown in the project site plan in **Figure 2-1**, access to the project site is will be through three (3) driveways, providing access to parking structures, surface parking, and drop-off areas. Two (2) of the proposed project driveways will be located east of the intersection of Towne Centre Drive and Westerra Court, and one driveway will be the west leg of the intersection of Towne Centre Drive at Westerra Court as a result of the proposed street vacation.

At full buildout of the Project, parking will consist of a total supply of 2,500 vehicle parking spaces, 49 motorcycle spaces, and 170 bicycle spaces. A detailed breakdown of the Project's parking supply and facilities is discussed under **Chapter 12.0**.

The Project will provide features supporting mobility for bicycling, walking, and transit users. These project features are based on the City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements. As shown in the project's CAP Consistency Checklist included in **Appendix B**, the project will provide the following:

A. Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development.
B. Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees.
C. Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, and gyms, either onsite or within 1,320 feet (1/4-mile) of the structure/use.
D. Subsidized transit passes.
E. More short-term bicycle parking than required.
    - *0 spaces required for industrial uses*
    - 50 spaces provided

F. More long-term bicycle parking than required.
    - *118 spaces required*
    - 120 spaces provided
G. Employee showers and lockers in accordance with the voluntary measures under the California Green Building Standards Code.
H. Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles.
    - *At least 10% of the total number of parking spaces (233 spaces required)*
    - 233 carpool/low emission parking spaces + 75 electric vehicle supply equipment (EVSE) spaces and an additional 75 spaces dedicated for future use = 383 spaces

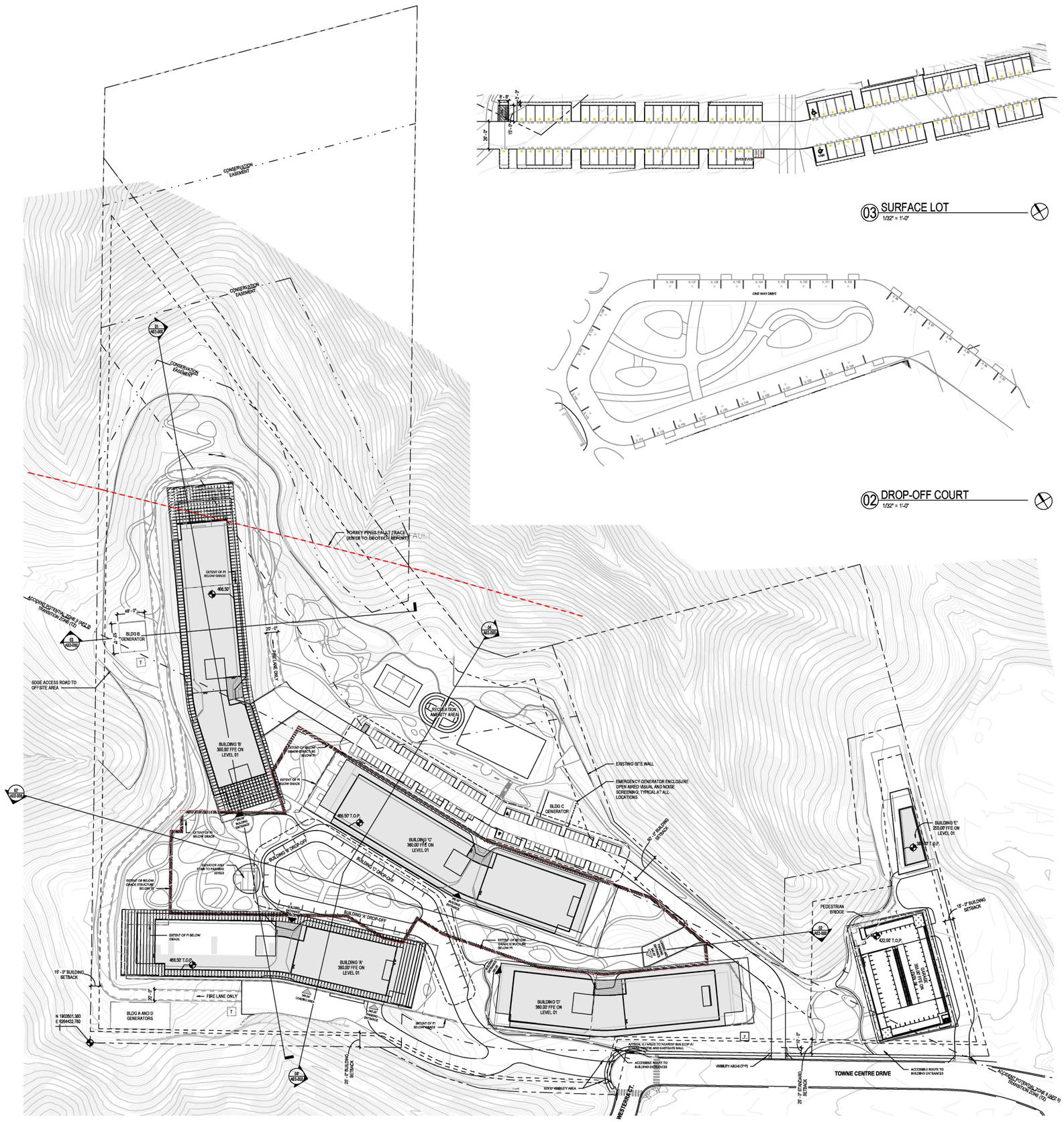
In addition to the measures listed as A through D above, the Project will implement a TDM Program as required mitigation for its significant VMT impact, discussed in detail in **Chapter 13.0**.

Discretionary actions required by the Project include a Planned Development Permit (PDP), Site Development Permit (SDP), Vesting Tentative Map, Street Vacation, and a Community Plan Amendment (CPA). Because the proposed uses are allowed in areas designated Scientific Research in the University Community Plan, and research and development uses are allowed in the IP-1-1 Zone, a Community Plan Amendment and zone change are not required relative to the land use designation. However, a Community Plan Amendment is required to add the proposed intensity of the Project to Table 2, Land Use and Development Intensity, of the University Community Plan, for Subarea 11. Existing development and existing entitlements for the project site collectively total 382,365 SF of building area within the Project site (190,000 SF entitled on the Cushman property and 192,365 SF entitled/developed on the Project Applicant's property). Therefore, the proposed CPA to allow up to 1,000,000 SF of Scientific

Research and development uses within Subarea 11 would increase the existing entitlements by 617,635 SF.

Figure 2-1: Project Site Plan

Provided on the following page. The page is intentionally left blank.


CONSERVATION EASEMENT
CONSERVATION EASEMENT
CONSERVATION EASEMENT
81' RADIUS
TORREY PINES FAULT TRACE (REFER TO GEOTECH. REPORT)
EXTENT OF P1 BELOW GRADE
466.50'
ACCESSIBLE POTENTIAL ZONE II (APZ2) TRANSITION ZONE (TZ)
BLDG B GENERATOR
48' - 0"
40'
T
29' - 0"
FIRE LANE ONLY
SDGE ACCESS ROAD TO OFF-SITE AREA
BUILDING 'B' 360.00' FFE ON LEVEL 01
EXTENT OF P1 BELOW GRADE
EXTENT OF BELOW GRADE STRUCTURE, B1 BELOW P1
EXTENT OF B1 BELOW GRADE
RECREATION AMENITY AREA
EXISTING SITE WALL
EMERGENCY GENERATOR ENCLOSURE OPEN AIRED VISUAL AND NOISE SCREENING; TYPICAL AT ALL LOCATIONS
BLDG C GENERATOR
466.50' T.O.P.
BUILDING 'C' 360.00' FFE ON LEVEL 01
50' - 0" BUILDING SETBACK
BUILDING 'B' DROP-OFF
BUILDING 'C' DROP-OFF
BUILDING 'A' DROP-OFF
ELEVATOR AND EXIT TO PARKING LEVELS
EXTENT OF BELOW GRADE STRUCTURE BELOW P1
EXTENT OF P1 BELOW GRADE
466.50' T.O.P.
BUILDING 'A' 360.00' FFE ON LEVEL 01
19' - 0" BUILDING SETBACK
15'
20'
FIRE LANE ONLY
BLDG A AND D GENERATORS
N 1903501.380
E 6094432.780
LOUNGE AREA
ROOF BELOW
ROOF BELOW
EXTENT OF P1 BELOW GRADE
BUILDING 'D' 360.00' FFE ON LEVEL 01
ROOF BELOW
ROOF BELOW
ROOF BELOW

2.3 Trip Generation

Trip Generation for the Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below. The Project is anticipated to generate approximately 8,000 daily unadjusted driveway trips with 1,280 (1,152 In / 128 Out) AM peak hour trips and 1,120 (112 In / 1,008 Out) PM peak hour trips. Since the existing scientific R&D use is the same as the proposed use for the project site, an existing credit can be applied based on trip generation rates, for analysis purposes. Existing uses onsite have been calculated to generate 1,539 daily unadjusted driveway trips with 246 (221 In / 25 Out) AM peak hour trips and 215 (22 In / 193 Out) PM peak hour trips. Therefore, the Project would result in a net increase of approximately **6,461** average daily trips (ADT) with **1,034** (931 In / 103 Out) AM peak hour trips and **905** (90 In / 815 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing Project Uses															
Scientific Research and Development	192.365 /KSF	8 /KSF	1,539	16%	246	90% : 10%		221	25	14%	215	10% : 90%		22	193
Covered Courtyard	7.370 /KSF	Non-Trip Generating Space													
Proposed Project Uses															
Scientific Research and Development	1000 /KSF	8 /KSF	8,000	16%	1,280	90% : 10%		1,152	128	14%	1,120	10% : 90%		112	1,008
Net Increase In Trip Generation			6,461		1,034			931	103		905			90	815

Source:

*Rates taken from the City of San Diego Trip Generation Manual, May 2003

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

3.0 METHODOLOGY PROCEDURES AND CRITERIA

3.1 City of San Diego Transportation Study Manual

The City of San Diego has recently released a new set of guidelines for indicating the procedures to prepare transportation analysis for land development, roadway projects, and specific plans in the City of San Diego. This new set of guidelines known as the Transportation Study Manual (9/29/2020) is designed to implement a required shift from a LOS analysis to vehicle miles traveled (VMT) CEQA analysis as a result of Senate Bill 743 and to better address all transportation modes.

Consistent with the City's TSM, a Local Mobility Analysis (LMA) evaluates the effects of a development project on mobility, access, circulation, and related safety elements in the proximate area of the project. The LMA has the following objectives:

- Ensures that improvements identified in the Community Plan that support multi-modal circulation and access are constructed when needed.
- Identifies improvements needed to support and promote active transportation and transit modes.
- Ensures the project provides connections to the active transportation network and transit system.
- Addresses issues related to operations and safety for all transportation modes.

3.2 Screening Criteria

As identified within the City's TSM, all projects must complete an LMA unless they meet the following trip generation screening criteria:

- Land uses consistent with Community Plan/Zoning designation: generate less than 1,000 daily unadjusted driveway vehicle trips
    - The project is consistent with the current University Community Plan land use designation; however, the project would increase intensity above the assumptions of the current Community Plan and is calculated to generate 8,000 daily unadjusted driveway vehicle trips defined per page 7 of the City's TSM, which are based on trip generation rates from the City of San Diego, Trip Generation Manual (*May 2003*). Therefore, this item does not apply to this project.
- Land uses inconsistent with Community Plan/Zoning designation: generate less than 500 daily unadjusted driveway vehicle trips.
    - The project is consistent with the current University Community Plan land use designation; however, the project would increase intensity above the assumptions of the Community Plan and is calculated to generate 8,000 daily unadjusted driveway vehicle trips. Therefore, this item does not apply to this project.

- Within the Downtown Community Planning Area and generates less than 2,400 daily unadjusted trips.

  - The project is not located within the Downtown Community Planning Area and generates more than 2,400 daily unadjusted trips. Therefore, this item does not apply to this project.

3.3 Extents of Study

The extent of the LMA study is determined for each mode as follows:

- Pedestrian: Documentation of pedestrian facilities and basic deficiencies (missing sidewalk, curb ramps, and major obstructions) within ½-mile walking distance measured from each pedestrian access point (for example, driveways, internal project sidewalk connections to the street, etc.).

- Bicycle: Documentation of bicycle facilities and basic deficiencies (bike lane gaps, obstructions) within a ½-mile bicycling distance measured from the center of the intersection formed by each project driveway.

- Transit: Identification of the closest transit routes and stops to the project. If the transit stops are within ½-mile walking distance of each pedestrian access point, the condition of the stop amenities must be described/evaluated.

- Intersection Operations: Intersections are focal points within a mobility network where multiple modes interact and at times, conflict, in their movements.

Understanding intersection operations is essential for understanding circulation and safety for all modes that traverse through the intersection.

- For projects that generate less than 2,400 daily final driveway trips the typical study intersections are as follows:
  - All signalized intersections and signalized project driveways located within a ½-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 ½-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.
  - All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in either direction must be analyzed regardless of their distance from the project site.
- For projects that generate more than 2,400 daily final driveway trips the typical study intersections are as follows:

- All signalized intersections and signalized project driveways where 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 where the project will add 50 or more peak hour final primary (cumulative) trips on any approach.
- All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in any approach must be analyzed regardless of their distance from the project site.

- Roadway Segments: The study area should include any roadway segments where the project adds 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, or 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan AND:
  - Have improvements identified in the community plan; OR
  - Not built to the community plan ultimate classification (including planned new circulation element roadways).

3.4 Analysis Methodology

3.4.1 Pedestrian Analysis

Pedestrian analysis should primarily focus on pedestrian connectivity, walkshed analysis, the presence of adequate facilities, etc. However, in dense, urban environments featuring substantial pedestrian volumes, analysis of pedestrian facilities (i.e., sidewalks and crosswalks) may be required per the latest version of the HCM. Mid-block pedestrian crossing treatments should also be evaluated using available research and recommendations.

3.4.2 Bicycle Analysis

Project effects on existing and proposed bicycle facilities should be reviewed in consideration of the following:

- Bicycle analysis should primarily focus on bicycle connectivity, bikeshed analysis, presence of adequate facilities, etc.;
- Consistency with the City's Bicycle Master Plan and the Community's Bicycle Mobility Element;
- On-site bike parking supply as well as bike-share bicycles that may be parked/stored on public sidewalks.

3.4.3 Transit Analysis

Project effects on the transportation system should be evaluated in consideration of the following:

- Increased travel time for buses that could adversely affect on-time performance (intersection delay, corridor delay, movement delay (for transit));
- Conflicts (e.g., weaving, sight distance, etc.) involving buses at a stop due to nearby driveways;
- Planned and/or proposed transit improvements and stops identified in community plans, the RTIP, and/or RTP within the study area Project effects on transit system ridership are not typically considered an issue but may be evaluated under special circumstances (e.g., new office building along a bus line that already has substantial peak period ridership).

3.4.4 Systemic Safety Review

Study intersections should be compared to the City of San Diego Systemic Safety: The Data-Driven Path to Vision Zero report to determine if a study intersection meets any hot spot criteria identified in Appendix C: Identification of Systemic Hotspots of the report. If a study intersection meets any of the criteria, the applicant should evaluate any potential countermeasures and coordinate with the Development Services Department Transportation Development Section staff to determine appropriate intersection improvements.

3.4.5 Signalized & Unsignalized Intersection Analysis

Traffic operational impacts at signalized intersections and unsignalized intersections (all-way stop, side-street stop, and roundabout) shall be analyzed using standard or state-of-the-

practice procedures consistent with the latest edition of the Highway Capacity Manual (HCM) published by the Transportation Research Board.

The following provides general guidelines for the parameters necessary to perform the analysis. For existing and opening year conditions within five years of commencement of the LMA, the parameters should generally be based on field measurements taken during traffic data collection or field observation. For new study intersections or to analyze an opening year that is beyond five years of commencement of the LMA, the guidelines in **Table 3-1** can be used to determine input parameters.

Table 3-1: Signalized Intersection Analysis Parameters

Parameter	Guidance
Peak Hour Factor	Use the measured PHF by intersection approach that is obtained during traffic data collection. For new intersections or to analyze conditions beyond five years of commencing the LMA, refer to the HCM and maintain consistency across analysis periods, scenarios, and intersections.
Saturation Flow Rate	Use the typical saturation flow rate presented in the HCM. The current typical saturation flow rate is 1,900 vehicles per hour per lane.
Signal Timing	Obtain signal timing plans from the appropriate agency and use the timing (by time of day if provided) for the analysis. For new traffic signals, typically use a maximum cycle length of 120 seconds for intersections near freeway interchanges or at the intersection of two arterial roadways. For all other conditions use a maximum of 90 seconds. For all conditions, ensure that the minimum pedestrian crossing times are utilized.
Conflicting Pedestrians and Pedestrian Calls	Use pedestrian count data if available. If not available, refer to the HCM for appropriate minimum values.
Heavy Truck Percentage	If available, use observed values from field observations or traffic counts. If unavailable, the minimum recommended value is 3%. Heavy truck percentages should be higher on truck routes.
Lane Utilization Factor	If applicable, adjust the lane utilization factor based on field observations. Otherwise, refer to the HCM.

The most recent procedure from the HCM (HCM 6th Edition, *Transportation Research Board, 2016*) has been implemented in this LMA. The procedure in Chapter 19, which is used to analyze signalized intersections, is the "operational method." This method determines the Level of Service (LOS) based on the average control delay for the entire intersection expressed in seconds. **Table 3-2** shows the LOS based upon the delay. The procedure in Chapter 20 (Two Way Stop Control) and Chapter 21 (All-Way Stop Control) were used to analyze unsignalized intersections. The measure of effectiveness for unsignalized intersections is determined by the computed control delay for the entire intersection for all-way stop control and is defined for each minor movement for two-way stop control. A computer software package called "Synchro Version 10" supports this methodology and is used to complete the analysis for signalized and unsignalized intersections.

Table 3-2: Level of Service Criteria for Intersections

Signalized Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤ 1.0	> 1.0
≤ 10	A	F
> 10-20	B	F
> 20-35	C	F
> 35-55	D	F
> 55-80	E	F
> 80	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 19-8

Two-Way Stop-Controlled Intersections (1)(2)

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
> 50	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 20-2

Note:

1) The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

2) The intersection worst approach delay is the reported delay for TWSC intersections. Note that it its important to consider measures of effectiveness such as V/C ratios, average queue lengths, and 95th percentile queue lengths in addition to considering delay.

All-Way Stop-Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
> 50	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 21-8

3.4.6 Roadway Segment Analysis

Roadway segment analysis should be evaluated for any roadway segment that has identified improvements (including planned new circulation element roadways) in the Community Plan and the project is expected to add 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, or 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan. Roadways should be evaluated using the roadway classification criteria shown in **Table 3-3**. This analysis intends to determine if the project results in the need to implement roadway improvements as identified in the Community Plan. The functional classification of the roadway segment should be evaluated in this analysis.

Table 3-3: Roadway Classifications, LOS, and ADT

STREET CLASSIFICATION	LANES	LEVEL OF SERVICE				
		A	B	C	D	E
Expressway	8 lanes	40,000	56,000	80,000	93,500	107,000
Expressway	7 lanes	35,000	49,000	70,000	82,000	93,500
Expressway	6 lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial[1]	8 lanes	35,000	50,000	70,000	75,000	80,000
Prime Arterial[1]	7 lanes	30,000	42,500	60,000	65,000	70,000
Prime Arterial	6 lanes	25,000	35,000	50,000	55,000	60,000
Prime Arterial[10]	5 lanes	20,000	28,000	40,000	45,000	50,000
Prime Arterial[11]	4 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial[2]	7 lanes	22,500	31,500	45,000	50,000	55,000
Major Arterial	6 lanes	20,000	28,000	40,000	45,000	50,000
Major Arterial[3]	5 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial	4 lanes	15,000	21,000	30,000	35,000	40,000
Major Arterial	3 lanes	11,250	15,750	22,500	26,250	30,000
Major Arterial	2 lanes	7,500	10,500	15,000	17,500	20,000
Major Arterial *(one-way)*[4]	3 lanes	12,500	16,500	22,500	25,000	27,500
Major Arterial *(one-way)*[5]	2 lanes	10,000	13,000	17,500	20,000	22,500

Table 3-3: Roadway Classifications, LOS, and ADT (cont'd)

STREET CLASSIFICATION	LANES	LEVEL OF SERVICE				
		A	B	C	D	E
Collector *(with two-way left turn lane)*	5 lanes	12,500	17,500	25,000	30,750	37,500
Collector *(with two-way left turn lane)*	4 lanes	10,000	14,000	20,000	25,000	30,000
Collector *(with two-way left turn lane)*	3 lanes	7,500	10,500	15,000	18,750	22,500
Collector *(with two-way left turn lane)*	2 lanes	5,000	7,000	10,000	13,000	15,000
Collector *(without two-way left turn lane)*	4 lanes	5,000	7,000	10,000	13,000	15,000
Collector *(without two-way left turn lane)*[6]	3 lanes	4,000	5,000	7,500	10,000	11,000
Collector *(without two-way left turn lane)*	2 lanes	2,500	3,500	5,000	6,500	8,000
Collector *(with no fronting property)*	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector *(one-way)*[7]	3 lanes	11,000	14,000	19,000	22,500	26,000
Collector *(one-way)*[8]	2 lanes	7,500	9,500	12,500	15,000	17,500
Collector *(one-way)*[9]	1 lane	2,500	3,500	5,000	6,500	7,500
Sub-Collector *(Single-family)*	2 lanes	--	--	2,200	--	--

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

[1]Calculated assuming that each additional lane above a 6-Ln Arterial adds 5,000 ADT for LOS A, 7,500 ADT for LOS B and 10,000 ADT for LOS C, D, and E

[2]Calculated assuming that ADT is 1/2 way between steps of a 6-Ln Major Arterial & 6 Ln Prime Arterial

[3]Calculated assuming that ADT is 1/2 way between steps of a 4-Ln Major Arterial & 6 Ln Major Arterial

[4]Calculated using: Capacity = 0.5 (6-Ln Major (2-way) + Added Capacity of 2,500 ADT)

[5]Calculated using: Capacity = 0.5 (4-Ln Major (2-way) + Added Capacity of 2,500 ADT)

[6]Calculated using: Capacity = 4-Ln Collector (no center lane) * (3/4)

[7]Calculated using: Capacity = 2-Ln Collector (one-way) * (3/2)

[8]Calculated using: Capacity = 0.5 (4-Ln Collector w/continuous left turn lane) + Added Capacity of 2,500 ADT)

[9]Calculated using: Capacity = 0.5 (2-Ln Collector w/ continuous left turn lane). Capacity took into account parking friction from both sides of roadway

[10] Calculated by applying same differences between 8-Ln Prime & 7-Ln Prime & 7-Ln Prime & 6-Ln Prime

[11] Calculated assuming ratio between 6-Ln Prime & 6-Ln Major applied to 4-Ln Major

3.4.7 Freeway Analysis

Freeway analysis should focus on off-ramp queuing spillbacks onto the freeway mainline. Studies should normally document changes in off-ramp maximum queues and propose mitigation for queues that spill back onto mainline (or exacerbate conditions already or projected to be) occurring. Freeway interchange analysis should be coordinated with Caltrans.

3.4.8 Identifying Off-Site Improvements

Off-site improvements to accommodate project traffic that addresses access, circulation, and safety for all modes should be determined using the following analysis methods for each type of improvement:

- **Pedestrian Facilities**
  - Closing sidewalk gaps/removing obstructions:
    - The project should construct sidewalks to close sidewalk gaps adjacent to the project site.
    - The project should remove sidewalk obstructions that constrain pedestrian access routes to less than four feet adjacent to the project site.
    - The project should construct curb ramps/meet accessibility standards for any intersections adjacent to the project site.
  - Accommodating pedestrian demand:
    - The project should consider adding traffic calming and pedestrian-related signal timing changes (such as pedestrian hybrid beacons,

leading pedestrian interval signal timing, etc.) to accommodate an increase in pedestrian demand on roadways and intersections adjacent to the project site.

- **Bicycle Facilities**
  - Accommodating bicycle demand:
    - The project should construct (or reserve space for) any planned bicycle facility per the Community Plan or Bicycle Master Plan.
    - The project should consider upgrading adjacent bicycle facilities by adding upgraded treatments (such as green bike lane paint, buffers, etc. where appropriate) to accommodate an increase in bicycle demand.
- **Transit Facilities**
  - Transit priority treatments/improvements:
    - The project should consider transit priority treatments when operational analysis determines a transit movement would experience LOS E or worse.
    - The project should consider transit priority treatments identified within the Community Plan for the study area.
  - Proposed transit stops:
    - The project should consider accommodating transit stops to serve existing or proposed transit services, including those identified in the Community Plan, RTIP, and/or RTP within the study area. The project should coordinate any identified transit stops with SANDAG, the

Metropolitan Transit System (MTS), and/or the North County Transit District (NCTD).

- Transit stop amenities:
  - The project should coordinate with MTS and/or the NCTD, as applicable, to determine additional or upgraded transit stop amenities.

- **Signalized Intersections**
  - Adding or lengthening a turn lane:
    - Left-Turn Lane
      - No Existing Left-Turn Lane: If the project adds traffic to an individual left-turn movement causing the total number of peak hour left-turns to exceed 100, consider adding a left-turn lane.
      - Existing Left-Turn Lane: If the project adds traffic to an individual left-turn movement causing the total number of peak hour left-turns to exceed 300, consider adding a second left-turn lane.
    - Right-Turn Lane
      - No Existing Right-Turn Lane: If the addition of a right-turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, and the project adds traffic to an individual right-turn movement causing the total number of peak hour left-turns to exceed 500, consider adding a right-turn lane.

- Existing Right-Turn Lane: If the addition of a right-turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, and the project adds traffic to an individual right-turn movement causing the total number of peak hour left-turns to exceed 800, consider adding a second right-turn lane. Dual right-turns may require supplementary treatments including but not limited to the following:
  - ➔ No right-turn on red with blank-out signs
  - ➔ Lead pedestrian intervals (LPIs)
  - ➔ Cycle treatment for bicyclists

- Lengthening a Turn Pocket
  - If the project adds traffic to a turning movement and causes the 95th percentile queue to exceed the available turn pocket length, consider lengthening the turn pocket.

- A signal timing improvement or signal modification is required if:
  - The project is within a ½-mile path of travel of a Major Transit Stop, and the project causes the intersection to degrade to a LOS F, or if the project adds traffic to a signal that is operating at a LOS F without project traffic.
  - The project is outside a ½-mile path of travel of a Major Transit Stop, and the project causes an intersection to degrade to a LOS E or F, or if

the project adds traffic to a signal operating at a LOS E or F without project traffic.

- **Unsignalized Intersections**
  - If the project causes the operations at an all-way stop-controlled intersection to degrade (see below), perform an intersection control evaluation that includes a signal warrant analysis and a roundabout LOS analysis:
    - The project is within ½ mile path of travel of a Major Transit Stop, and the project causes the worst movement of a side street stop-controlled intersection to degrade to a LOS F, or if the project adds traffic to the worst movement that is operating at a LOS F without project traffic.
    - The project is outside ½ mile path of travel of a Major Transit Stop, and the project causes the worst movement of a side street stop-controlled intersection to degrade to a LOS E or F, or if the project adds traffic to the worst movement that is operating at a LOS E or F without project traffic.
- **Roadway Segments**
  - A roadway segment should be improved as identified in the community plan (including upgrading to ultimate classification) based on the following:
    - If the project adds greater than 50% of total daily vehicle trips to the segment, the project should consider implementing the improvement as identified in the community plan.

- If the project adds less than or equal to 50% of total daily vehicle trips on the segment, the project should evaluate its fair share towards the improvement.

4.0 PROJECT STUDY AREA, TRIP DISTRIBUTION, & TRIP ASSIGNMENT

4.1 Project Study Area

Figure 4-1 shows the study area which includes 45 intersections and 16 roadway segments. Three (3) of the study intersections consist of project driveways, of which one (1) project driveway is the intersection of Towne Centre Drive at Westerra Court, which is planned as a proposed project driveway as a result of a planned street vacation and the modification of the existing public right of way of Towne Centre Drive to terminate at the intersection.

4.1.1 Intersections

As shown in the Project trip generation in **Table 2-1**, the Project is calculated to generate a net increase of approximately **6,461** average daily trips (ADT) with **1,034** (931 In / 103 Out) AM peak hour trips and **905** (90 In / 815 Out) PM peak hour trips.

Consistent with the City's TSM projects that greater than 2,400 daily final driveway trips the typical study intersections are as follows:

- All signalized and unsignalized intersections and signalized project driveways where the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.

A list of the Project study intersections is included in **Table 4-1** below.

4.1.2 Roadway segments

The Project is not consistent with the current University Community Plan. A Community Plan Amendment is required to add the proposed intensity of the Project to Table 2, Land Use and Development Intensity, of the University Community Plan, for Subarea 11. Existing development and existing entitlements for the project site collectively total 382,365 SF of building area within the Project site (190,000 SF entitled on the Cushman property and 192,365 SF entitled/developed on the Project Applicant's property). Therefore, the proposed CPA to allow up to 1,000,000 SF of Scientific Research uses within Subarea 11 would increase the existing entitlements by 617,635 SF.

Therefore, consistent with the City's TSM, the study area should include roadway segments where a project adds 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan, AND:

- Have improvements identified in the community plan; OR
- Not built to the community plan ultimate classification (including planned new circulation element roadways).

A list of the Project study roadway segments is included in **Table 4-2** below.

Figure 4-1: Project Study Area and Intersection Key

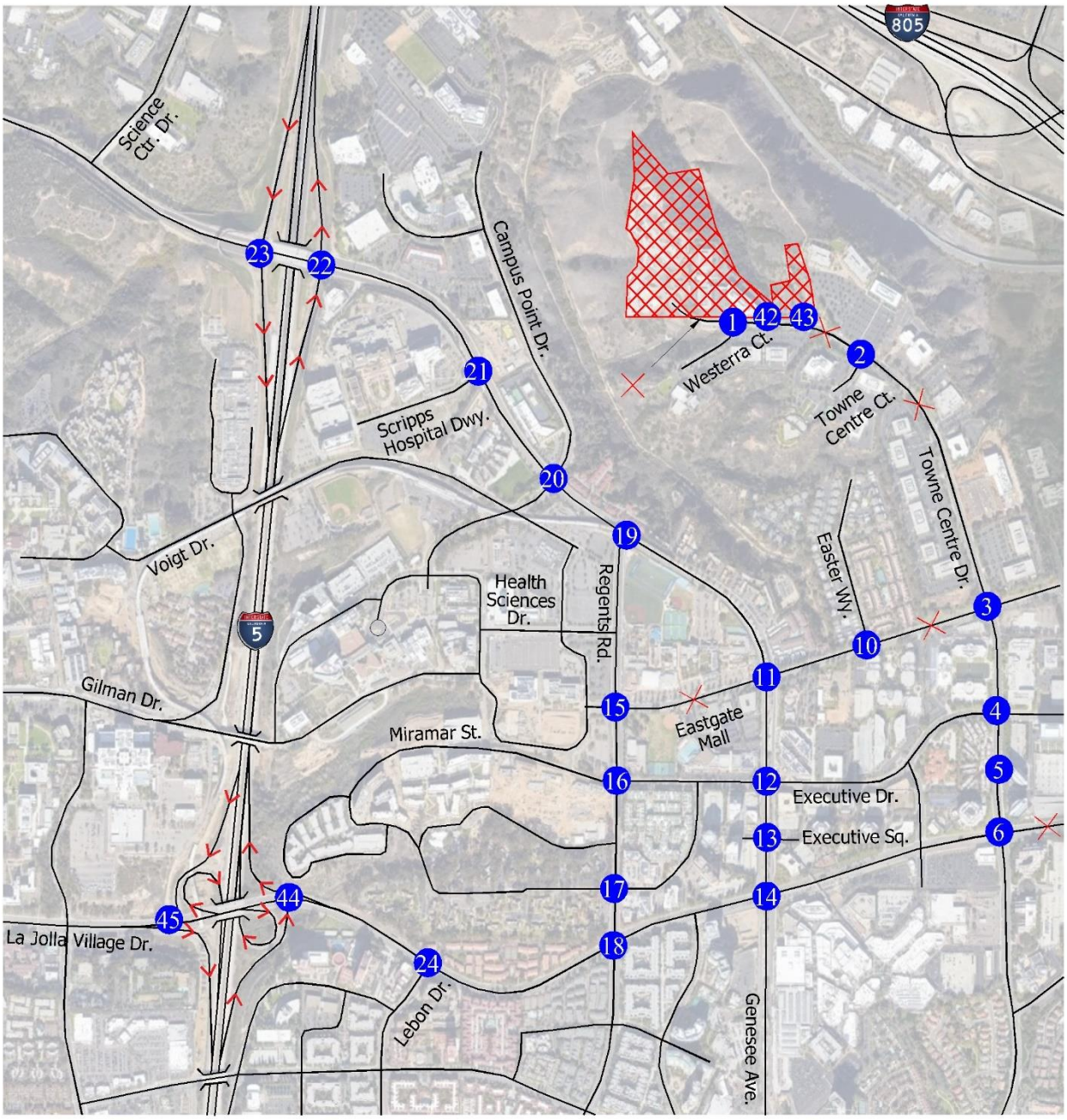


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Figure 4-1: Project Study Area and Intersection Key cont'd



Legend

= Study Street Segment

= Study Intersection

N
NO SCALE

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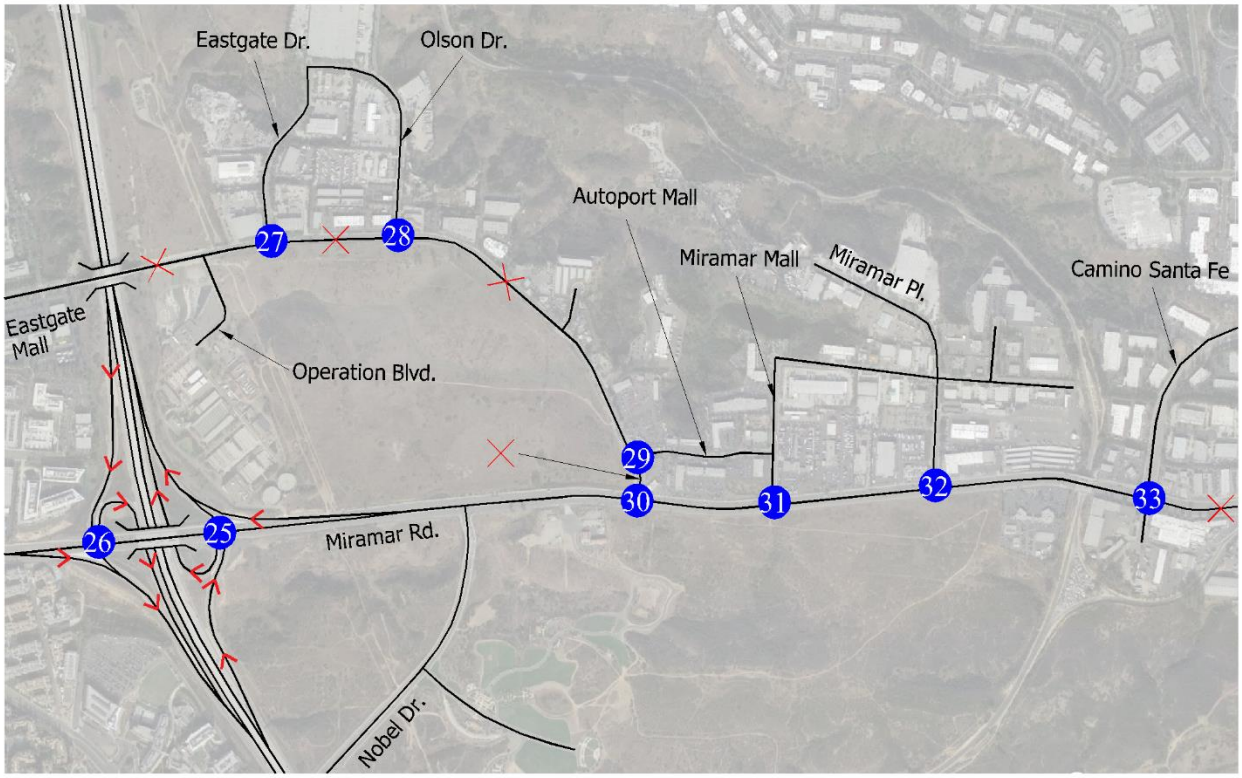
Figure 4-1: Project Study Area and Intersection Key cont'd



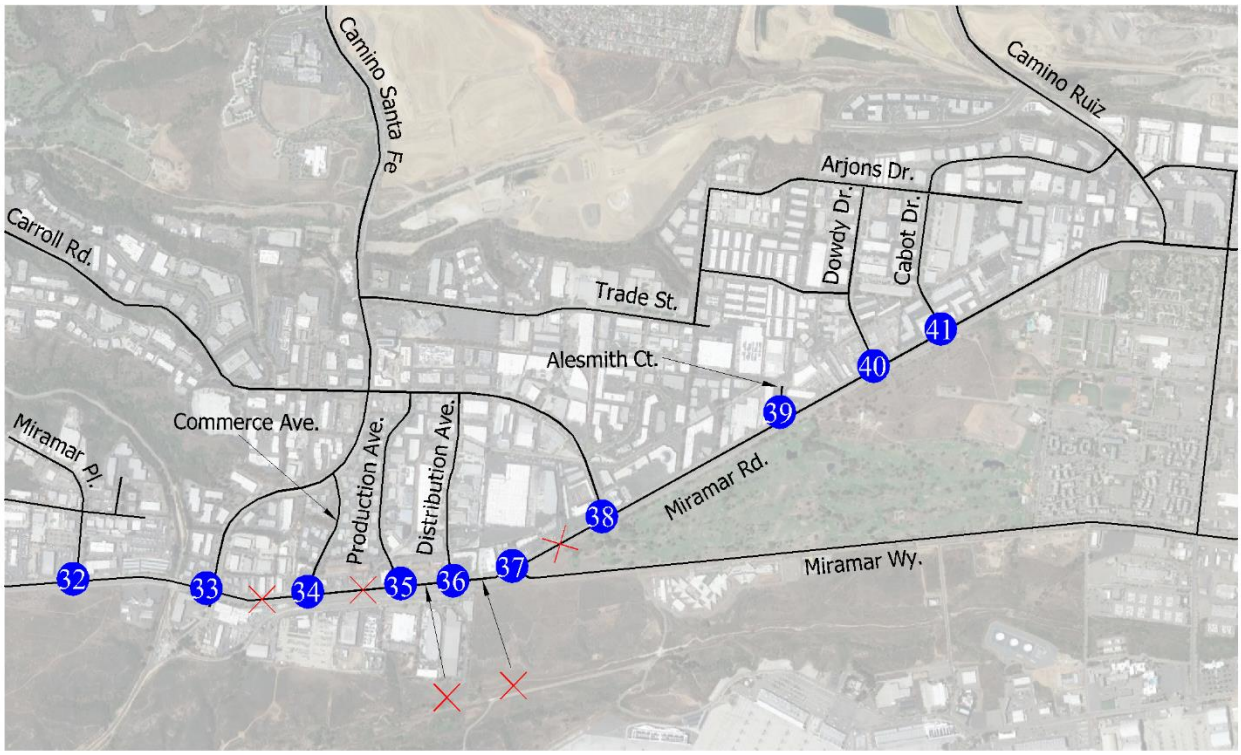
Legend

= Study Street Segment

= Study Intersection

N
NO SCALE

Figure 4-1: Project Study Area and Intersection Key cont'd



Legend

= Study Street Segment

= Study Intersection

N
NO SCALE

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Table 4-1: Study Intersections

Number	Intersection
1	Towne Centre Drive / Westerra Court
2	Towne Centre Drive / Towne Centre Court
3	Towne Centre Drive / Eastgate Mall
4	Towne Centre Drive / Executive Drive
5	Towne Centre Drive / Towne Centre Driveway
6	Towne Centre Drive / La Jolla Village Drive
7	Judicial Drive / Eastgate Mall
8	Judicial Drive / Executive Drive
9	Judicial Drive / Judicial Driveway
10	Eastgate Mall / Easter Way
11	Eastgate Mall / Genesee Avenue
12	Genesee Avenue / Executive Drive
13	Genesee Avenue / Executive Square
14	La Jolla Village Drive / Genesee Avenue
15	Regents Road / Eastgate Mall
16	Regents Road / Executive Drive
17	Regents Road / Regents Park Row
18	Regents Road / La Jolla Village Drive
19	Regents Road / Genesee Avenue
20	Genesee Avenue / Campus Point Drive
21	Genesee Avenue / Scripps Hospital Driveway
22	Genesee Avenue / I-5 NB Ramps
23	Genesee Avenue / I-5 SB Ramps
24	La Jolla Village Drive / Lebon Drive
25	Miramar Road / I-805 NB Ramps
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps
27	Eastgate Mall / Eastgate Drive
28	Eastgate Mall / Olson Drive
29	Eastgate Mall / Autoport Mall
30	Miramar Road / Eastgate Mall
31	Miramar Road / Miramar Mall
32	Miramar Road / Miramar Place
33	Miramar Road / Camino Santa Fe / Frost Mar Place
34	Miramar Road / Commerce Avenue
35	Miramar Road / Production Avenue
36	Miramar Road / Distribution Avenue
37	Miramar Road / Miramar Way
38	Miramar Road / Carroll Road
39	Miramar Road / Alesmith Court
40	Miramar Road / Dowdy Drive
41	Miramar Road / Cabot Drive
42	Towne Centre Drive / Project Driveway "West"
43	Towne Centre Drive / Project Driveway "East"
44	La Jolla Village Drive / I-5 NB Ramps
45	La Jolla Village Drive / I-5 SB Ramps

Table 4-2: Study Roadway Segments

Road	Segment
Towne Centre Drive	Northern Terminus - Westerra Court
Towne Centre Drive	Westerra Court - Eastgate Mini Park
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive
Eastgate Mall	Regents Road - Genesee Avenue
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way
Eastgate Mall	I-805 Overpass - Operation Boulevard
Eastgate Mall	Operation Boulevard - Olson Drive
Eastgate Mall	Olson Drive - Autoport Mall
Eastgate Mall	Autoport Mall - Miramar Road
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue
Miramar Road	Commerce Avenue - Production Avenue
Miramar Road	Production Avenue - Distribution Avenue
Miramar Road	Distribution Avenue - Miramar Way
Miramar Road	Miramar Way - Carroll Road
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps

4.2 Project Trip Distribution and Trip Assignment

The Project's trip distribution is based on a Series 14 ABM 2 Year 2025 SANDAG Select Zone Analysis (SZA) for Traffic Analysis Zone (TAZ) 2213, adjacent to where the Project is located within. Although the project site is not located within TAZ 2213, this SZA is representative of the trip distribution for the project. It is noted that the land-uses in TAZ 2213 are representative of the project site and, therefore, would have similar origin and destination characteristics. However, the plotting area of the Select Zone Forecast is constrained east of Miramar Road at Eastgate Mall. No expanded plotting was available at the time of preparation of this report as the individual select zone and link assignments that were extracted from the regional model for this specific SZA were not preserved by SANDAG. The percentage of project traffic shown to extend east of this intersection amounts to 16% of the total project traffic. Considering the net increase in average daily trips and peak hour trips that are calculated to result from the project, the percentage of project traffic at this location exceeds the study extents criteria established in the TSM for the analysis of intersections and roadway segments.

Therefore, to account for the plotting area limitations of the Select Zone Forecast, USAI has estimated the trip distribution east of the intersection of Eastgate Mall at Miramar Road to cover the entire study area. The trip distribution estimation is based on engineering judgment, existing roadway networks, and knowledge of travel patterns. Specifically, knowing the trip distribution to Miramar Road east of the plotted area (taken from SANDAG), USAI distributed some traffic at major intersecting roads where traffic from the proposed project would match up with known existing services, retail or residential areas until the percentage of traffic fell below the study threshold. The substantial percentage of project traffic east of the intersection of

Eastgate Mall and Miramar Road is assumed to travel along Miramar Road and distribute north of Miramar Road onto the residential areas of the Mira Mesa community primarily through Camino Santa Fe and Camino Ruiz.

Refer to **Appendix C** for the SANDAG Series 14 ABM 2 Year 2025 Select Zone Analysis.

Adjustments to the loading of project traffic shown in the SANDAG Series 14 ABM 2 Year 2025 Select Zone Analysis have been conducted. One (1) of these adjustments consists of the rerouting of the traffic percentage value (24%) linked with the loading point that connects from TAZ 2213 directly onto the intersection of Eastgate Mall at Judicial Drive. This loading point is not representative of the planned path of travel that project traffic will have through the existing and future roadway network in the area. Therefore, the traffic percentage value associated with this loading point has been rerouted to be representative of the expected path of travel through Towne Centre Drive and Eastgate Mall onto the intersections of Towne Centre Drive at Eastgate Mall and Eastgate Mall at Judicial Drive.

Additional adjustments consist of the trip distribution percentages at the freeway ramps and the roadway segments in between freeway ramps. The trip distribution and assignment adjustments at the freeway ramps are based primarily on the interpretation of the directionality of the one-way freeway ramps to simplify the percentages shown in the select zone for the analysis of Project conditions. An imbalance of percentages is shown in the select zone analysis at the freeway ramps, by which the percentages shown at a freeway on-ramp are not equal to the percentages at the freeway off-ramp in the opposite direction. Examples shown in the select zone analysis include the following:

- Genesee Avenue / I-5 Ramps
    - SB On-Ramp = 1% / NB Off-Ramp = 0%
    - NB On-Ramp = 4% / SB Off-Ramp = 1%
- La Jolla Village Drive / I-805 Ramps
    - SB On-Ramp = 13% / NB Off-Ramp = 11%
    - NB On-Ramp = 5% / SB Off-Ramp = 7%
- La Jolla Village Drive / I-5 Ramps
    - SB On-Ramp = 2% / NB Off-Ramp = 3%
- Nobel Drive / I-805 Ramps
    - SB On-Ramp = 0% / NB Off-Ramp = 2%

The adjustments conducted for this analysis consist of adding the percentages of the on-ramps and off-ramps in the opposing directions and applying the added percentages to each freeway on-ramp and off-ramp individually as a trip assignment. Examples of the adjusted percentages at each ramp include the following:

- Genesee Avenue / I-5 Ramps
    - SB On-Ramp (1%) + NB Off-Ramp (0%)
        - SB On-Ramp and NB Off-Ramp = **1%**
    - NB On-Ramp (4%) + SB Off-Ramp (1%)
        - NB On-Ramp and SB Off-Ramp = **5%**

- La Jolla Village Drive / I-805 Ramps
    - SB On-Ramp (13%) + NB Off-Ramp (11%)
        - SB On-Ramp and NB Off-Ramp = **24%**
    - NB On-Ramp (5%) + SB Off-Ramp (7%)
        - NB On-Ramp and SB Off-Ramp = **12%**
- La Jolla Village Drive / I-5 Ramps
    - SB On-Ramp (2%) + NB Off-Ramp (3%)
        - SB On-Ramp and NB Off-Ramp = **5%**
- Nobel Drive / I-805 Ramps
    - SB On-Ramp (0%) + NB Off-Ramp (2%)
        - SB On-Ramp and NB Off-Ramp = 2**%**

The resulting conservative trip assignment at the freeway interchanges consolidated by the computations noted above has been used as the basis to establish the trip distribution at the freeway interchanges. The adjusted trip assignment has been averaged to calculate an adjusted trip distribution at the freeway segments, freeway ramps, and roadway segments in between freeway ramps.

Figure 4-2 shows the Project Only trip distribution percentages.

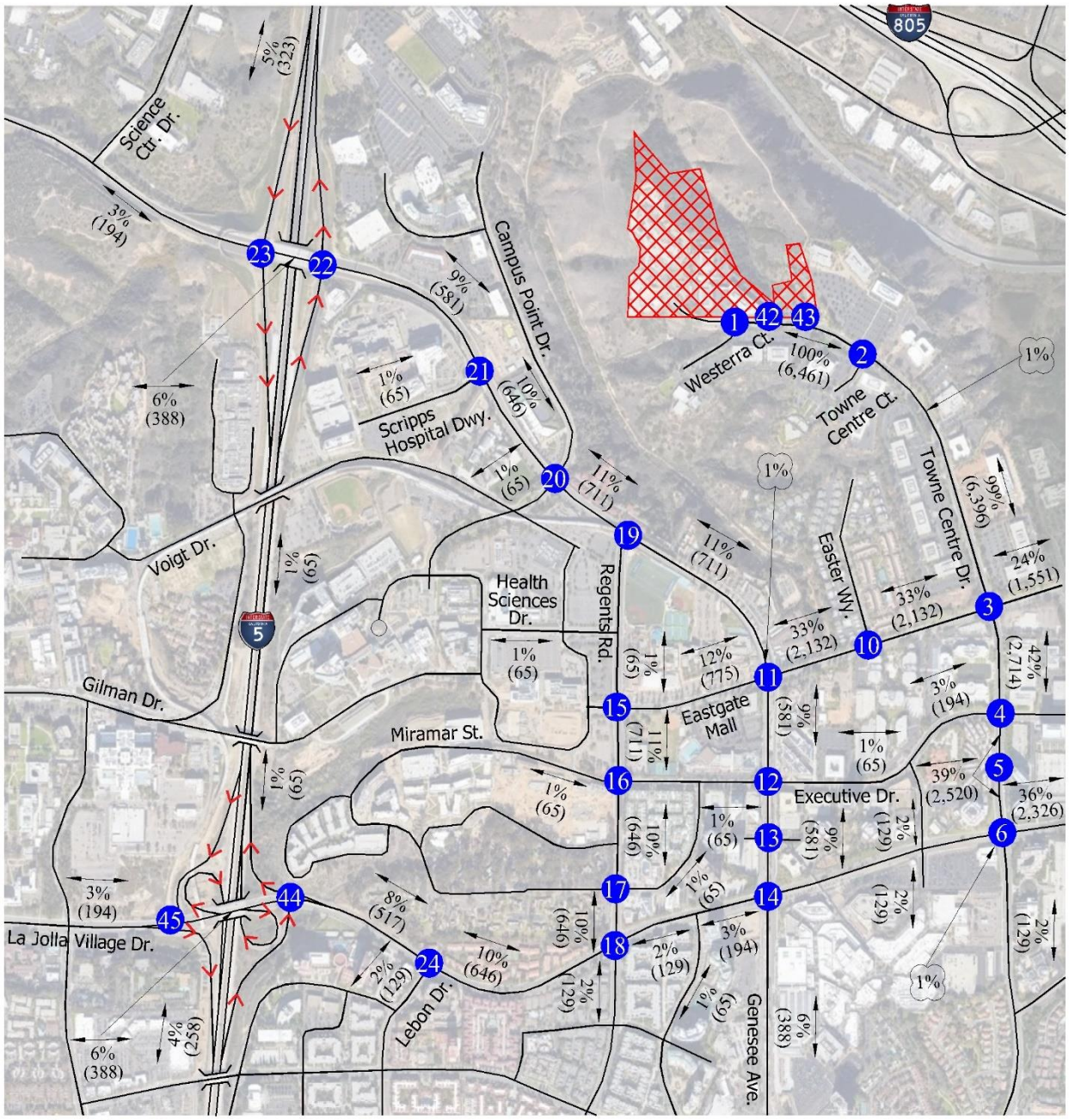
Figure 4-3 shows the Project Only trip assignment for inbound Project traffic.

Figure 4-4 shows the Project Only trip assignment for outbound Project traffic.

Figure 4-5 shows the Project Only ADT.

Figure 4-6 shows the Project Only AM and PM peak hour traffic volumes assigned to the local street system.

Figure 4-2: Project Only Trip Distribution Percentages



Legend

= Project Location

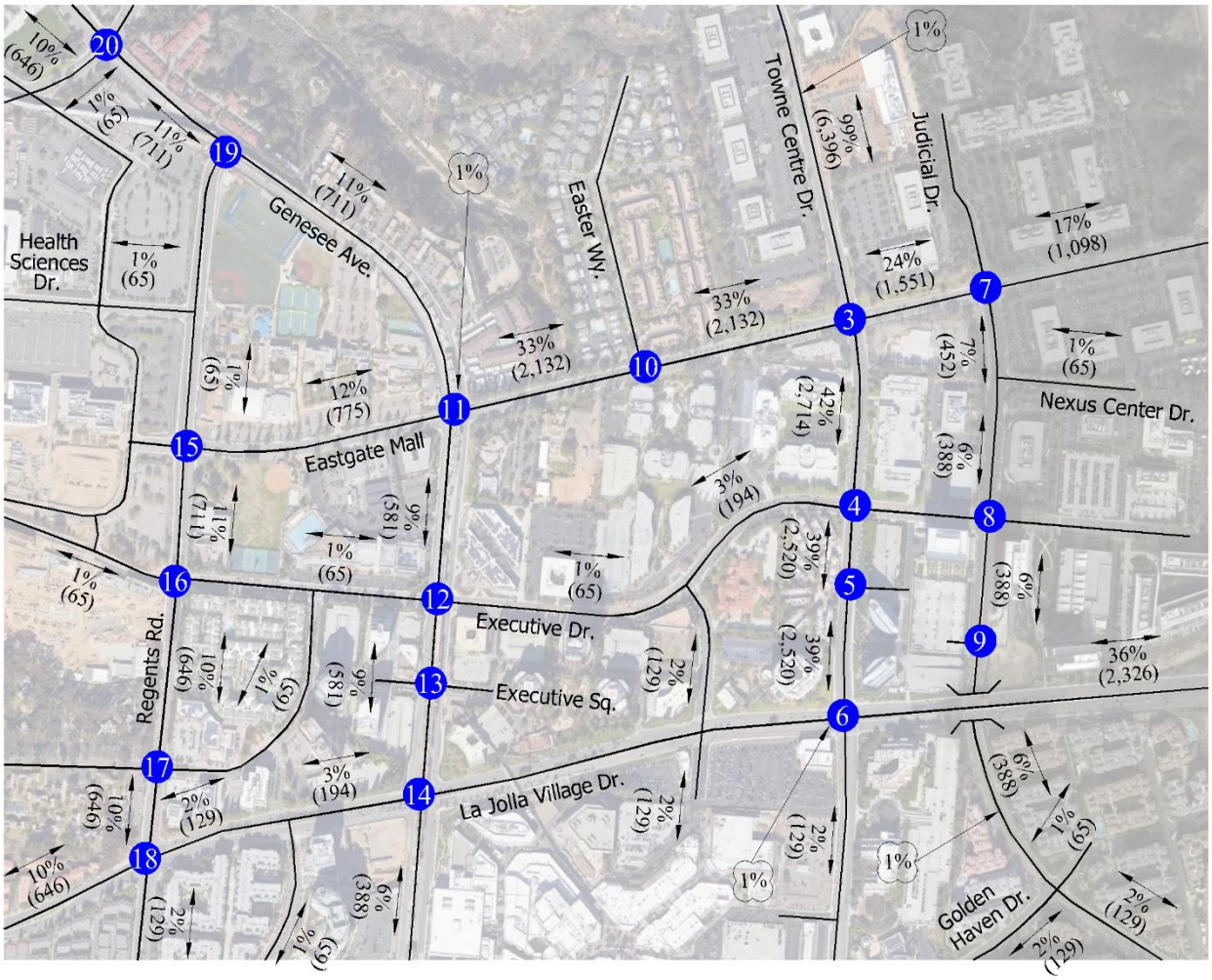
= Study Intersection

XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

Figure 4-2: Project Only Trip Distribution Percentages cont'd



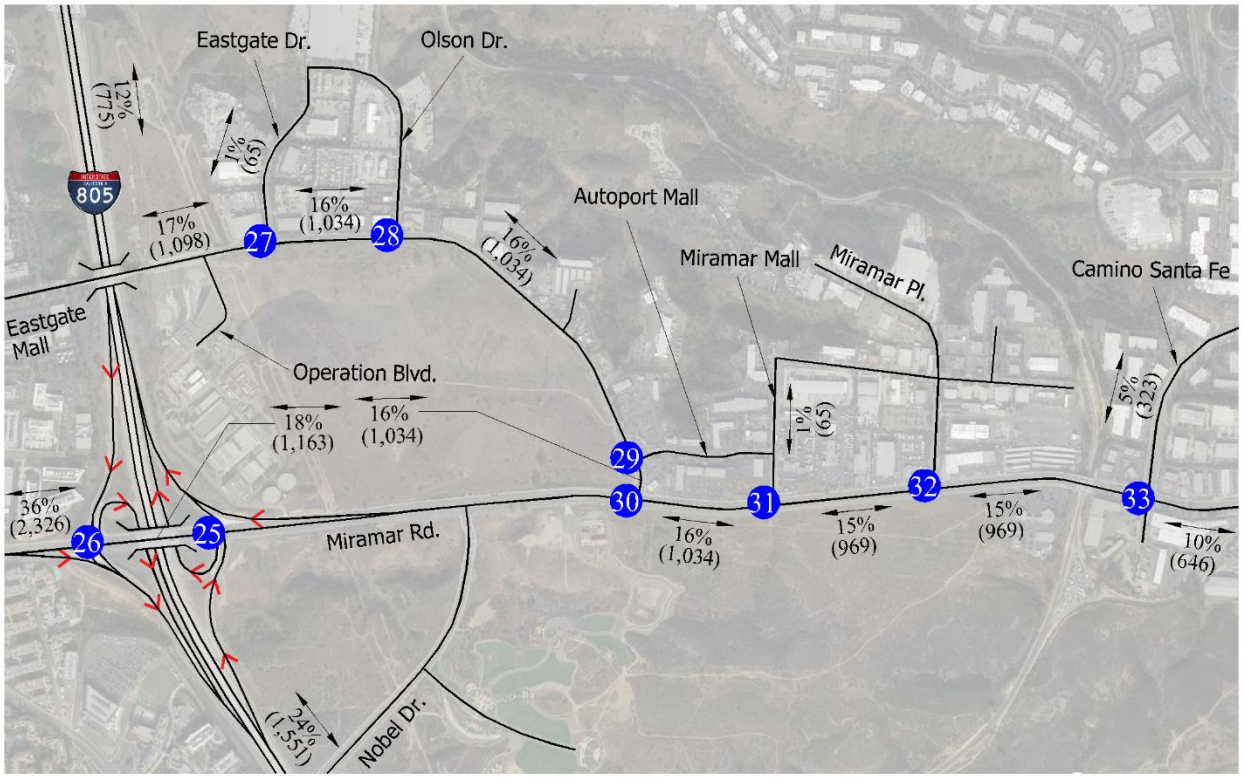
Legend

(#) = Study Intersection

XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

Figure 4-2: Project Only Trip Distribution Percentages cont'd



Legend

(#) = Study Intersection

XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

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Figure 4-2: Project Only Trip Distribution Percentages cont'd

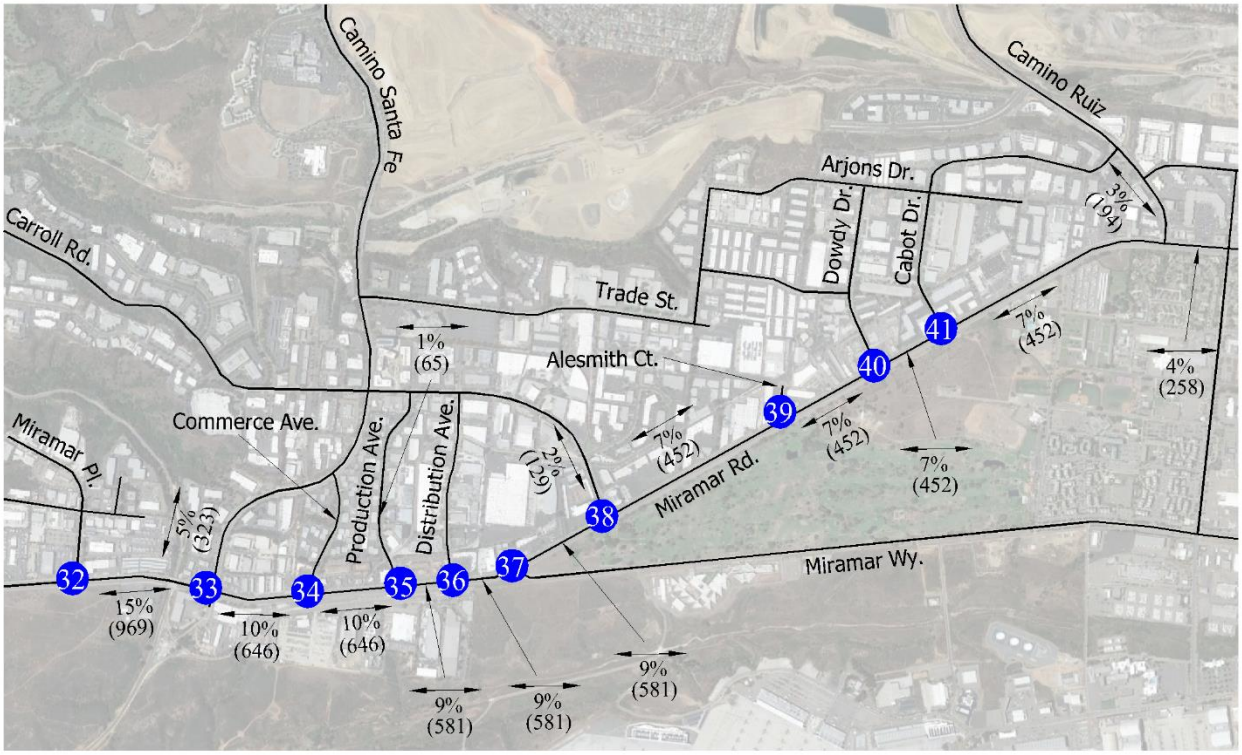


Figure 4-3: Project Only Inbound Trip Assignment Percentages

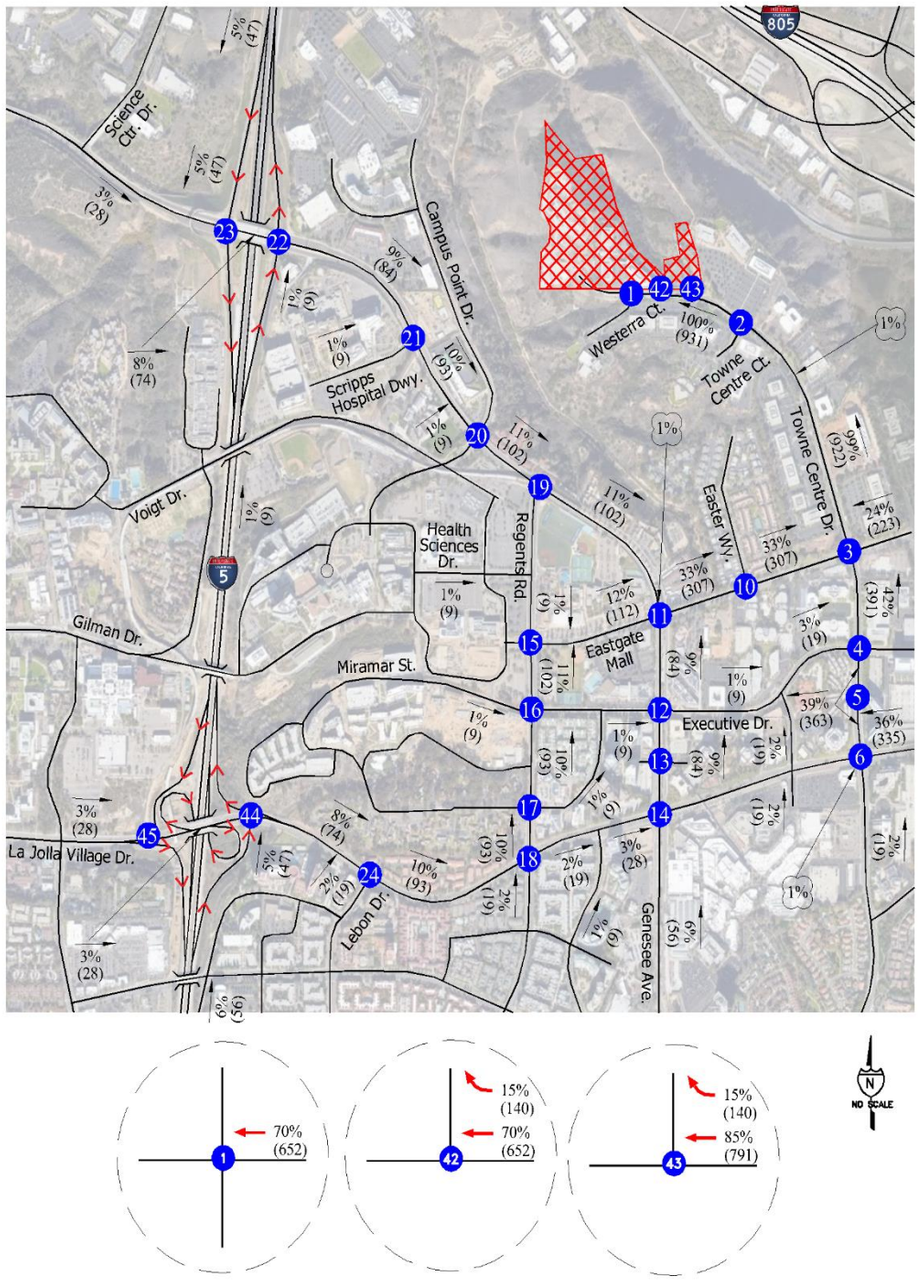
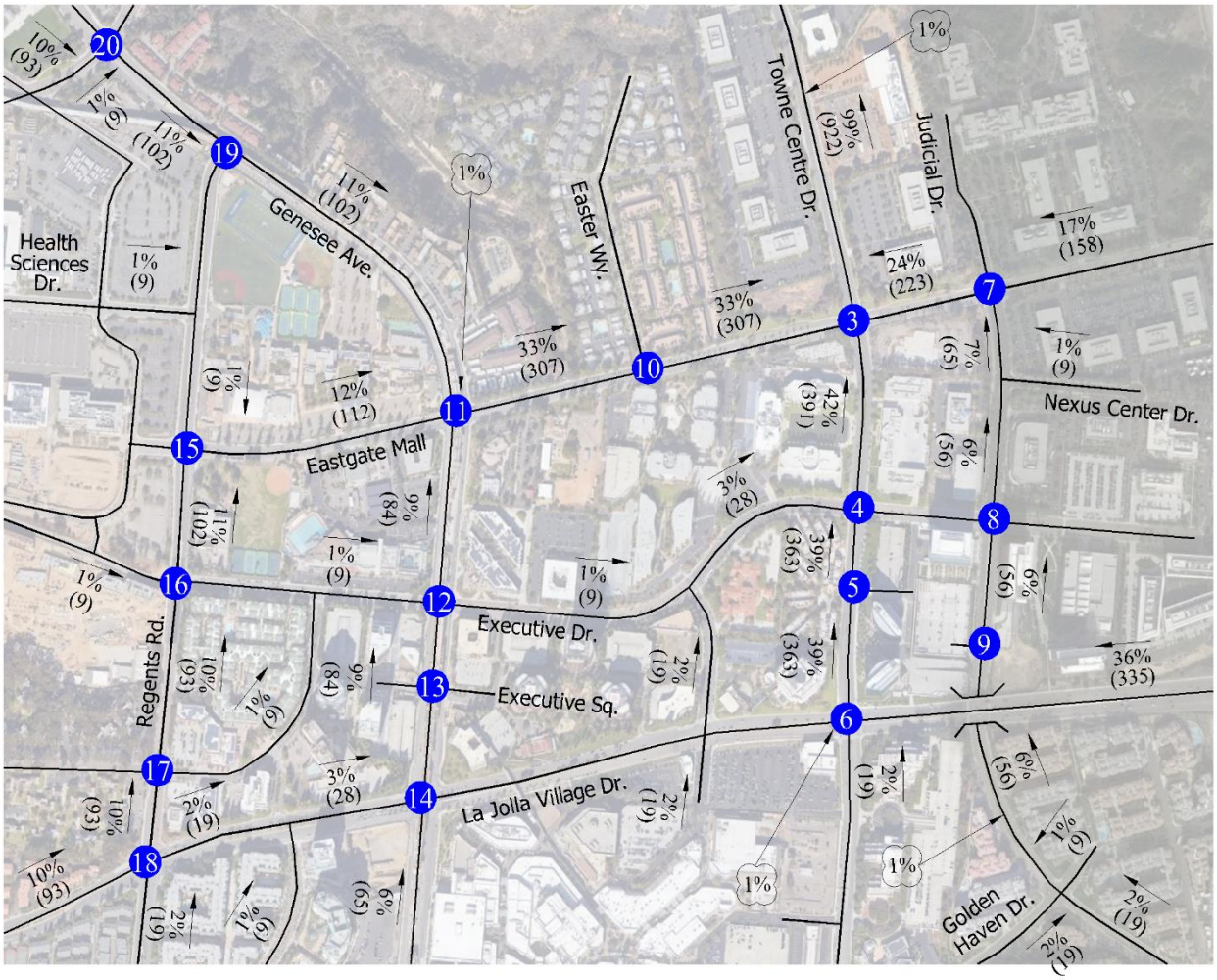


Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



Legend

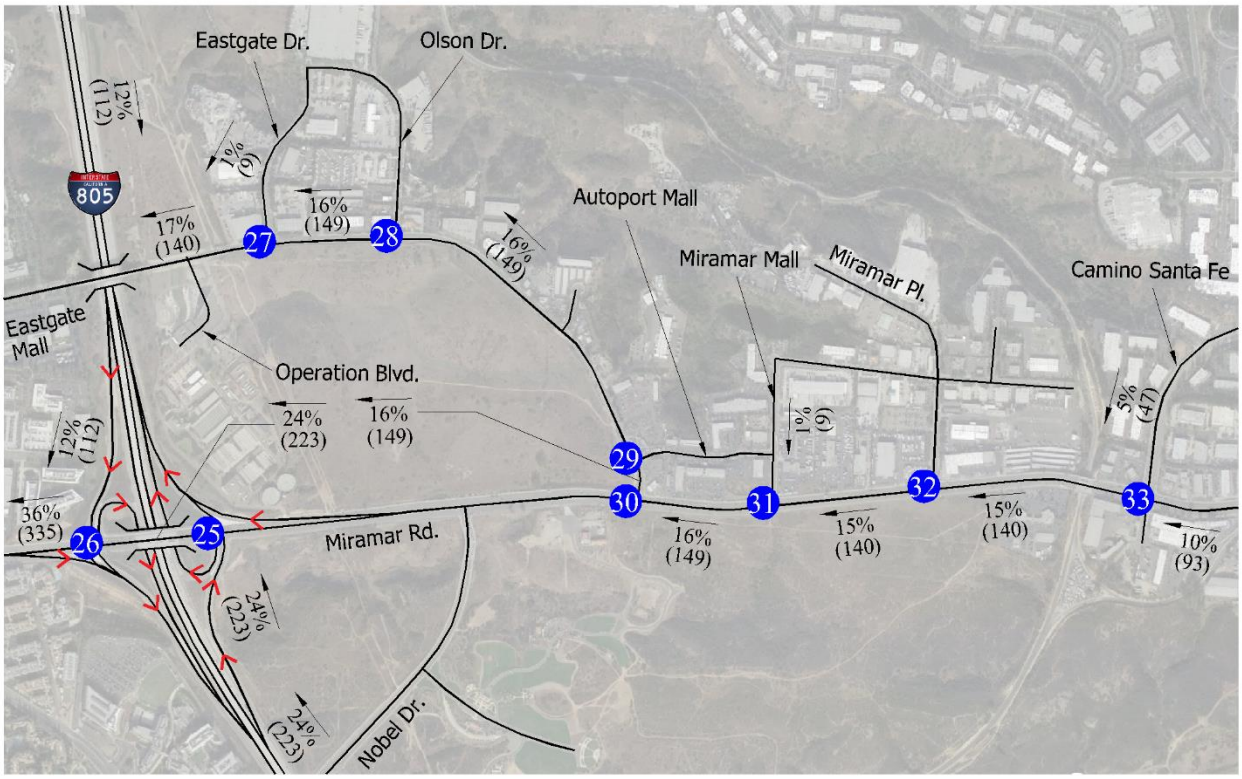
= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

N
NO SCALE

Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



Legend

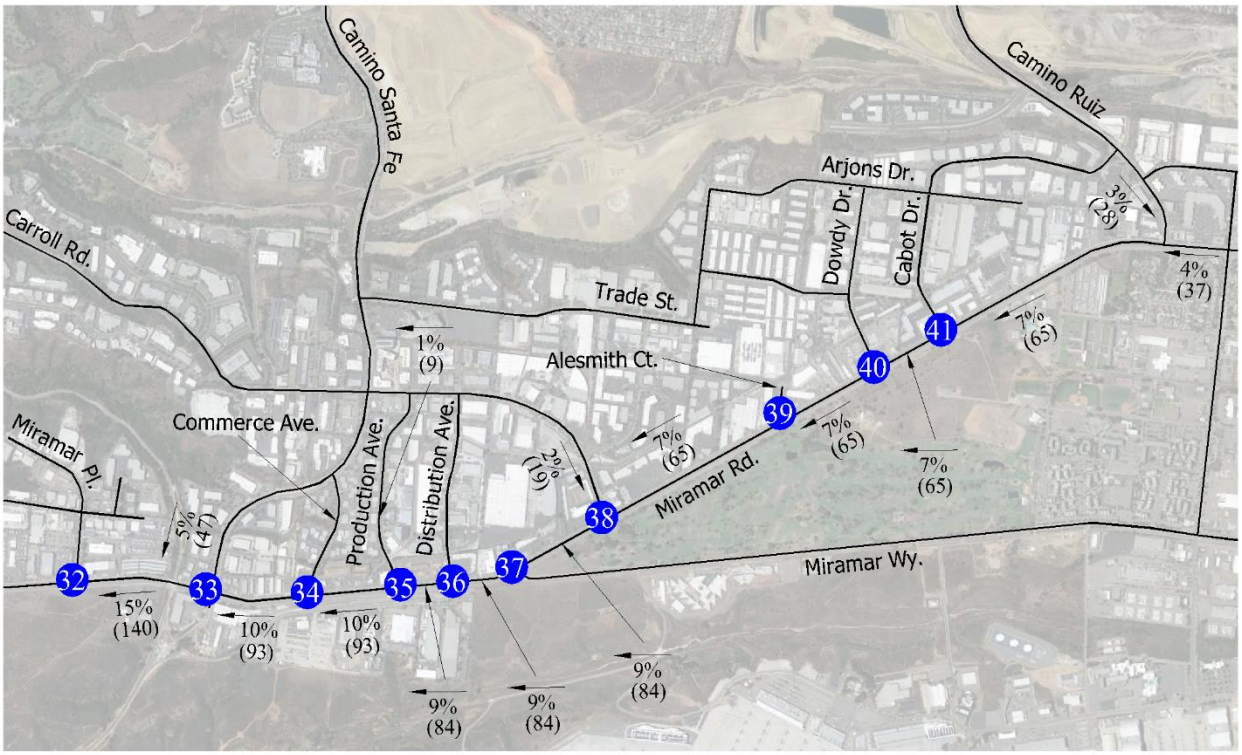
(#) = Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

N
NO SCALE

Figure 4-3: Project Only Inbound Trip Assignment Percentages cont'd



Legend



= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

Figure 4-4: Project Only Outbound Trip Assignment Percentages

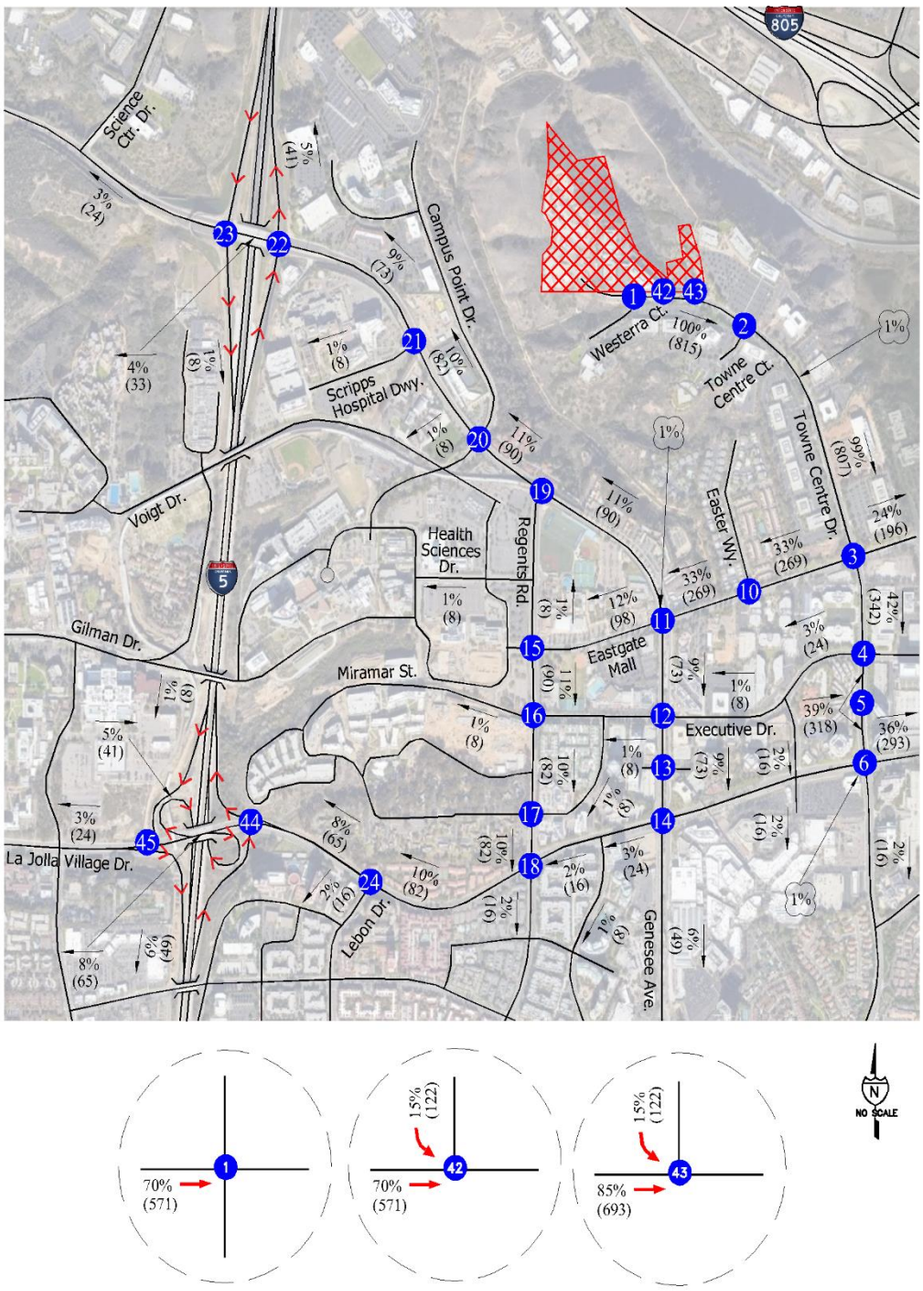
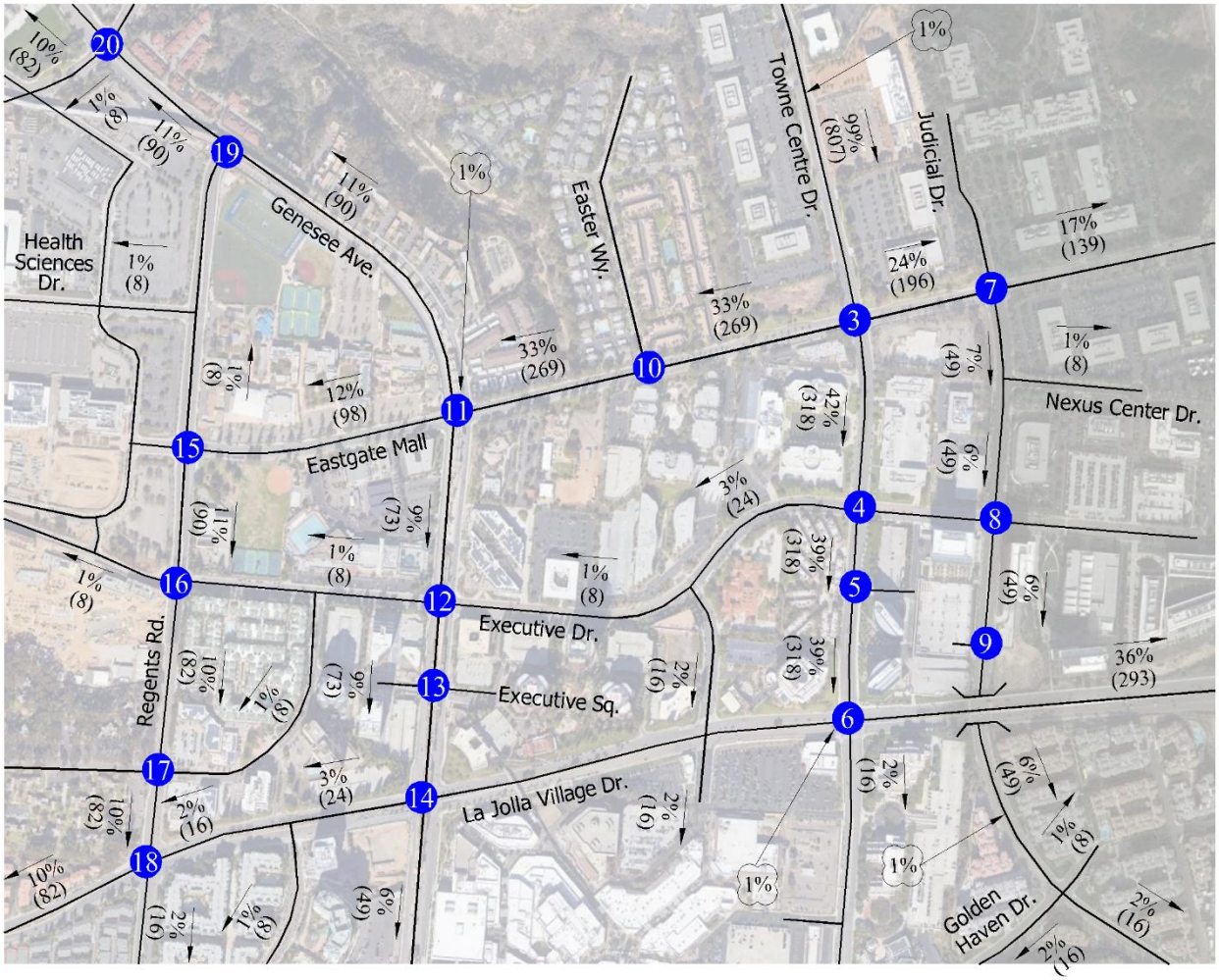


Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

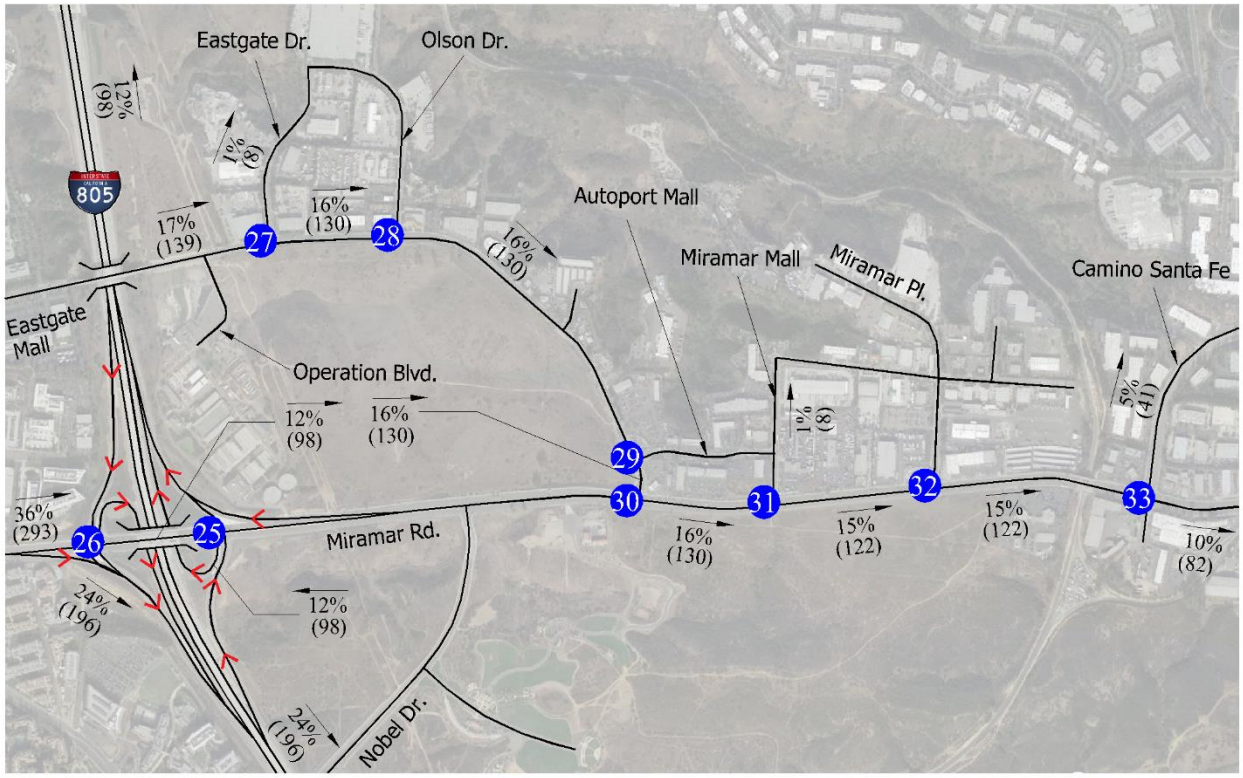
= Study Intersection

XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

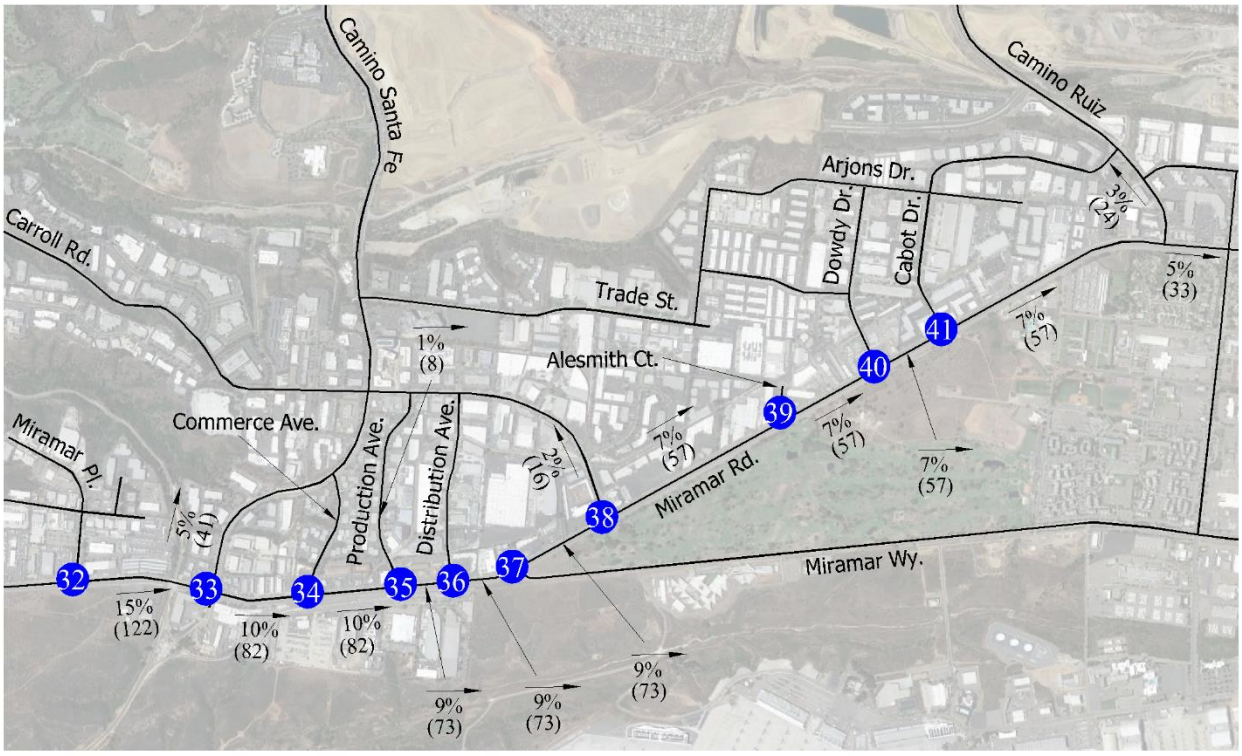
= Study Intersection

XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages cont'd



Legend

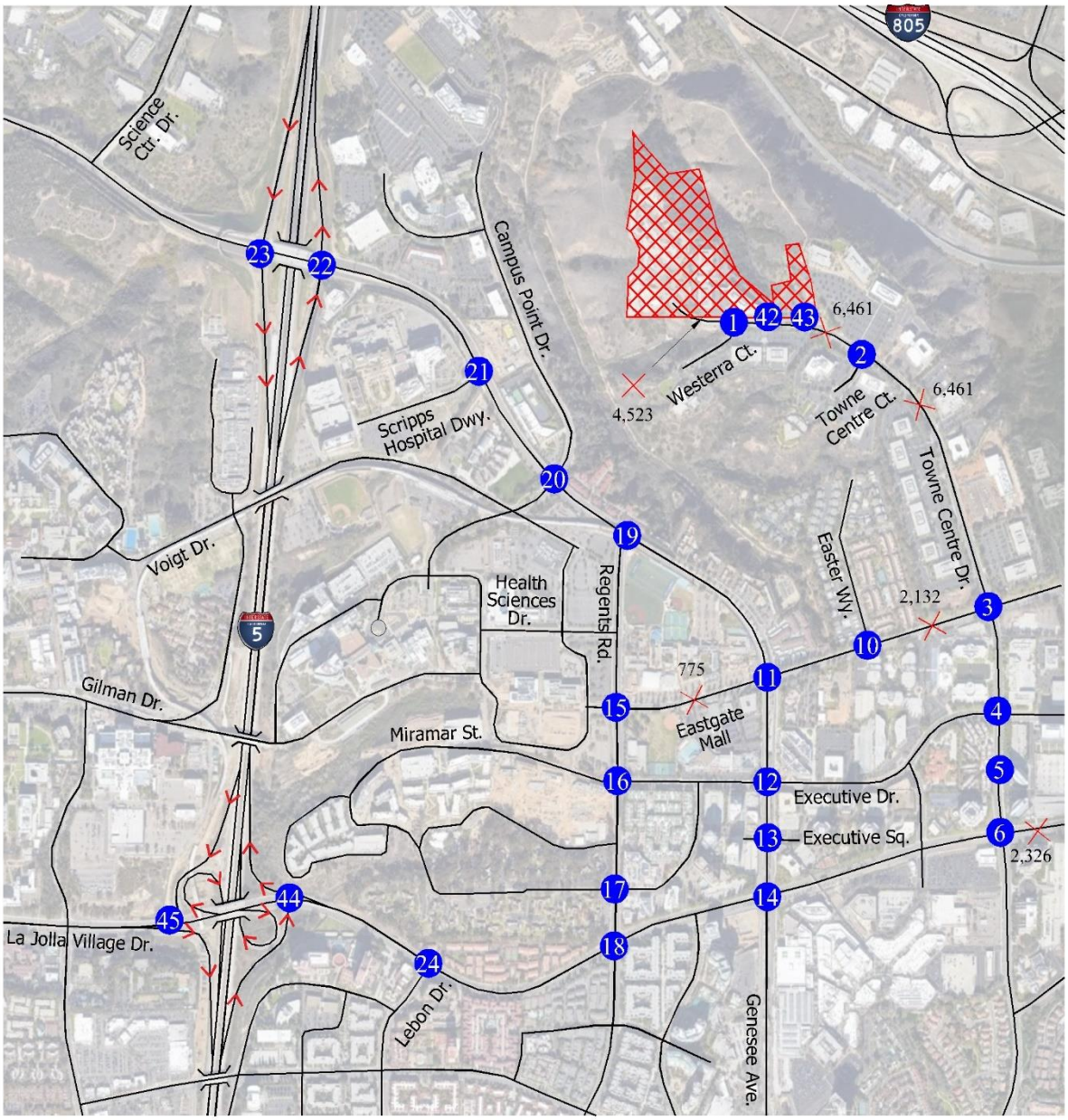
N
NO SCALE

= Study Intersection

XX% = Trip Assignment (Outbound) Percentage

(XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

Figure 4-5: Project Only Average Daily Traffic



Legend

= Project Location

= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

URBAN SYSTEMS ASSOCIATES, INC.
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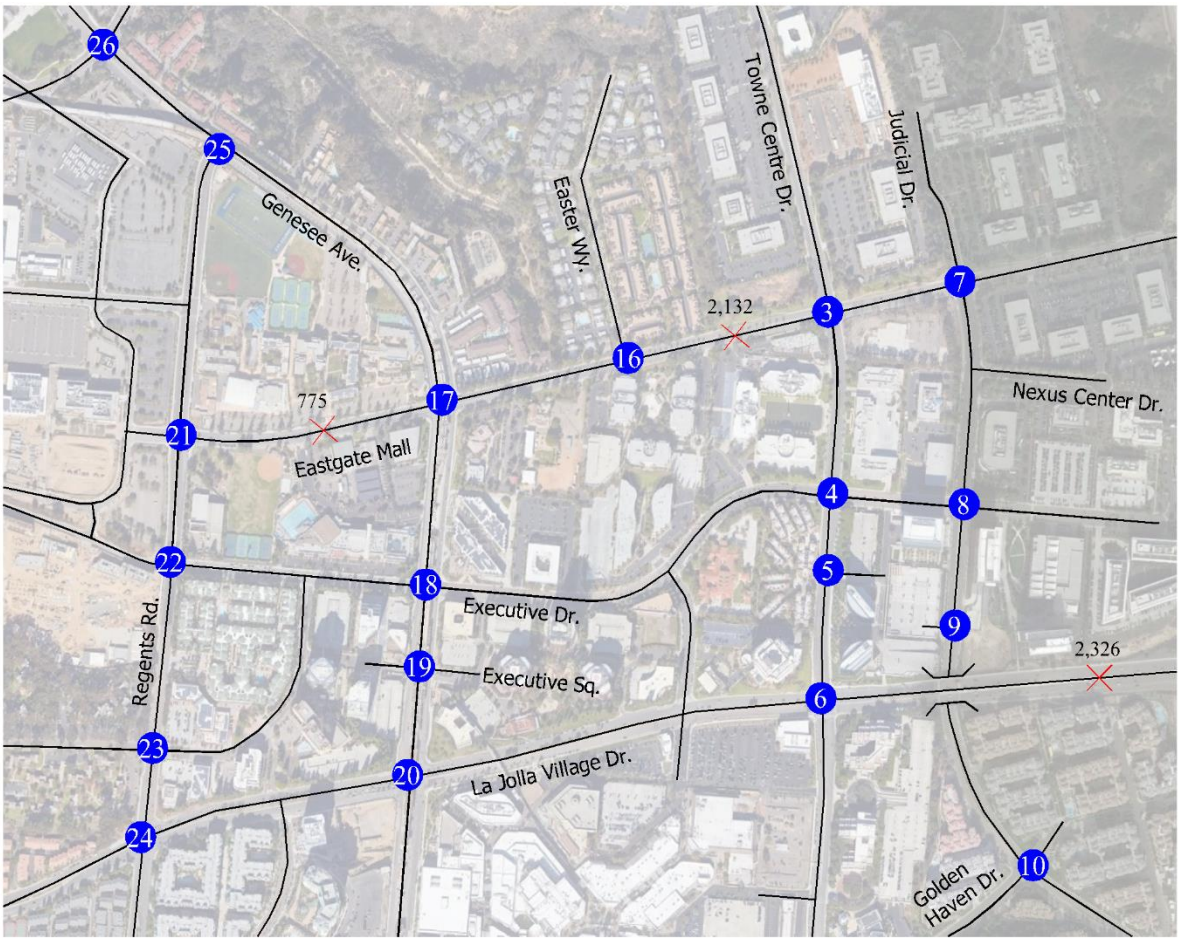
Figure 4-5: Project Only Average Daily Traffic cont'd



Legend

× = Study Street Segment

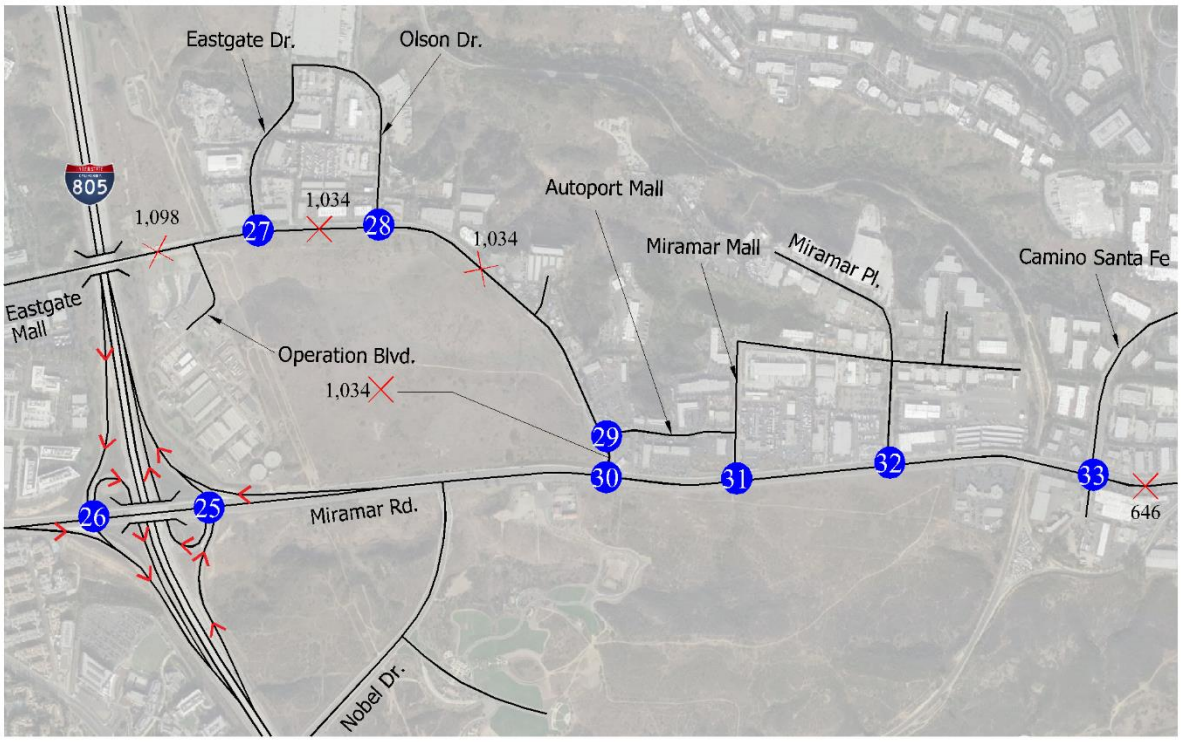
= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

URBAN SYSTEMS ASSOCIATES, INC.
PLANNING & TRAFFIC ENGINEERING

Figure 4-5: Project Only Average Daily Traffic cont'd



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

URBAN SYSTEMS ASSOCIATES, INC.
PLANNING & TRAFFIC ENGINEERING

Figure 4-5: Project Only Average Daily Traffic cont'd

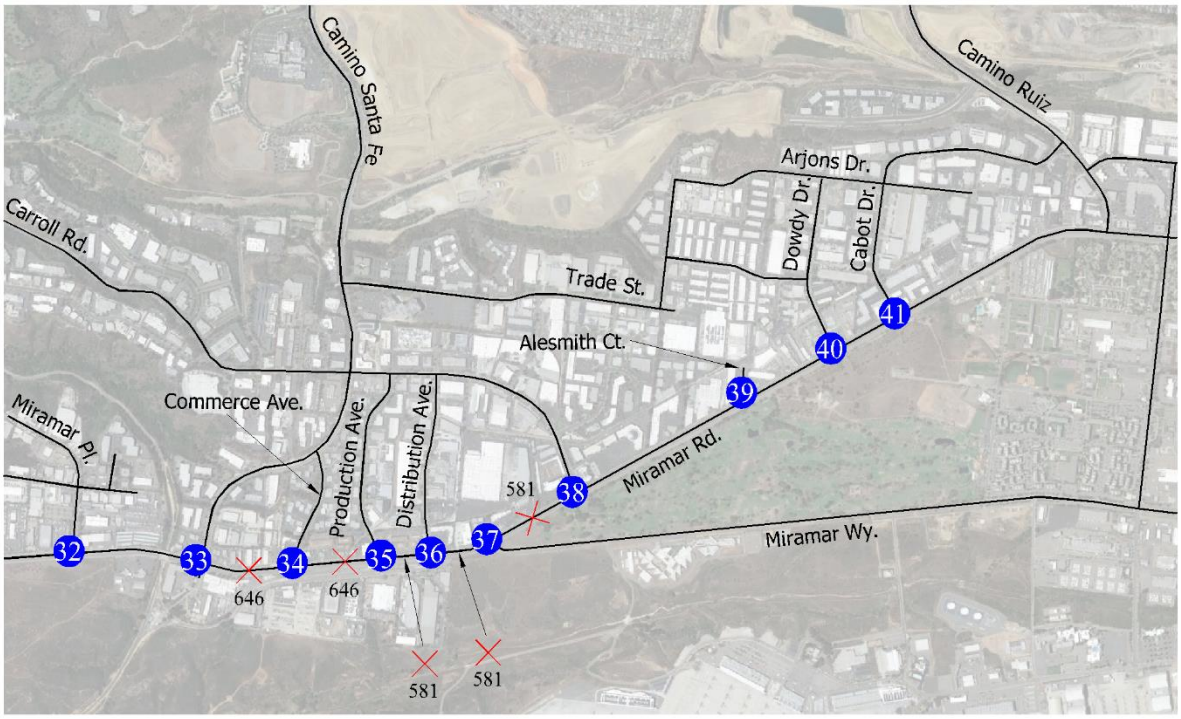
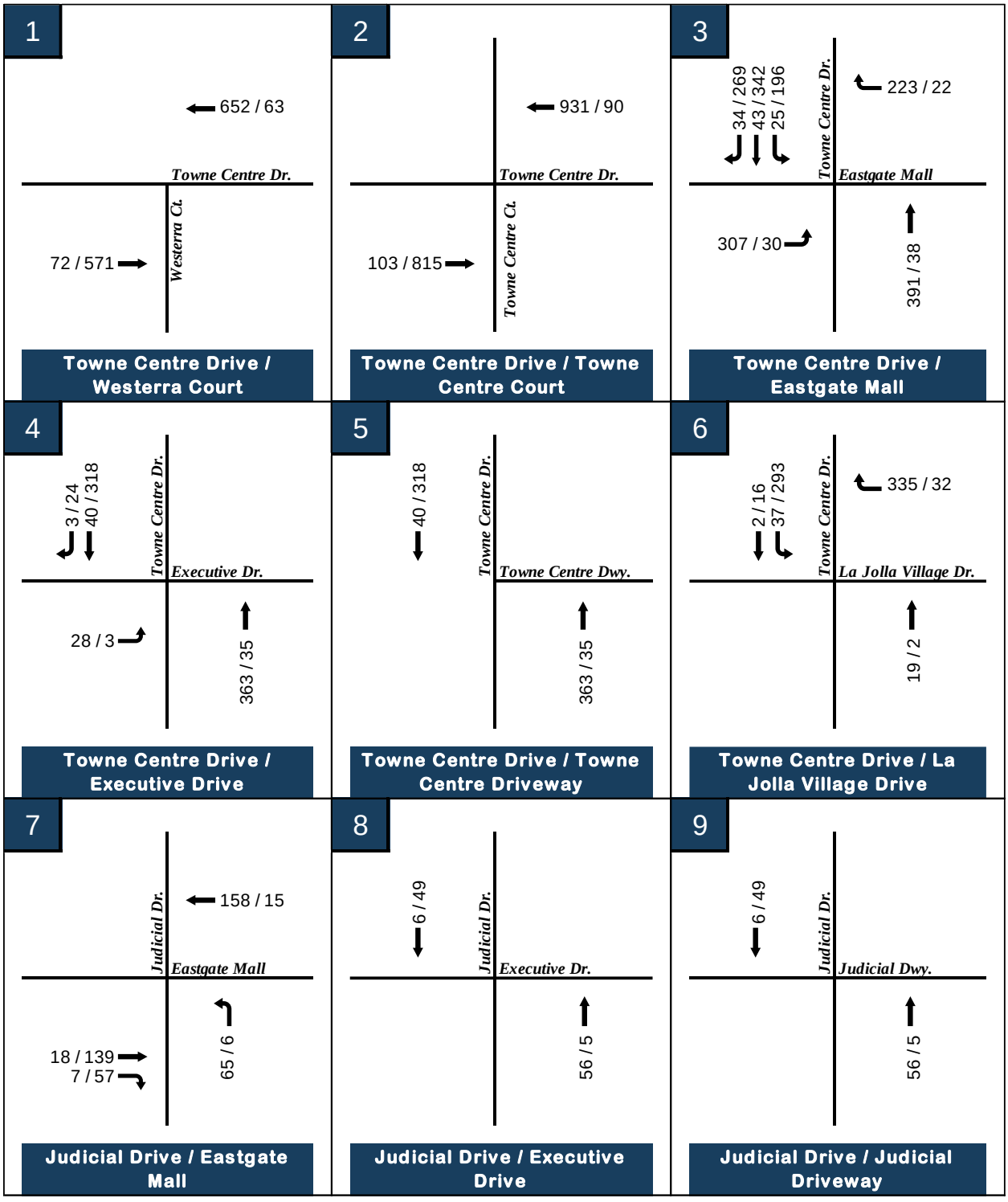
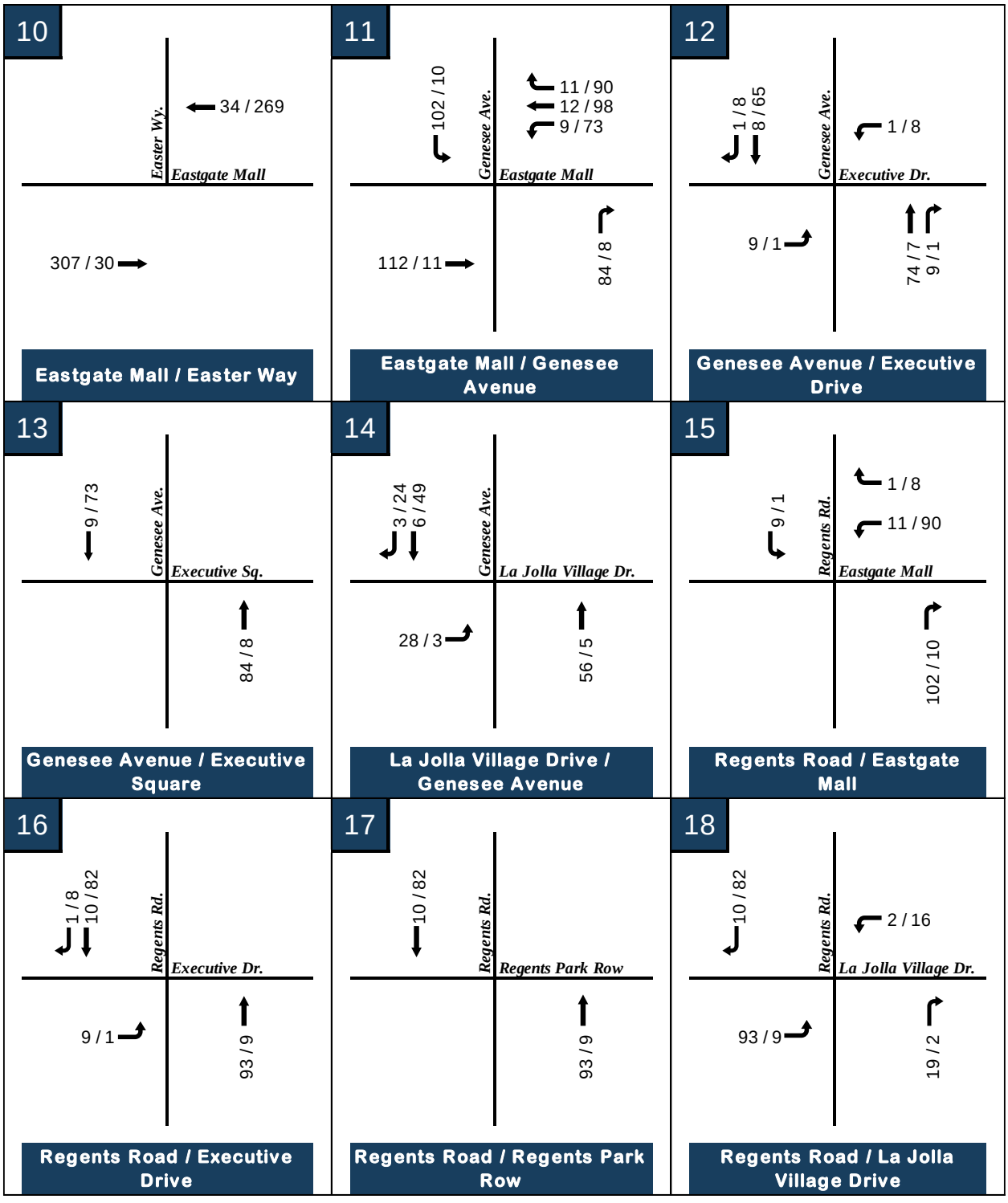


Figure 4-6: Project Only AM / PM Peak Hour Volumes



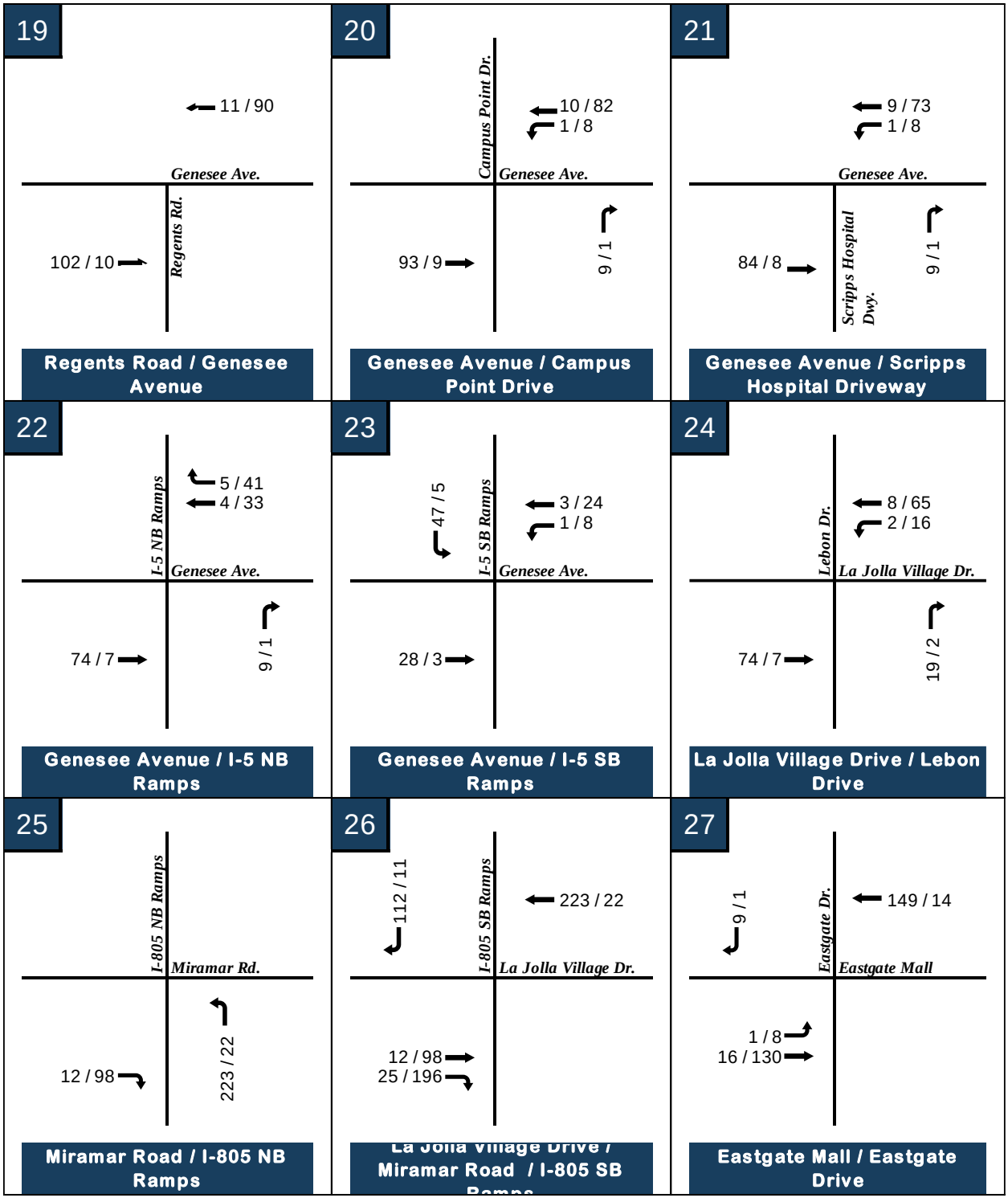
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



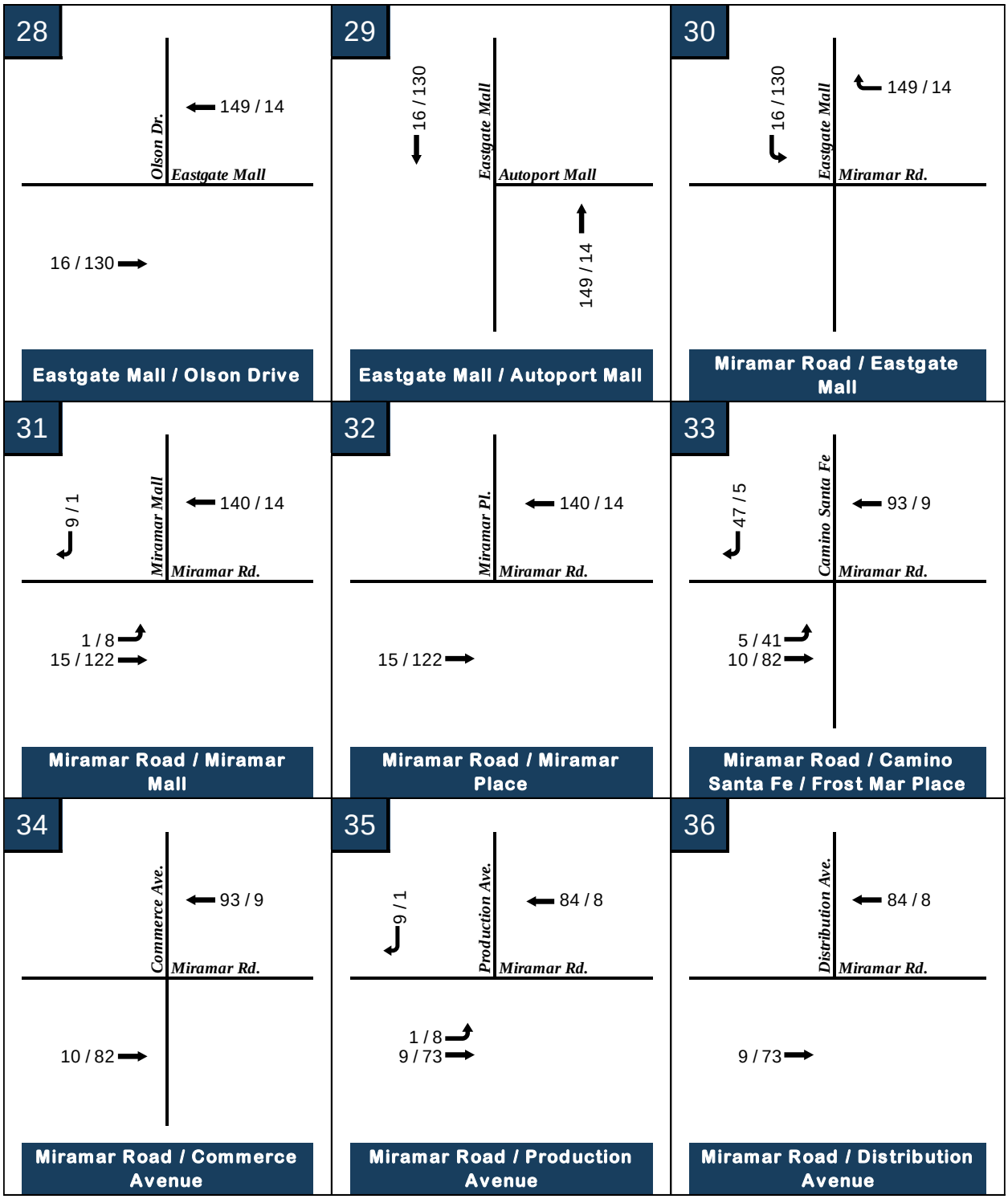
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



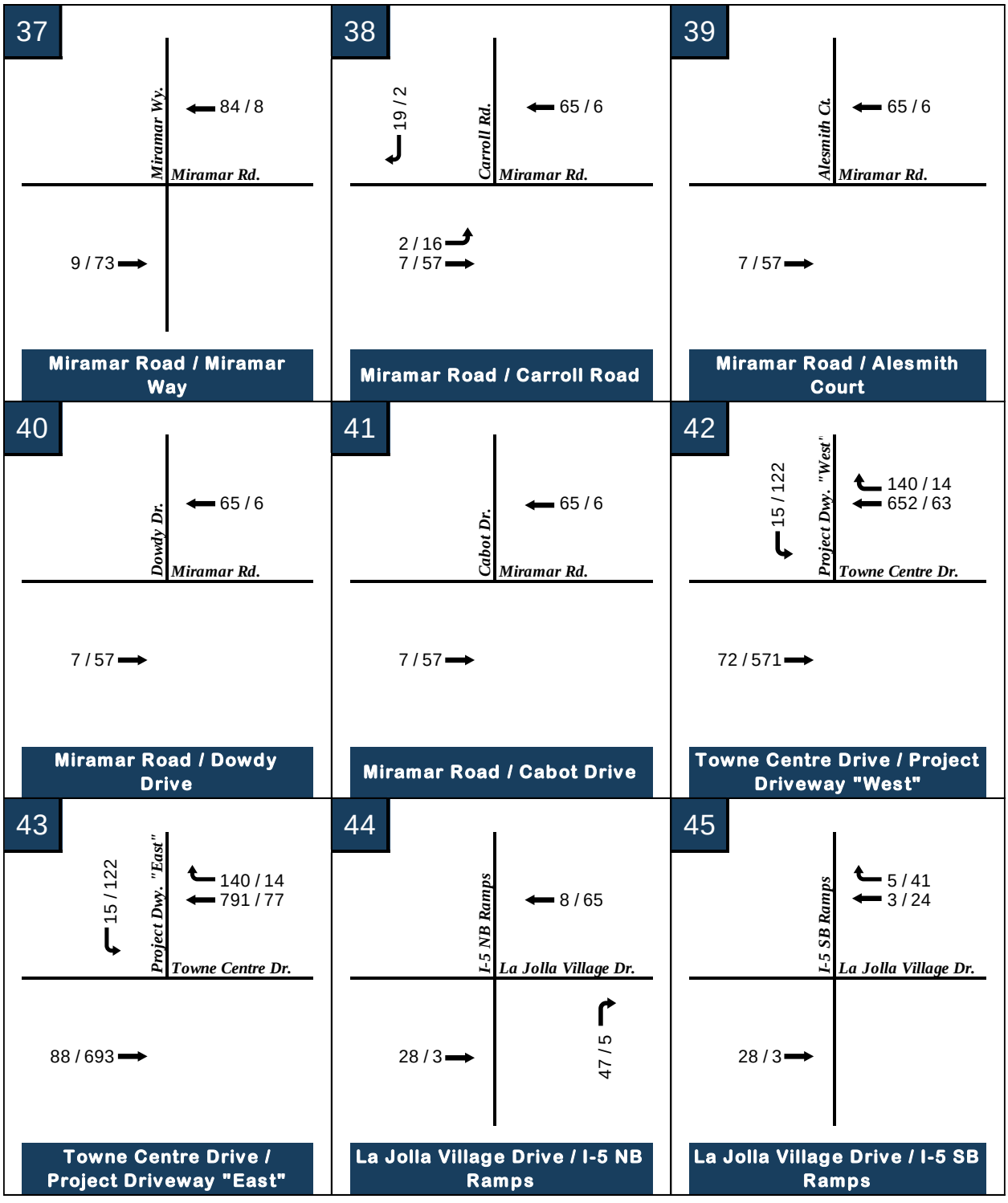
XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

5.0 EXISTING CONDITIONS

5.1 Pedestrian Facilities

Pedestrian connectivity will be provided from the Project access points along Towne Centre Drive via an existing 5-foot-wide mixture of contiguous and non-contiguous sidewalks that extend uninterrupted on both sides of the roadways from the Westerra Court to the intersection of Eastgate Mall. Additionally, Towne Centre Drive provides contiguous sidewalks (for the roadway segment between Eastgate Mall and La Jolla Village Drive).

Table 5-1 shows a summary of the existing sidewalk within a ½-mile walking distance at the roadway segment level from the project site.

Table 5-1: Existing Pedestrian Facilities (Roadway Segment Level)

Road	Segment	Contiguous Sidewalks	Noncontiguous Sidewalks	Missing Sidewalks	Notes
Towne Centre Dr.	Westerra Ct. - Towne Centre Ct.	Yes	Yes	No	-
Towne Centre Dr.	Towne Centre Ct. - Eastgate Mall	Yes	Yes	No	-
Westerra Ct.	S/O Towne Centre Dr.	Yes	No	Yes	Missing sidewalk on the west side of the roadway.

As shown in **Table 5-1**, roadway segments within a ½-mile walking distance from the project site provide pedestrian users with existing sidewalks, except for Westerra Court south of Towne Centre Drive where no sidewalk exists on the west side of the roadway.

Table 5-2 shows a summary of the existing pedestrian facilities within a ½-mile walking distance at the intersection level from the project site.

Table 5-2: Existing Pedestrian Facilities (Intersection Level)

Intersection	Intersection Control	Marked Crosswalks	Unmarked Crosswalks	Curb Ramps	Missing Curb Ramps	Truncated Domes	Missing Truncated Domes
Towne Centre Drive / Westerra Ct.	*Unsignalized*	-	S, W, E	NW, NE, SE, median	-	NW, NE, SE, median	-
Towne Centre Drive / Towne Centre Court	*Unsignalized*	-	S, W, E	NE, SE	SW, NW	NE	SE, SW, NW
Towne Centre Drive / Eastgate Mall	*Signalized*	N*, S, W, E	-	NW, NE, SW, SE	-	NW, NE, SW, SE	-

Legend:

N = North Quadrant / North Leg

S = South Quadrant / South Leg

W = West Quadrant / West Leg

E = East Quadrant / East Leg

* = Continental Crosswalk

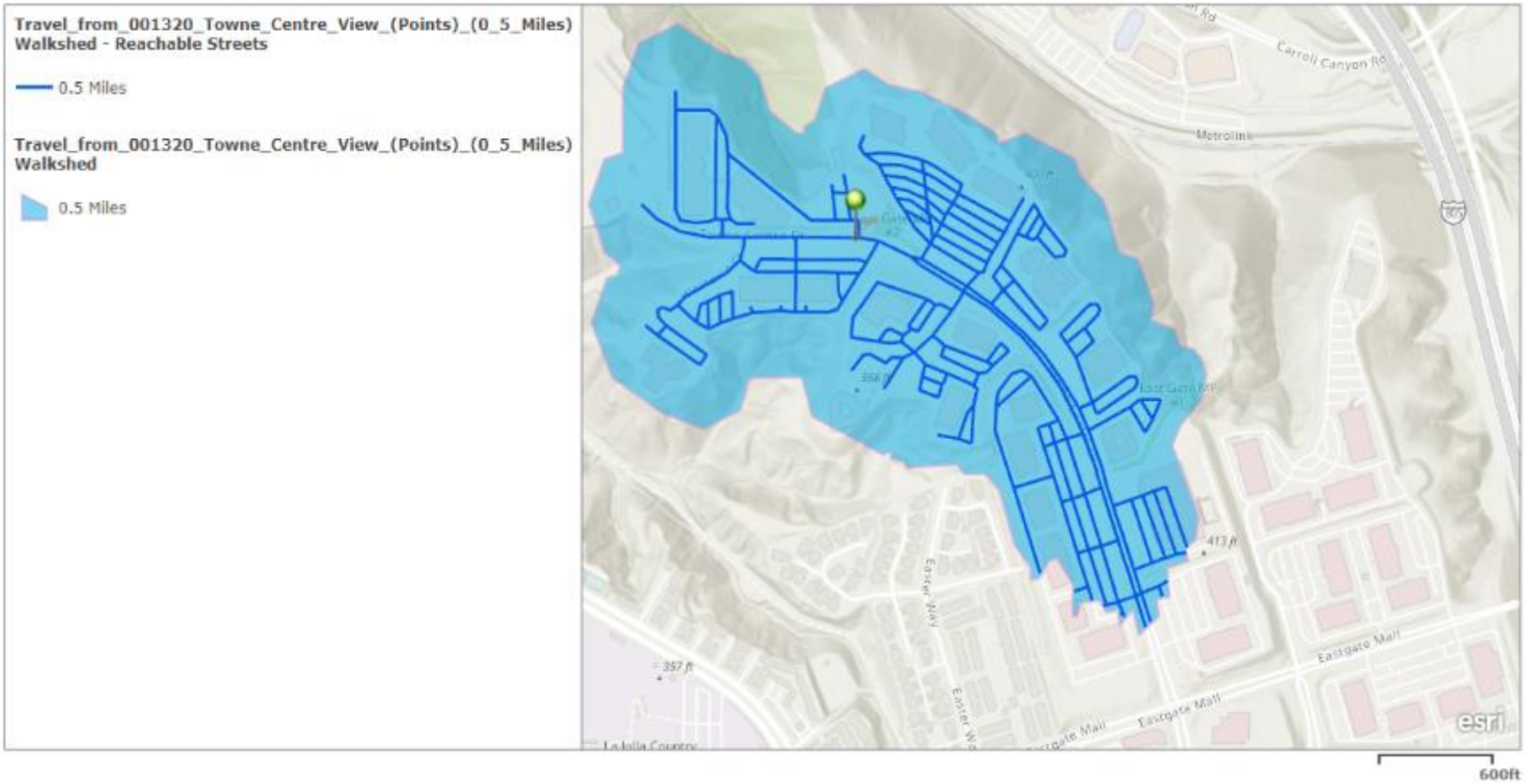
As shown in **Table 5-2**, intersections within a ½-mile walking distance from the project site provide pedestrian users with pedestrian accommodations, except for a few highlighted locations that are missing marked crosswalks and truncated domes at the curb ramps, including the following intersections:

- Towne Centre Drive / Westerra Court
- Towne Centre Drive / Towne Centre Court

Figure 5-1 shows a walkshed analysis that was prepared to evaluate the connectivity of the existing pedestrian facilities relative to the project site location. A location at the easternmost side of the project frontage along Towne Centre Drive was selected as the reference point for this analysis. This reference point was used to measure a ½-mile walking distance in all directions. The shaded regions within the walkshed represent the areas where pedestrian facilities exist for pedestrian travel.

As shown in **Figure 5-1** the area under the shaded region extends to other commercial developments along Towne Centre Drive north of Eastgate Mall, highlighting the supply of pedestrian facilities in the vicinity of the project site for pedestrian travel to and from the Project. The walkshed analysis results show that within a ½-mile path of travel, pedestrians cannot travel to and from the existing MTS bus stop at the Towne Centre Drive and Eastgate Mall intersection.

Figure 5-1: Walkshed Analysis



5.2 Bicycle Facilities

Table 5-3 shows a summary of the existing bicycle facilities and bicycle facilities proposed by the City of San Diego Bicycle Master Plan within a ½-mile path of travel distance from the project site.

Table 5-3: Existing Bicycle Facilities

Road	Segment	Existing Bike Facilities?	Bike Facility Class	City of San Diego Bicycle Master Plan	Notes
Towne Centre Dr.	Westerra Ct. - Towne Centre Ct.	No	-	proposed Class III	-
Towne Centre Dr.	Towne Centre Ct. - Eastgate Mall	No	-	proposed Class II and Class III	-
Westerra Ct.	S/O Towne Centre Dr.	No	-	-	-
Towne Centre Ct	S/O Towne Centre Dr.	No	-	-	-

Legend:

Class I = Bike Path

Class II = Bike Lane

Classs III = Bike Route

Class IV = Cycle Track

The Project will provide 50 short-term bicycle spaces and 120 long-term bicycle spaces.

Figure 5-2 shows a bikeshed analysis that was prepared to evaluate the connectivity of the existing roadway facilities relative to the project site location. A location at the easternmost side of the project frontage along Towne Centre Drive was selected as the reference point for this analysis. This reference point was used to measure a ½-mile distance in all directions. The shaded regions within the bikeshed represent the areas where roadway facilities exist for bicycle travel.

As shown in **Figure 5-2** the area under the shaded region extends to other commercial development along Towne Centre Drive north of Eastgate Mall. The bikeshed analysis results

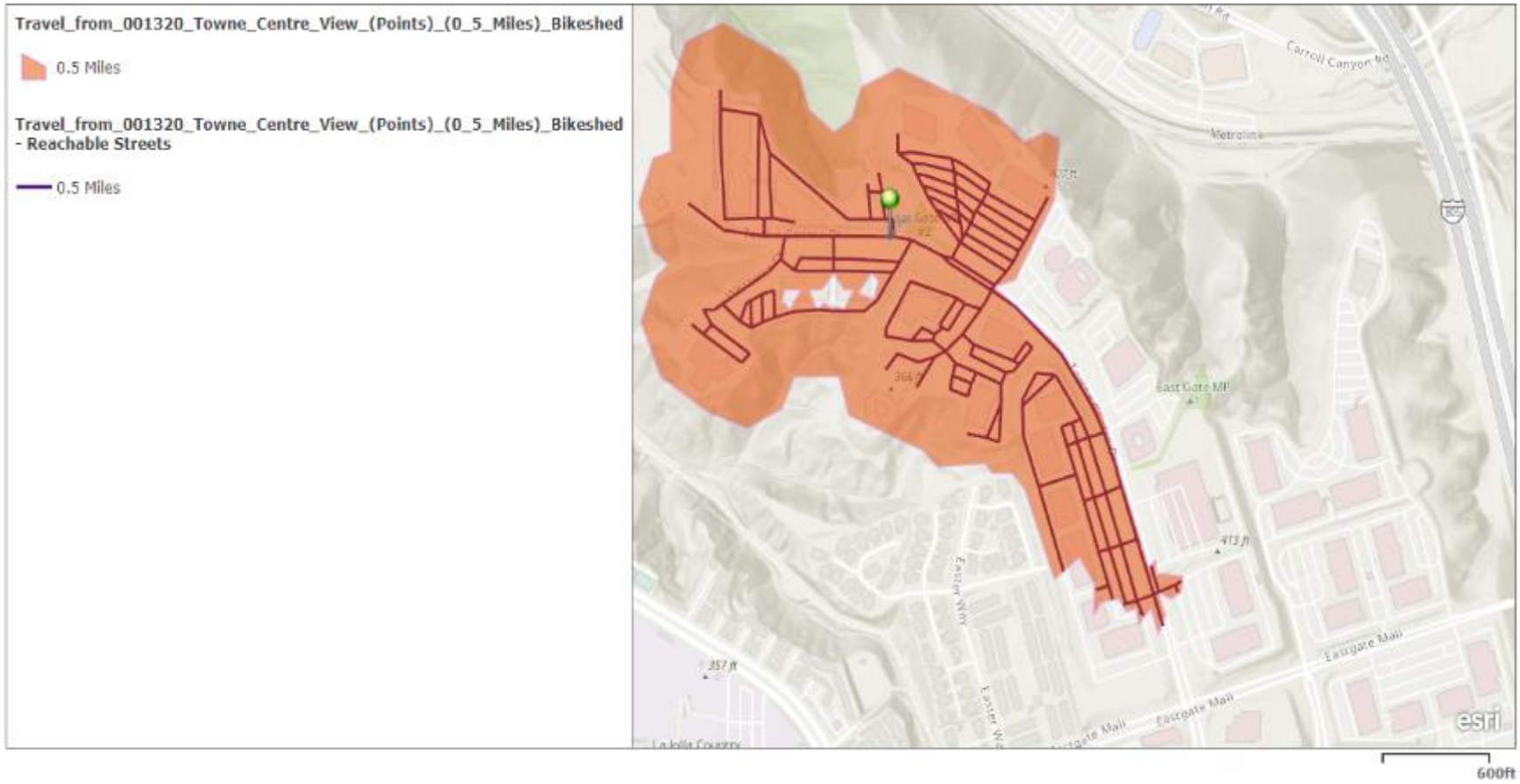
show that within a ½-mile path of travel, bicyclists cannot travel to and from the existing MTS bus stop at the Towne Centre Drive and Eastgate Mall intersection.

Note that the shaded area does include roadways that do not have an existing bicycle facility. The GIS tool does not distinguish whether there is the availability of separate bicycle facilities or not in the analyzed area. However, bicycles are allowed on all public streets other than freeways and can travel on public roadways whether bike lanes, bike routes, bike paths, and cycle tracks exist or not. Therefore, the bikeshed analysis represents the area where bicyclists can travel within a ½-mile travel distance from the reference point including roadways that provide separate bicycle facilities and roadways that do not provide separate bicycle facilities.

Consistent with the University Community Plan Update Existing Conditions Report (*April 2018*), the following roadway segments within the shaded area shown in **Figure 5-2** do not provide a separate bicycle facility:

- Towne Centre Dr. (Westerra Ct – Towne Centre Ct.)
- Towne Centre Dr. (Towne Centre Ct. – Eastgate Mall)
- Westerra Ct. (south of Towne Centre Dr.)
- Towne Centre Ct. (south of Towne Centre Dr.)

Figure 5-2: Bikeshed Analysis



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5.3 Transit Facilities

Figure 5-3 shows a Project location map relative to the closest existing transit stops. This figure identifies the walking distance from the Project site to the transit stops and transit route(s) that service(s) each of these transit stops.

As shown in **Figure 5-3**, four (4) existing transit stops have been identified within 1.0-mile walking distance of the Project site. Additionally, the two (2) nearest, recently completed trolley stations have also been identified. These trolley transit stations are part of the Mid-Coast Corridor Transit project, which began service on November 21st, 2021. The locations of the existing transit stops are listed below:

1. Southwest corner of Towne Centre Dr. / Eastgate Mall
2. Northwest corner of Eastgate Mall / Judicial Dr.
3. Northwest corner of Towne Centre Dr. / Executive Dr.
4. Southwest corner of Eastgate Mall / Easter Wy.
5. UCSD Health La Jolla Station (*Mid-Coast Trolley Transit Station*)
6. Executive Drive Station (*Mid-Coast Trolley Transit Station*)

Table 5-4 below shows a list of the transit stops nearest to the project site, routes servicing these transit stops, existing amenities, and walking distance from the project site.

Table 5-4: Routes, Amenities, and Location of Transit Stops

ID	Transit Stop Location	Routes	Amenities	Walking Distance from Project Site
#1	SW corner of Towne Centre Dr. / Eastgate Mall	979	Sign w/ Pole & Red Curbs	0.64 mi.
#2	NW corner of Eastgate Mall / Judicial Dr.	204	Sign w/ Pole	0.69 mi.
#3	NW corner of Towne Centre Dr. / Executive Dr.	979	Sign w/ Pole, Red Curbs, & Seating	0.77 mi.
#4	SW corner of Eastgate Mall / Easter Wy.	979	Sign w/ Pole	0.85 mi.
#5*	UCSD Health La Jolla Station	Blue Line (*Trolley*)	Built-in Sign, Expanded Sidewalk, System Map, Route Map, Real-Time Digital Display, Trash/Recycling Receptacle, Accessible, Passenger Shelter, & Seating	1.61 mi.
#6*	Executive Dr. Station	Blue Line (*Trolley*)	Built-in Sign, Expanded Sidewalk, System Map, Route Map, Real-Time Digital Display, Trash/Recycling Receptacle, Accessible, Passenger Shelter, & Seating	1.20 mi.

Legend:

* = Major Transit Stop

California Environmental Quality Act (CEQA) Section 21064.3 identifies *major transit stops* as sites containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

As shown in **Table 5-4**, two (2) of the existing transit facilities identified above fall under a *major transit stop* designation per CEQA definition.

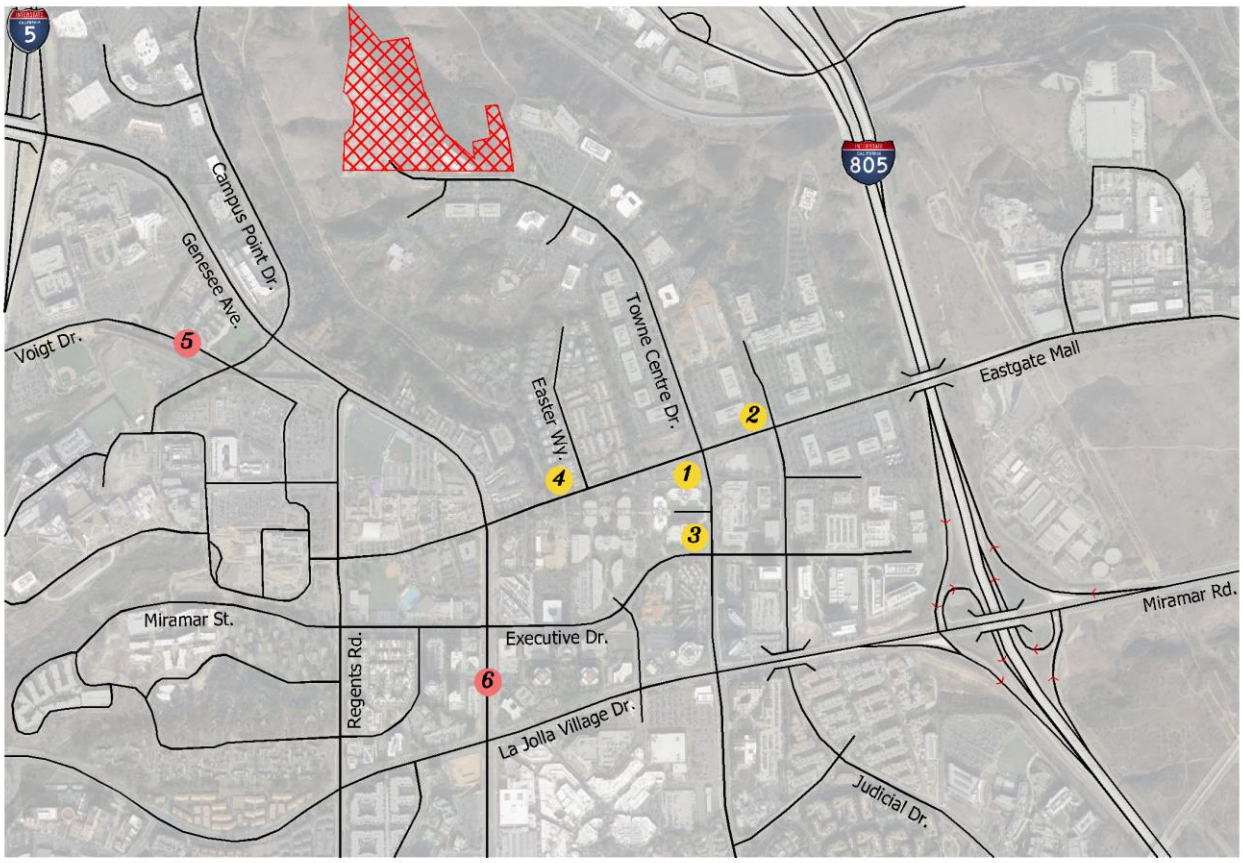
Table 5-5 shows a summary of the destinations of the routes that service the identified transit stops.

Refer to **Appendix D** for the SDMTS transit schedules of the identified transit stops.

Table 5-5: Transit Routes Destinations

Routes	Destinations
MTS 204	Colony Plaza - Costa Verde Center - La Jolla Village Square - Nobel Athletic Area & Library - Scripps Memorial Hospital - UCSD Medical Center - Westfield UTC
MTS 979	University City - Sorrento Valley COASTER Station
Blue Line (Trolley)	America Plaza - Santa Fe Depot - Little Italy - Middletown - Washington Street - Old Town Transit Center - Tecolote Road - Clairemont Drive - Balboa Avenue - Nobel Drive - VA Medical Center - UCSD Central Campus - UCSD Health La Jolla - UTC Transit Center

Figure 5-3: Project Location Map w/ Nearby Transit Facilities



Legend

= Project Location

= Transit Stop Locations (closest transit stops to Project Site)

= Trolley Station Location (Mid-Coast Corridor Transit Project)

N
NO SCALE

ID	Transit Stop Location	Walking Distance From Project Site	Route(s)
1	SW corner of Towne Centre Drive / Eastgate Mall	0.64 mi.	(979)
2	NW corner of Eastgate Mall / Judicial Drive	0.69 mi.	(204)
3	NW corner of Towne Centre Drive / Executive Drive	0.77 mi.	(979)
4	SW corner of Eastgate Mall / Easter Way	0.85 mi.	(979)
5	*UCSD Health La Jolla Station (Mid-Coast Trolley Station)	1.61 mi.	(Blue Line)
6	*Executive Dr. Station (Mid-Coast Trolley Station)	1.20 mi.	(Blue Line)

Notes: * = Major Transit Stop

5.4 Existing Roadway Facilities

- **Towne Centre Drive** is predominantly a north-south (but also east-west) roadway that spans approximately 1.8 miles and extends through Eastgate Mall, Executive Drive, and La Jolla Village Drive. This roadway has a northern terminus at a cul-de-sac located 0.1 miles west of the intersection of Towne Centre Drive at Westerra Court and a southern terminus at Nobel Drive. The roadway segments under study have a curb-to-curb width that ranges between 50 feet and 72 feet. The roadway segments under study are partially divided by a raised median and a two-way left-turn lane between 9665 Towne Centre Drive and Eastgate Mini Park and undivided between Eastgate Mini Park and the northern terminus. Within the study area, the roadway functions as a local street between the northern terminus and Eastgate Mini Park, a 2-lane collector with a two-way left-turn lane between Eastgate Mini Park and 9540 Towne Centre Drive, and a 4-lane major arterial between 9540 Towne Centre Drive and Eastgate Mall. The roadway segment between 9540 Towne Centre Drive and Eastgate Mall is built to the current University Community Plan's ultimate classification of a 4-lane major arterial. The roadway segment between the northern terminus and Eastgate Mini Park is not identified in the current Community Plan. Parking is permitted on both sides between the northern terminus of Towne Centre Drive and Eastgate Mall and prohibited between Eastgate Mall and Towne Centre Drive. Existing bicycle facilities supported along this roadway consist of a Class II Bike Lane for both directions of travel between La Jolla Village Drive and Executive Drive. The posted speed limit is 40 miles per hour for the roadway segments under study. All of the roadway segments under study include a mixture of contiguous and noncontiguous sidewalks.

- **Judicial Drive** is a north-south roadway that spans approximately 1.3 miles and extends through Eastgate Mall, Executive Drive, and La Jolla Village Drive. This roadway has a northern terminus at a private access road for 4760/4810/4820/4850 Eastgate Mall and a southern terminus at Nobel Drive. The roadway segments have a curb-to-curb width that ranges between 78 feet and 86 feet. The functional classification of Judicial Drive is a 4-lane major arterial, consistent with the identified ultimate classification within the current University Community Plan for this roadway. Parking is permitted between Eastgate Mall and Executive Drive and prohibited between Executive Drive and Nobel Drive. Existing bicycle facilities supported along Judicial Drive consist of a Class II Bike Lane for both directions of travel between Executive Drive and Nobel Drive. There are no posted speed limit signs along the roadway. All of the roadway segments include non-contiguous sidewalks with an approximate width of 6 feet.
- **Eastgate Mall** is predominantly an east-west (but also north-south) roadway that spans approximately 2.1 miles and extends through Genesee Avenue, Towne Centre Drive, Judicial Drive, and Interstate 805. This roadway has a western terminus at Regents Road and an eastern terminus at Miramar Road. The roadway segments under study have a curb-to-curb width that ranges between 40 feet and 76 feet. The roadway segments under study are divided with a two-way left-turn lane (consisting of the segment between Regents Road and approximately 450 feet east of Easter Way and the segment between Operation Boulevard and Miramar Road), divided by a raised median (consisting of the segment between 450 feet east of Easter Way and I-805 overpass), and undivided (consisting of the I-805 overpass to Operation Boulevard). Within the study area, the functional classification of Eastgate Mall is

a 2-lane collector with a two-way left-turn lane (consisting of the segment between Regents Road and Genesee Avenue and the segments between Operation Boulevard and Miramar Road), a 4-lane collector with a two-way left-turn lane (consisting of the segment between Genesee Avenue and Easter Way), a 4-lane major arterial (consisting of the segments between Easter Way and I-805 overpass), and a 2-lane collector without fronting property (consisting of the segment between I-805 overpass and Operational Boulevard). The roadway segments between Towne Centre Drive and I-805 Overpass are built to their ultimate classification identified in the current University Community Plan of a 4-lane collector. Parking is permitted between Regents Road and Genesee Avenue through angled and parallel parking spaces and prohibited parking for the remainder roadway segments. Existing bicycle facilities supported along Eastgate Mall for the roadway segments under study consist of a Class II Bike Lane for both directions of travel between Genesee Avenue and Olson Drive. Posted speed limits vary throughout Eastgate Mall with a 25-mph speed limit (between Regents Road and Genesee Avenue), a 40-mph speed limit (between Genesee Avenue and Towne Centre Drive eastbound), a 35-mph speed limit (between Genesee Avenue and Towne Centre Drive westbound), and a 45-mph speed limit (between Towne Centre Drive and Miramar Road). A mixture of contiguous and non-contiguous sidewalks with an approximate width of 6 feet exist across Eastgate Mall on both sides of the roadway between Genesee Avenue and the I-805 overpass. Several roadway segments do not provide sidewalks on both sides of the roadway, including the Interstate 805 overpass segment (a contiguous sidewalk is only available on the south side of the roadway) and the roadway

segments between Operation Boulevard and Miramar Road (contiguous sidewalks are available on the northern/eastern side of the roadway).

- **Miramar Road** is an east-west roadway that spans approximately 5.2 miles and extends through Interstate 805, Eastgate Mall, Nobel Drive, Camino Santa Fe, Camino Ruiz, and Kearny Villa Road. This roadway has a western terminus at Interstate 805 SB Ramps and an eastern terminus at Interstate 15 SB Ramps. The roadway segments under study have a curb-to-curb width between 100 feet and 142 feet. The roadway segments under study are divided by a raised median (consisting of the segment between the I-805 SB Ramps and Eastgate Mall, between 600 feet east of Miramar Mall and Miramar Place, and the segments between 1,200 feet west of Camino Santa Fe and Production Avenue) and divided by a two-way left-turn lane (consisting of the segments between Eastgate Mall and 600 feet east of Miramar Mall, between Miramar Place and 1,200 feet west of Camino Santa Fe, and the segments between Production Avenue and Carroll Road). Within the study area, the functional classification of Miramar Road is a 6-lane major arterial (consisting of the segment between I-805 SB Ramps and I-805 NB Ramps and between Eastgate Mall and Carroll Road). The roadway segments are not built to their ultimate classification identified in the current Mira Mesa Community Plan of a 6-lane prime arterial. Parking is prohibited along Miramar Road throughout the roadway segments under study. Existing bicycle facilities supported along Miramar Road for the roadway segments under study consist of a Class II Bike Lane for both directions of travel between Eastgate Mall and Carroll Road, with a mixture of buffered and non-buffered conditions. The posted speed limit is 50 miles per hour for the roadway segments under study. All of the roadway segments under study include contiguous

sidewalks on the north side with an approximate width of 6 feet. Most of the roadway segments include an asphalt path on the south side except for portions of the roadway segment between I-805 SB Ramps and I-805 NB ramps, Nobel Drive to Eastgate Mall, Miramar Mall to Miramar Place with a contiguous sidewalk on the south side, and I-805 NB Ramps to Nobel Drive where the south side of the roadway does not include a sidewalk.

- **Genesee Avenue** is predominantly a north-south (but also east-west) roadway that spans approximately 9.4 miles and extends through State Route 163, Interstate 805, and Interstate 5. This roadway has a western terminus at North Torrey Pines Road and an eastern terminus at Health Center Drive. The roadway segments under study have a curb-to-curb width that ranges between 86 feet and 140 feet. The roadway segments under study are divided with a raised median except for the Interstate 5 overpass segment, which is undivided. The roadway segments function as a 6-lane prime arterial (consisting of the segments between I-5 SB Ramps and Regents Road) and as a 6-lane major arterial (consisting of the segments between Regents Road and La Jolla Village Drive). These functional classifications are consistent with the ultimate classification identified for these roadway segments in the current University Community Plan. Parking is intermittently permitted along the roadway segments under study. Existing bicycle facilities supported along Genesee Avenue for the roadway segments under study consist of a Class II Bike Lane (for both directions of travel between I-5 SB Ramps and Nobel Drive). The posted speed limit for most of Genesee Avenue is 45-mph except for 35-mph between I-5 SB Ramps and Campus Point Drive in the northbound direction. All study roadway segments include contiguous sidewalks with an approximate width of 6 feet along the entire study area.

- **La Jolla Village Drive** is an east-west roadway that spans approximately 2.5 miles and extends through Gilman Drive, Interstate 5, Regents Road, Genesee Avenue, and Towne Centre Drive. This roadway has a western terminus at Torrey Pines Road and an eastern terminus at Interstate 805 SB Ramps. The roadway segment under study has a curb-to-curb width that ranges between 100 feet and 124 feet. The roadway segment under study is divided with a raised median. Within the study area, the functional classification of La Jolla Village Drive is a 7-lane major arterial (consisting of the segment between Towne Centre Drive and I-805 SB Ramps)), which is not built to its ultimate classification per the University Community Plan. Parking is prohibited between Towne Centre Drive and I-805 SB Ramps. Bicycle facilities are not currently supported along La Jolla Village Drive for the roadway segment under study. The posted speed limit for the roadway segment under study is 45 mph. The roadway segment under study provides contiguous sidewalks with an approximate width of 6 feet on both sides.

5.5 Traffic Counts

Existing traffic conditions in the University Community Plan area, for a few years, had been subjected to an alteration of their historical patterns from substantial construction occurring predominantly along Genesee Avenue due to the Mid-Coast Trolley Extension project and the Genesee Avenue / Interstate 5 interchange project.

As a result of these factors, USAI has conducted research on available count data that was collected before the beginning of construction work along Genesee Avenue and predating the potential effects on traffic patterns due to Covid-19. This approach was taken to reflect Existing

conditions where traffic patterns are as close as possible to the historical traffic patterns in the study area.

Based on available satellite imagery, construction work along Genesee Avenue due to the Mid-Coast Trolley Extension project is approximated to have started between the Year 2016 and Year 2017. Similarly, construction work along Genesee Avenue due to the Interstate 5 interchange project is approximated to have started between the Year 2015 and Year 2016. The use of count data predating these events has been coordinated with City staff. Due to the likely traffic pattern disruptions stemming from these events, collecting traffic counts at the time of preparation of this study would likely result in disrupted traffic volumes that would be lower than historical volumes.

Traffic count data was obtained from three (3) separate sources. The first source is the University Community Plan Update (CPU) Existing Conditions Summary (*04/2018*), which contains count data predating the beginning of the construction work of both Mid-Coast Trolley Extension and Genesee Avenue / Interstate 5 interchange projects. The count data sourced from the University CPU Existing Conditions Summary was collected on Wednesday, May 6th, 2015, Tuesday, May 12th, 2015, Wednesday, May 13th, 2015, and Wednesday, June 17th, 2016, and encompasses facilities analyzed in this LMA. The second source of count data is the draft Mira Mesa Community Plan Update Existing Conditions Summary (*06/2019*). The count data sourced from the draft Mira Mesa CPU Existing Conditions Summary was collected on Thursday, October 18th, 2018, and Tuesday, October 23rd, 2018, and also encompasses facilities analyzed in this LMA. The third set of count data was collected for PTS #647676 (Science Village project) during a time at which potential traffic patterns disruptions associated with the Mid-Coast Trolley project

and the Genesee Avenue / Interstate 5 interchange project were commencing. This count data set was collected on Thursday, November 17, 2016, Thursday, June 1st, 2016, Wednesday, April 5th, 2017, Tuesday, May 23rd, 2017, Thursday, May 25th, 2017, and Wednesday, August 9th, 2017, and encompasses facilities analyzed in this LMA. USAI referenced primarily the PTS #647676 count data set and supplemented missing count datawith the available count data set from the University CPU and draft Mira Mesa CPU Existing Conditions Summary reports. For facilities where neither count data set contained available count data, new counts were collected on Thursday, June 3rd, 2021.

Table 5-6 shows the study roadway segments with the date on which the count data was collected.

Table 5-7 shows the study intersections with the date on which the count data was collected and the source of the counts.

Table 5-6: Study Roadway Segments and Count Data Date and Source

Number	Road	Segment	Date of Counts	Source of Counts	USAI Counts
1	Towne Centre Drive	Northern Terminus - Westerra Court	11/17/2016	PTS #647676 Science Village	11/17/2016
2	Towne Centre Drive	Westerra Court - Eastgate Mini Park	11/17/2016	PTS #647676 Science Village	11/17/2016
3	Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	11/17/2016	PTS #647676 Science Village	11/17/2016
4	Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	11/17/2016	PTS #647676 Science Village	11/17/2016
5	Eastgate Mall	Regents Road - Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017
6	Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	5/23/2017	PTS #647676 Science Village	5/23/2017
7	Eastgate Mall	I-805 Overpass - Operation Boulevard	5/23/2017	PTS #647676 Science Village	5/23/2017
8	Eastgate Mall	Operation Boulevard - Olson Drive	5/23/2017	PTS #647676 Science Village	5/23/2017
9	Eastgate Mall	Olson Drive - Autoport Mall	5/23/2017	PTS #647676 Science Village	5/23/2017
10	Eastgate Mall	Autoport Mall - Miramar Road	5/23/2017	PTS #647676 Science Village	5/23/2017
11	Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	10/2018 - 11/2018	Mira Mesa ECR	-
12	Miramar Road	Commerce Avenue - Production Avenue	10/2018 - 11/2018	Mira Mesa ECR	-
13	Miramar Road	Production Avenue - Distribution Avenue	10/2018 - 11/2018	Mira Mesa ECR	-
14	Miramar Road	Distribution Avenue - Miramar Way	10/2018 - 11/2018	Mira Mesa ECR	-
15	Miramar Road	Miramar Way - Carroll Road	10/2018 - 11/2018	Mira Mesa ECR	-
16	La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017

Table 5-7: Study Intersections and Count Data Date and Source

Number	Intersection	Date of Counts	Source of Counts
1	Towne Centre Drive / Westerra Court	6/3/2021	PTS#647676 Science Village
2	Towne Centre Drive / Towne Centre Court	6/3/2021	PTS#647676 Science Village
3	Towne Centre Drive / Eastgate Mall	5/23/2017	PTS#647676 Science Village
4	Towne Centre Drive / Executive Drive	5/23/2017	PTS#647676 Science Village
5	Towne Centre Drive / Towne Centre Driveway	6/3/2021	PTS#647676 Science Village
6	Towne Centre Drive / La Jolla Village Drive	5/25/2017	PTS#647676 Science Village
7	Judicial Drive / Eastgate Mall	5/23/2017	PTS#647676 Science Village
8	Judicial Drive / Executive Drive	8/9/2017	PTS#647676 Science Village
9	Judicial Drive / Judicial Driveway	6/3/2021	PTS#647676 Science Village
10	Eastgate Mall / Easter Way	6/3/2021	PTS#647676 Science Village
11	Eastgate Mall / Genesee Avenue	5/23/2017	PTS#647676 Science Village
12	Genesee Avenue / Executive Drive	5/23/2017	PTS#647676 Science Village
13	Genesee Avenue / Executive Square	5/12/2015	University ECR
14	La Jolla Village Drive / Genesee Avenue	5/25/2017	USAI Database
15	Regents Road / Eastgate Mall	5/23/2017	PTS#647676 Science Village
16	Regents Road / Executive Drive	5/23/2017	PTS#647676 Science Village
17	Regents Road / Regents Park Row	8/9/2017	PTS#647676 Science Village
18	Regents Road / La Jolla Village Drive	5/25/2017	PTS#647676 Science Village
19	Regents Road / Genesee Avenue	5/23/2017	PTS#647676 Science Village
20	Genesee Avenue / Campus Point Drive	5/23/2017	PTS#647676 Science Village
21	Genesee Avenue / Scripps Hospital Driveway	8/9/2017	PTS#647676 Science Village
22	Genesee Avenue / I-5 NB Ramps	5/23/2017	PTS#647676 Science Village
23	Genesee Avenue / I-5 SB Ramps	5/23/2017	PTS#647676 Science Village
24	La Jolla Village Drive / Lebon Drive	5/25/2017	PTS#647676 Science Village
25	Miramar Road / I-805 NB Ramps	5/25/2017	PTS#647676 Science Village
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	5/25/2017	PTS#647676 Science Village
27	Eastgate Mall / Eastgate Drive	5/23/2017	PTS#647676 Science Village
28	Eastgate Mall / Olson Drive	6/3/2021	PTS#647676 Science Village
29	Eastgate Mall / Autoport Mall	6/3/2021	PTS#647676 Science Village
30	Miramar Road / Eastgate Mall	5/23/2021	PTS#647676 Science Village
31	Miramar Road / Miramar Mall	5/13/2015	University ECR
32	Miramar Road / Miramar Place	5/13/2015	University ECR
33	Miramar Road / Camino Santa Fe / Frost Mar Place	10/23/2018	Mira Mesa ECR
34	Miramar Road / Commerce Avenue	10/23/2018	Mira Mesa ECR
35	Miramar Road / Production Avenue	10/23/2018	Mira Mesa ECR
36	Miramar Road / Distribution Avenue	10/23/2018	Mira Mesa ECR
37	Miramar Road / Miramar Way	10/23/2018	Mira Mesa ECR
38	Miramar Road / Carroll Road	10/23/2018	Mira Mesa ECR
39	Miramar Road / Alesmith Court	10/23/2018	Mira Mesa ECR
40	Miramar Road / Dowdy Street	10/23/2018	Mira Mesa ECR
41	Miramar Road / Cabot Drive	10/23/2018	Mira Mesa ECR
42	Towne Centre Drive / Project Driveway "West"	-	-
43	Towne Centre Drive / Project Driveway "East"	-	-
44	La Jolla Village Drive / I-5 NB Ramps	5/25/2017	PTS#647676 Science Village
45	La Jolla Village Drive / I-5 SB Ramps	5/25/2017	PTS#647676 Science Village

To establish an Existing baseline for Year 2022 conditions, the application of a growth factor based on the comparison between SANDAG TFIC Series 14 ABM 2, Year 2016 and Year 2025 roadway segment volumes has been conducted. For the study roadway segments and additional roadway segments corresponding to each study intersection leg, a growth rate per year has been calculated. For the available count data, a growth factor has been applied based on the differential of the number of years between the date of count data collection (Year 2015 through Year 2017) and the Existing baseline of Year 2022. The resulting Existing baseline roadway segment volumes have then been used to project the intersection peak hour volumes. The peak hour volume projections are based on the relationship between the individual turning movement directionality at a given intersection with regards to the roadway segment to which each turning movement is directed.

Table 5-8 shows the comparison of the SANDAG TFIC Series 14 ABM 2, Year 2016 and 2025 volumes and the resulting growth factors along with the projected Existing baseline (Year 2022) study roadway segment volumes.

Refer to **Appendix E** for the count data and signal timing data used for this analysis.

Refer to **Appendix F** for the computations performed to calculate the Existing baseline Year 2022 intersection volumes.

Table 5-8: Existing Baseline Volume Projections

Number	Road	Segment	Date of Counts	Source of Counts	USAI Counts	University & *draft Mira Mesa* CPU ECR Counts	SANDAG TFIC S14 Year 2016 ADT (Scenario ID 434)	SANDAG TFIC S14 Year 2025 ADT (Scenario ID 466)	% Growth (2016 - 2025)	% Growth / Year (2016 - 2025)	Year of Data Collection	Segment Volume (*from available count data*)	# of Years to Existing	Growth Projection ADT for Year 2022
1	Towne Centre Drive	Northern Terminus - Westerra Court	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
2	Towne Centre Drive	Westerra Court - Eastgate Mini Park	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
3	Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
4	Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	8,700	8,600	-1.1%	-0.1%	2016	9,322	6	9,251
5	Eastgate Mall	Regents Road - Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	5,600	7,000	25.0%	2.8%	2017	5,760	5	6,560
6	Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	17,600	18,900	7.4%	0.8%	2017	14,346	5	14,935
7	Eastgate Mall	I-805 Overpass - Operation Boulevard	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	13,600	16,100	18.4%	2.0%	2017	10,705	5	11,798
8	Eastgate Mall	Operation Boulevard - Olson Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	13,600	16,100	18.4%	2.0%	2017	13,396	5	14,764
9	Eastgate Mall	Olson Drive - Autoport Mall	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	16,400	19,300	17.7%	2.0%	2017	13,396	5	14,712
10	Eastgate Mall	Autoport Mall - Miramar Road	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	16,400	19,300	17.7%	2.0%	2017	13,396	5	14,712
11	Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	34,200	32,500	-5.0%	-0.6%	2018	58,884	4	57,583
12	Miramar Road	Commerce Avenue - Production Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	33,500	31,500	-6.0%	-0.7%	2018	58,884	4	57,322
13	Miramar Road	Production Avenue - Distribution Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	34,200	31,700	-7.3%	-0.8%	2018	54,165	4	52,405
14	Miramar Road	Distribution Avenue - Miramar Way	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	33,600	31,400	-6.5%	-0.7%	2018	51,816	4	50,308
15	Miramar Road	Miramar Way - Carroll Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	32,100	29,900	-6.9%	-0.8%	2018	51,816	4	50,238
16	La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	69,300	77,100	11.3%	1.3%	2017	60,760	5	64,559

5.6 Roadway Segments

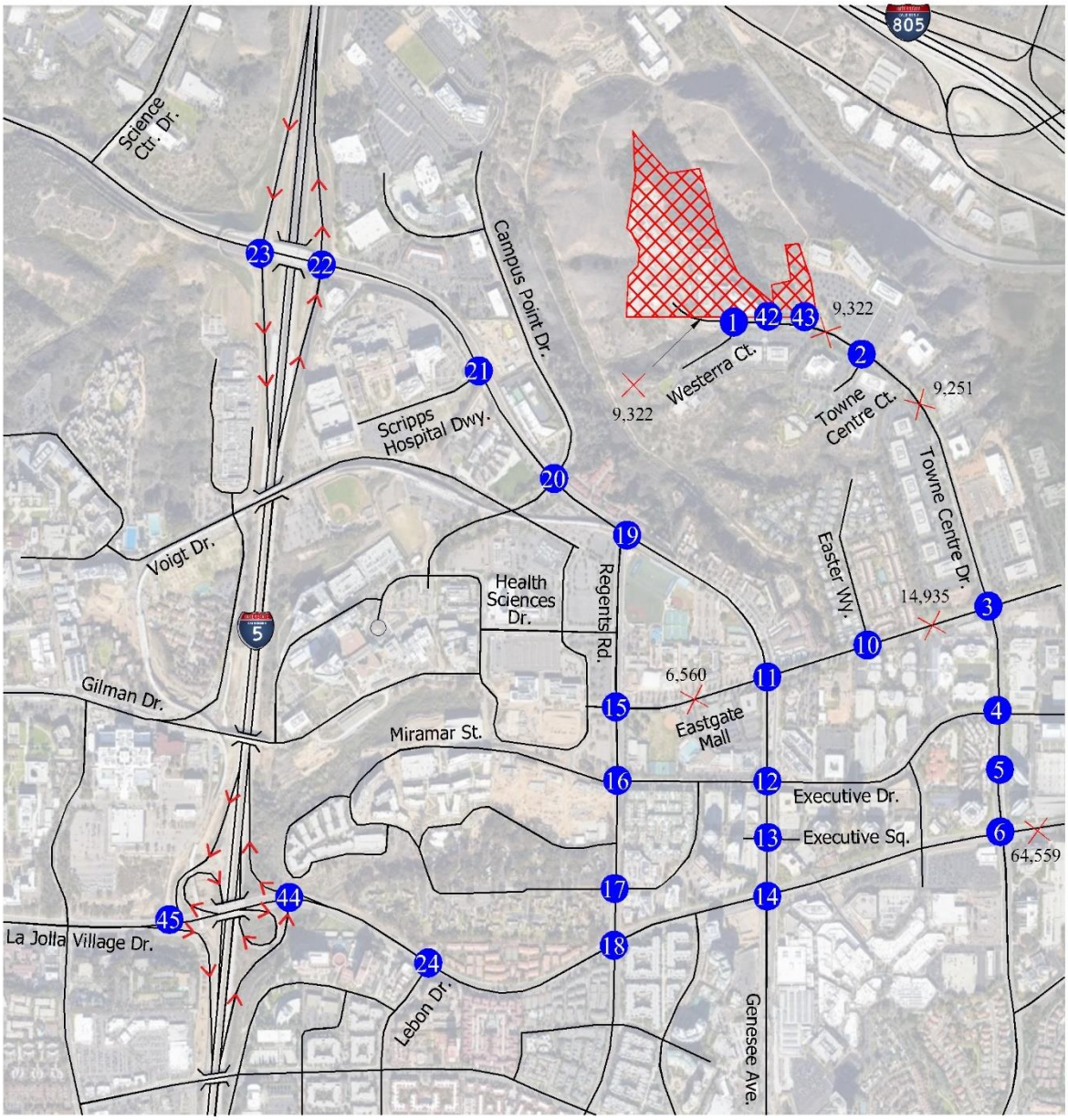
Table 5-9 summarizes the roadway segment analysis for Existing conditions. Based on Existing volumes and the City's roadway segment classification thresholds, the roadway segments operate at an acceptable LOS "D" or better in the Existing condition, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
  - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
  - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - *LOS E*
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - *LOS E*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
  - *LOS E*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
  - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
  - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
  - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
  - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
  - *LOS F*

- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

Figure 5-4 displays the Existing ADT volumes for the study roadway segments.

Figure 5-4: Existing ADT Volumes



Legend

= Project Location

= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 5-4: Existing ADT Volumes (cont'd)

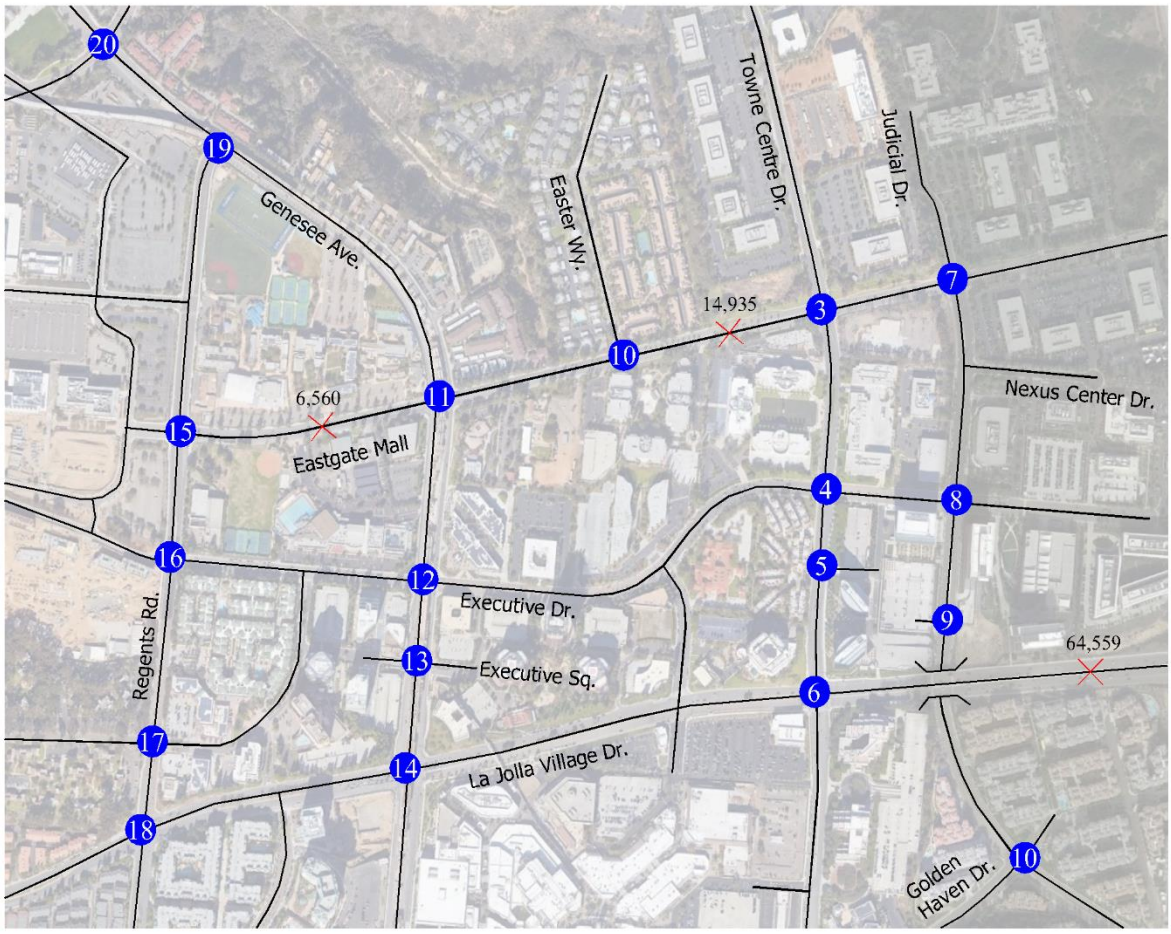


Figure 5-4: Existing ADT Volumes (cont'd)

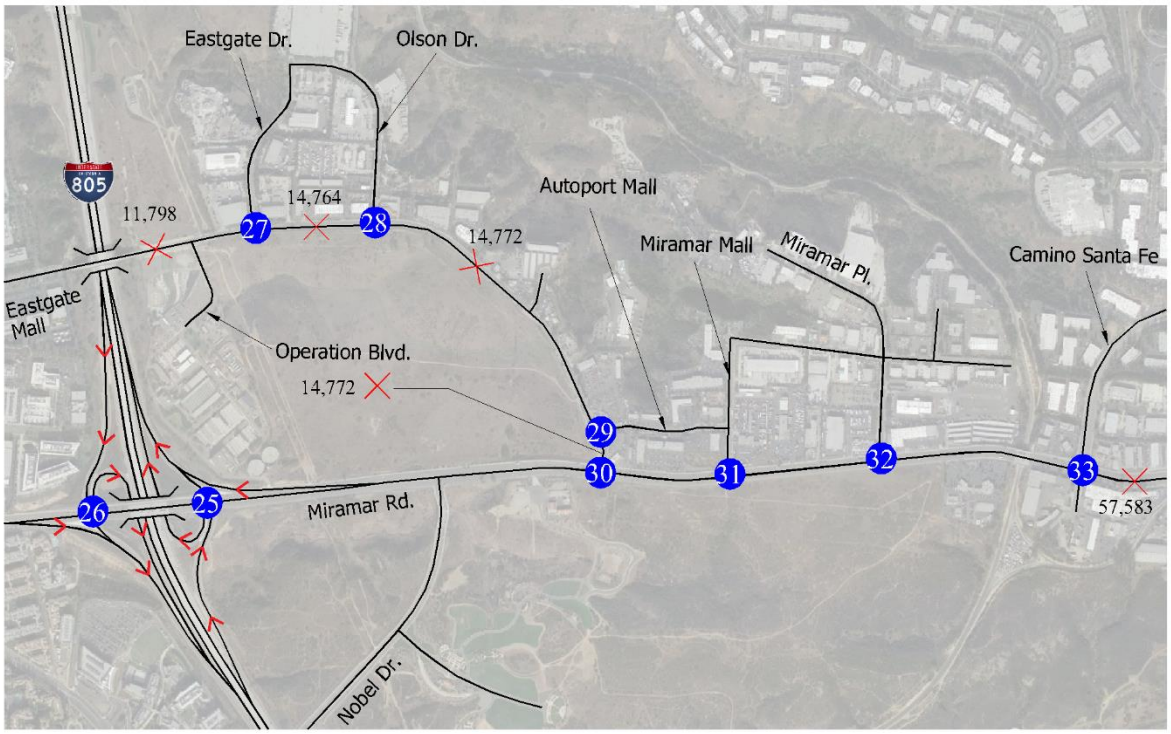


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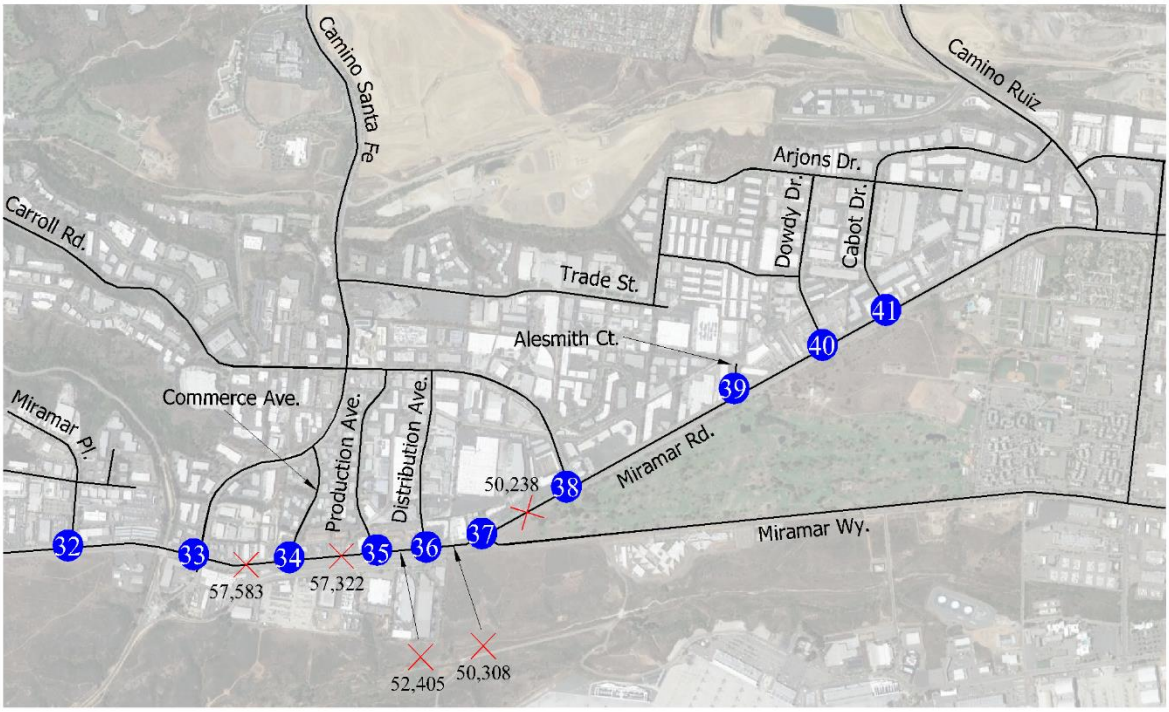
Figure 5-4: Existing ADT Volumes (cont'd)



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

NO SCALE

Table 5-9: Existing Roadway Segment Analysis

Road	Segment	Standard	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Towne Centre Drive	Northern Terminus - Westerra Court	SD	2	2-C (w/o TWLTL)	8,000	9,322	1.165	F
Towne Centre Drive	Westerra Court - Eastgate Mini Park	SD	2	2-C (w/o TWLTL)	8,000	9,322	1.165	F
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	SD	2	2-C (w/ TWLTL)	15,000	9,322	0.621	C
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	SD	2	2-C (w/ TWLTL)	15,000	9,251	0.617	C
Eastgate Mall	Regents Road - Genesee Avenue	SD	2	2-C (w/ TWLTL)	15,000	6,560	0.437	B
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	SD	4	4-C (w/ TWLTL)	30,000	14,935	0.498	C
Eastgate Mall	I-805 Overpass - Operation Boulevard	SD	2	2-C (w/o fronting property)	10,000	11,798	1.180	F
Eastgate Mall	Operation Boulevard - Olson Drive	SD	2	2-C (w/ TWLTL)	15,000	14,764	0.984	E
Eastgate Mall	Olson Drive - Autoport Mall	SD	2	2-C (w/ TWLTL)	15,000	14,712	0.981	E
Eastgate Mall	Autoport Mall - Miramar Road	SD	2	2-C (w/ TWLTL)	15,000	14,712	0.981	E
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	SD	6	6-MA	50,000	57,583	1.152	F
Miramar Road	Commerce Avenue - Production Avenue	SD	6	6-MA	50,000	57,322	1.146	F
Miramar Road	Production Avenue - Distribution Avenue	SD	6	6-MA	50,000	52,405	1.048	F
Miramar Road	Distribution Avenue - Miramar Way	SD	6	6-MA	50,000	50,308	1.006	F
Miramar Road	Miramar Way - Carroll Road	SD	6	6-MA	50,000	50,238	1.005	F
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	SD	7	7-MA	55,000	64,559	1.174	F

Legend:

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane

2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane

2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane

2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Existing baseline (Year 2022) volumes are calculated by applying a yearly growth rate to Pre-Existing count data for each individual street segment, which has been calculated by comparing the street segment volume growth between SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

5.7 Intersections

Intersection peak hour traffic volumes for Existing conditions at the studied intersections are shown in **Figure 5-5**.

Figure 5-6 shows the existing lane configuration of the study intersections.

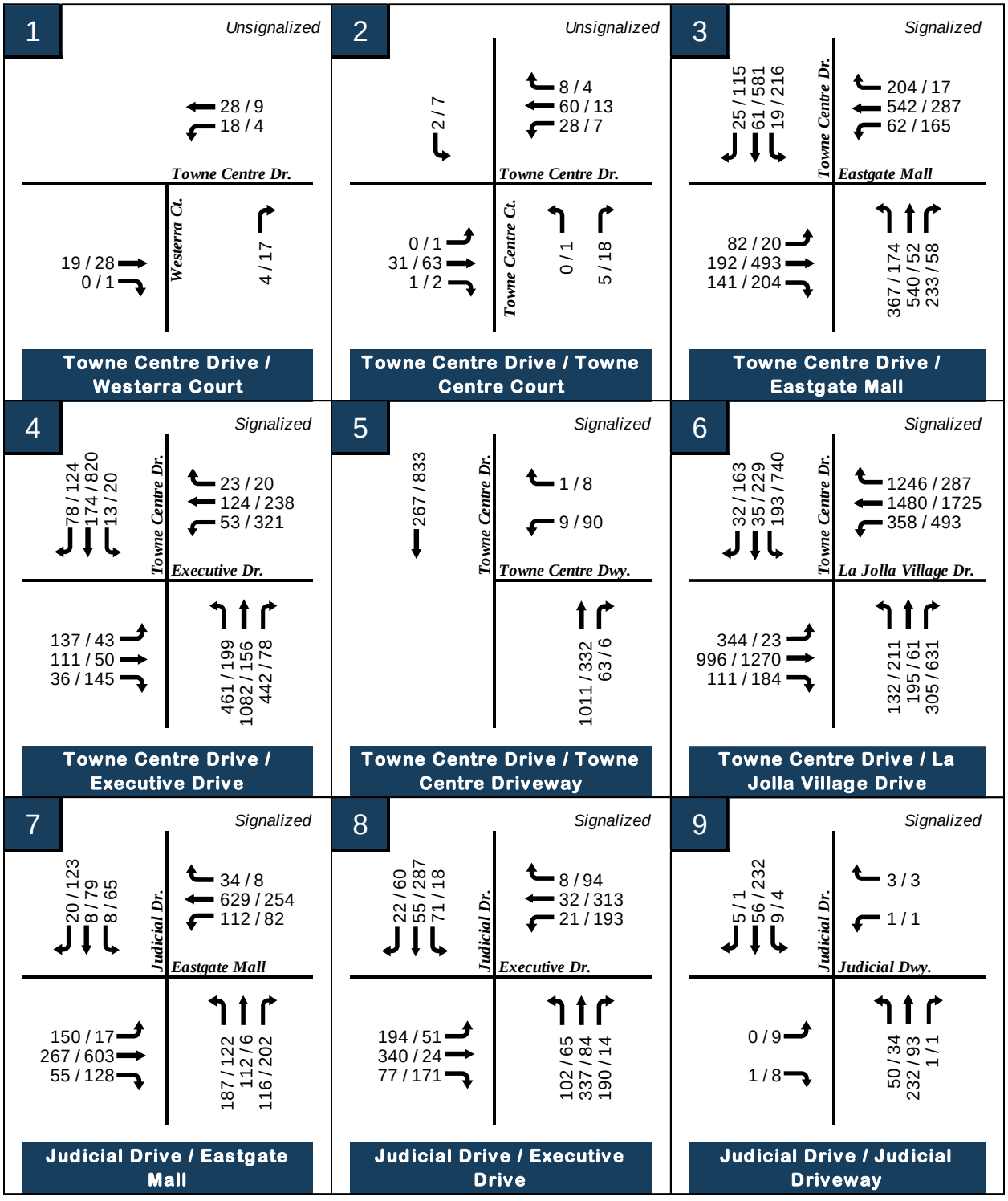
The lane configuration used for the evaluation of Existing conditions is based on the latest satellite imagery available from Google Earth as of February 2022.

Table 5-10 shows the Existing intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Towne Centre Dr. / La Jolla Village Dr.
    - PM Peak Hour – *LOS E*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
- Regents Rd. / La Jolla Village Dr.
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*

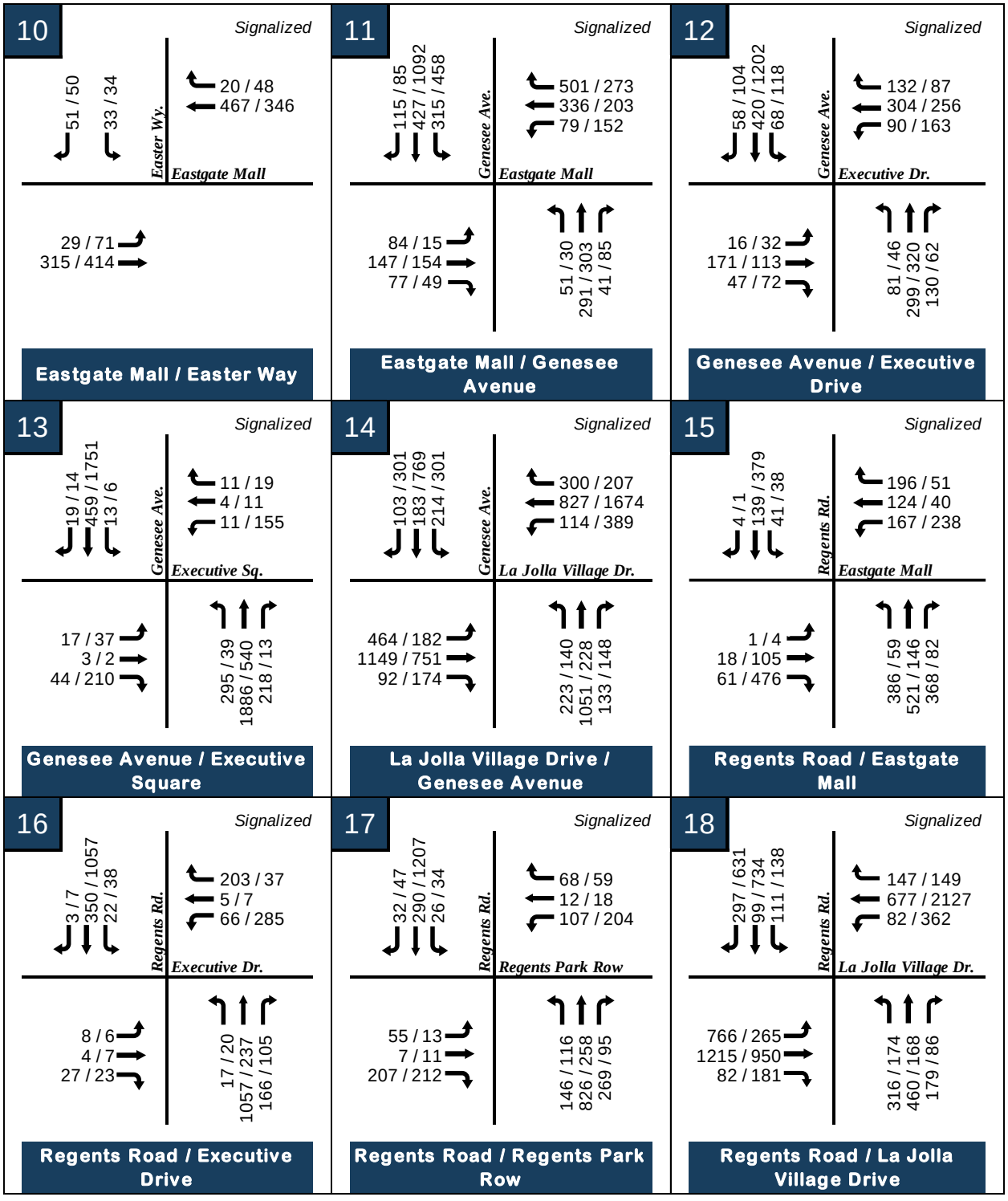
Refer to **Appendix G** for the Synchro worksheets of Existing conditions.

Figure 5-5: Existing AM/PM Peak Hour Volumes



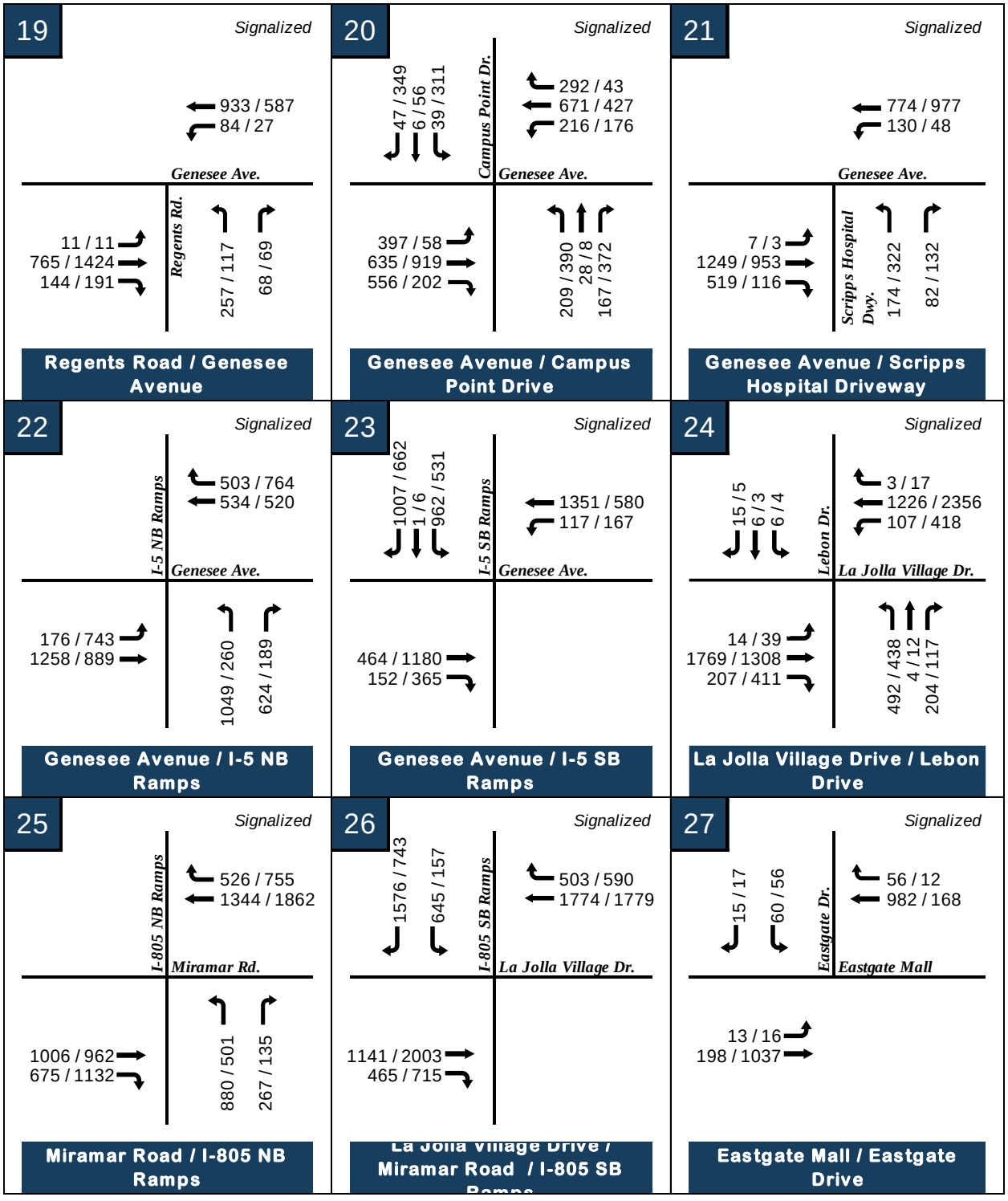
XX / XX = AM / PM Peak hour volumes

Figure 5-5: Existing AM / PM Peak Hour Volumes (cont'd)



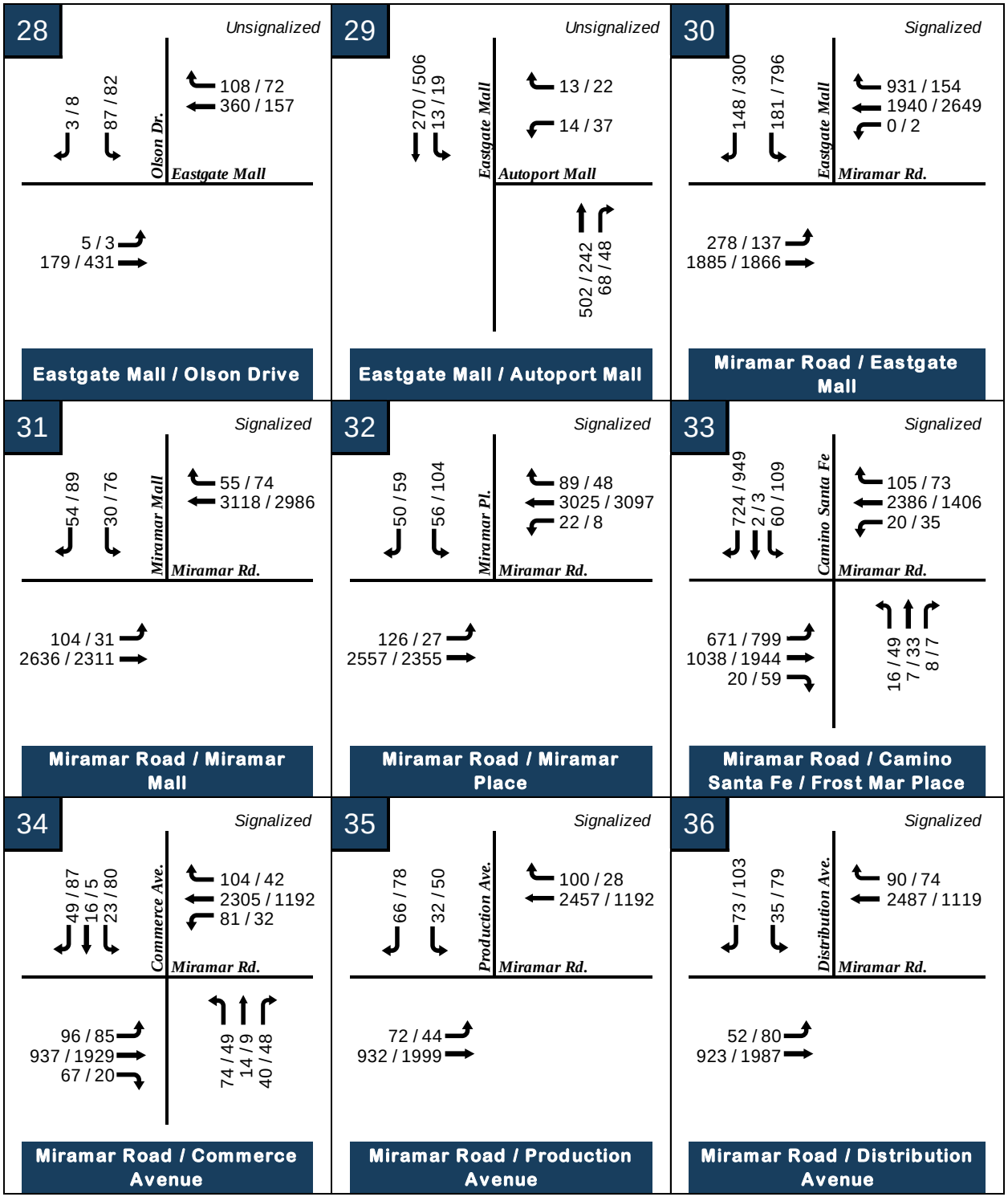
XX / XX = AM / PM Peak hour volumes

Figure 5-5: Existing AM / PM Peak Hour Volumes (cont'd)



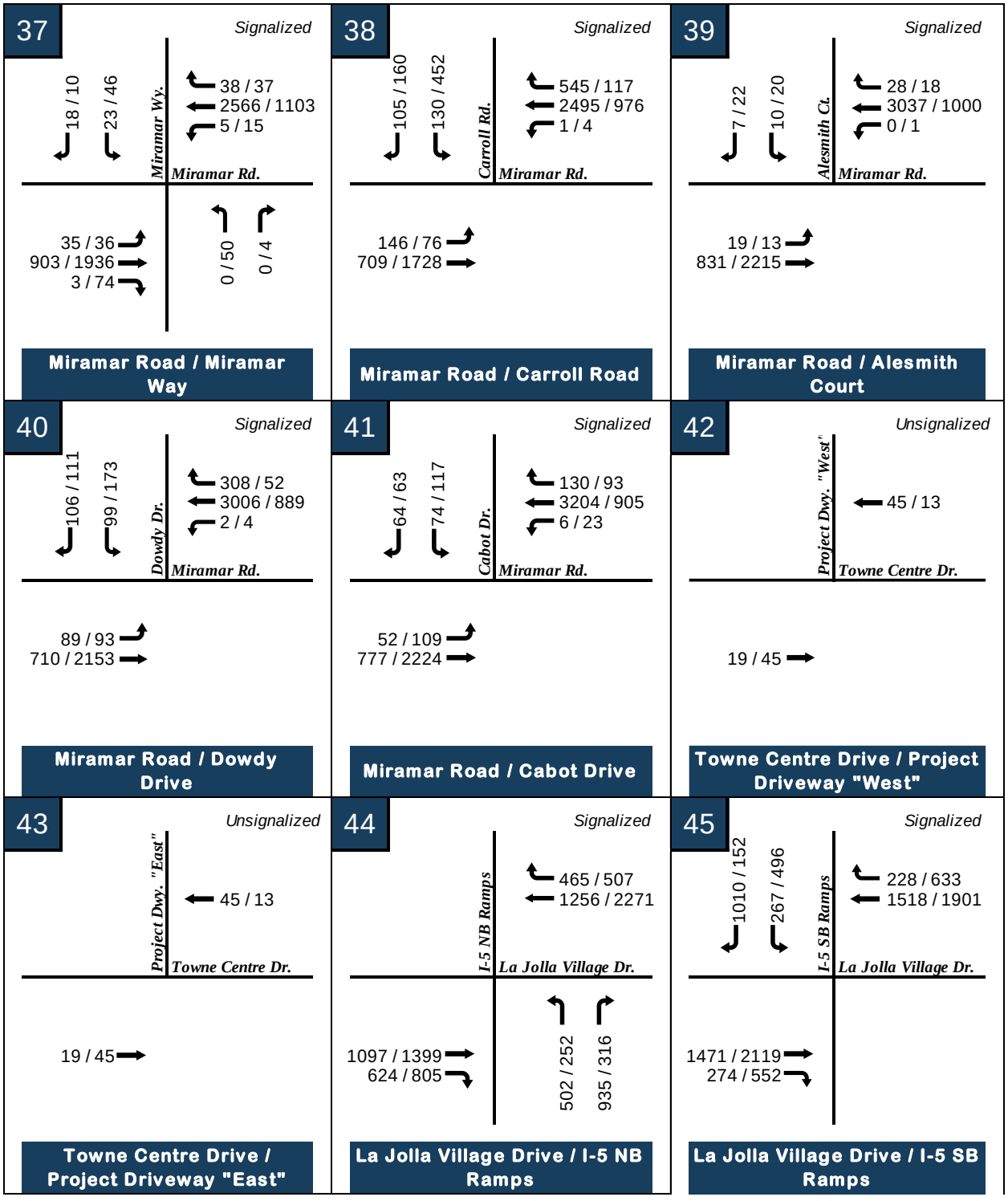
XX / XX = AM / PM Peak hour volumes

Figure 5-5: Existing AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 5-5: Existing AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 5-6: Existing Lane Configurations

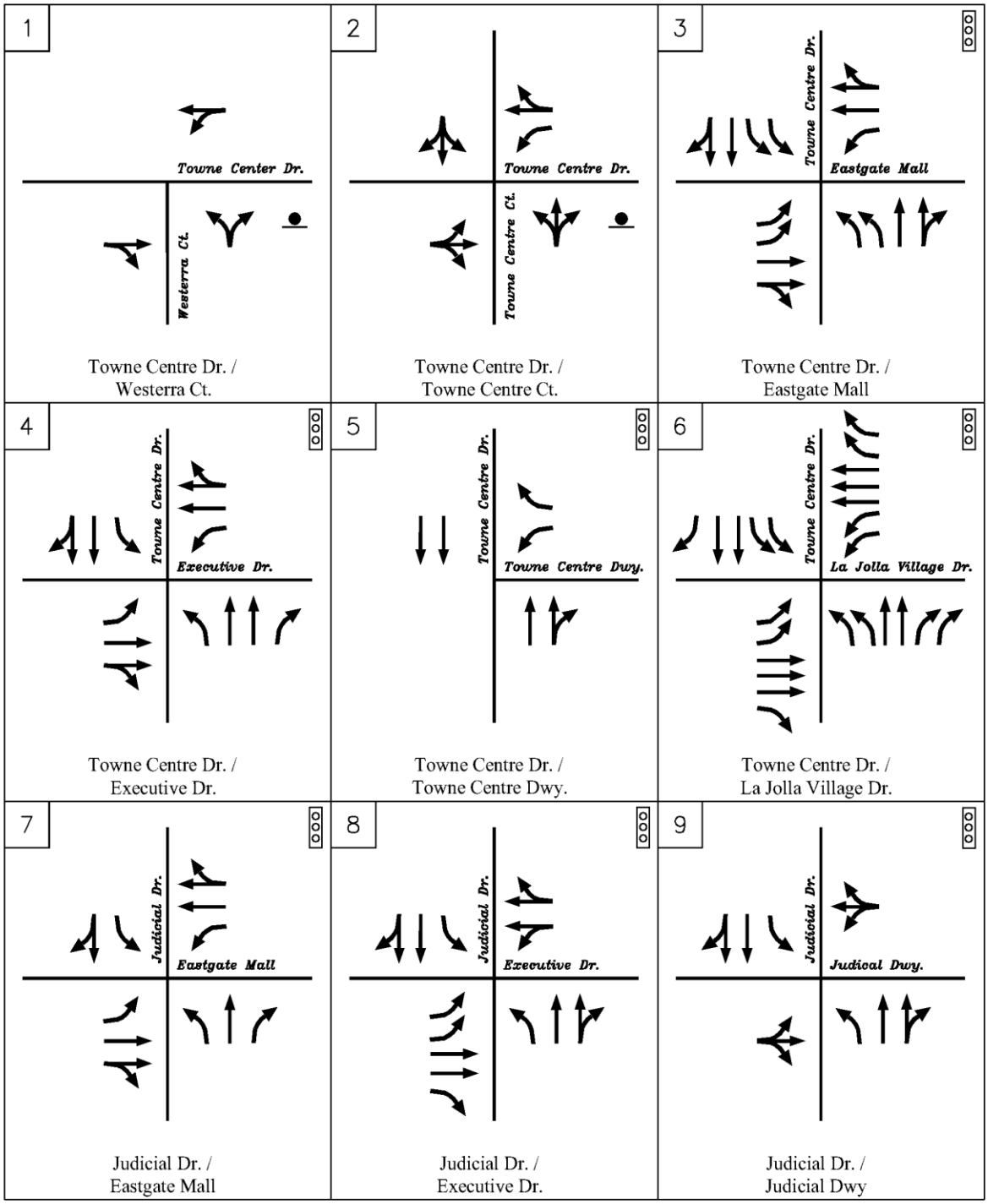


Figure 5-6: Existing Lane Configurations (cont'd)

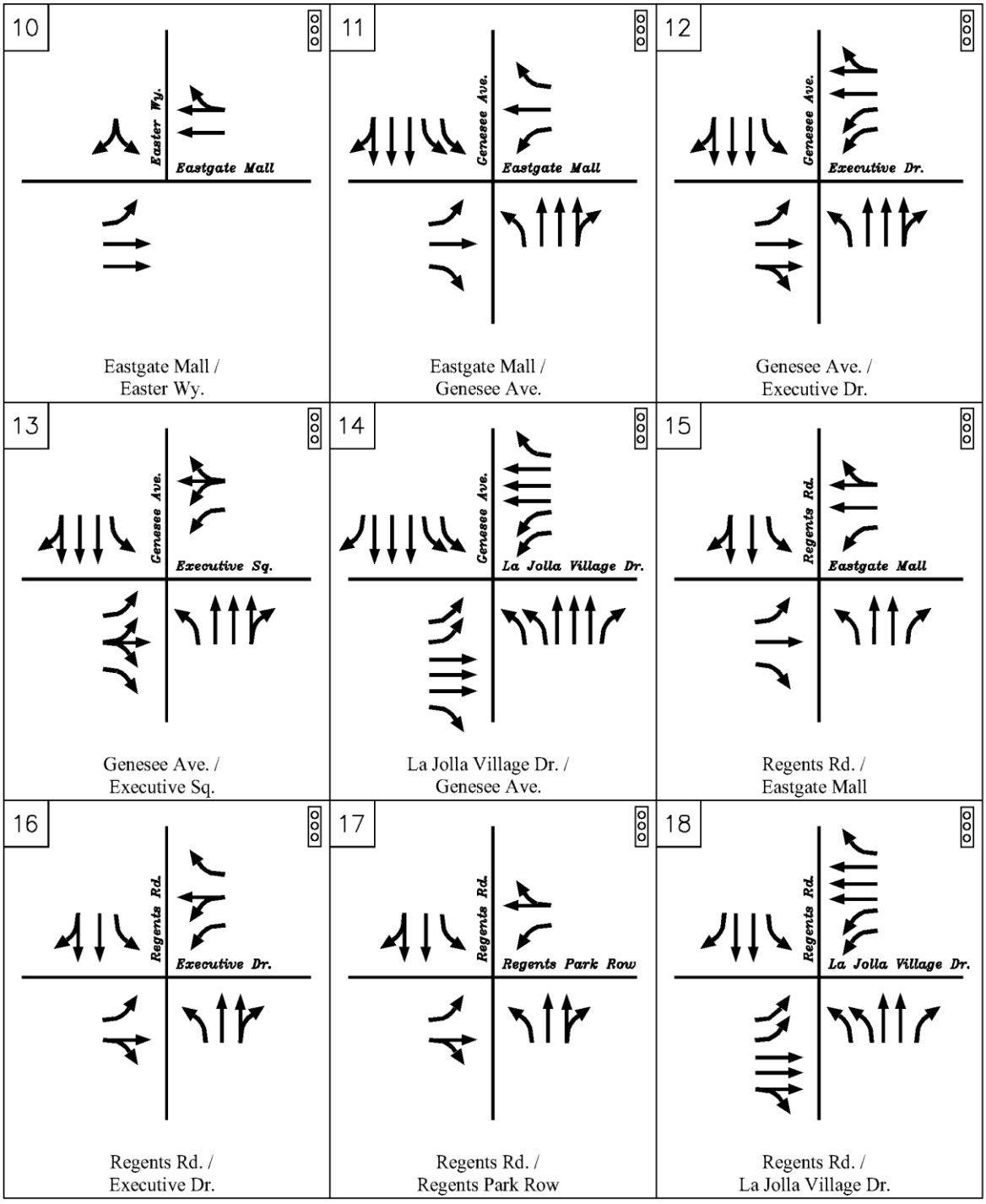


Figure 5-6: Existing Lane Configurations (cont'd)

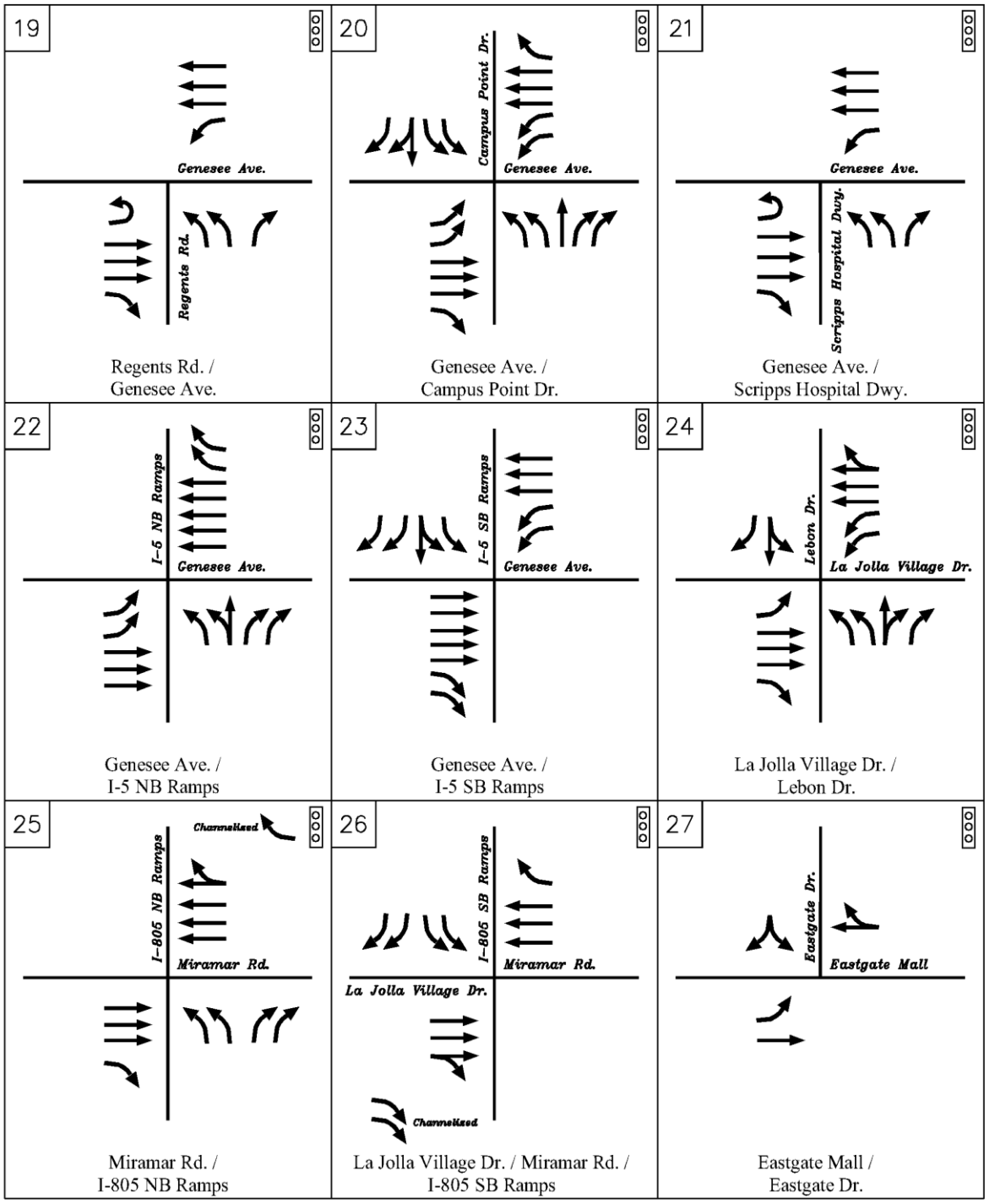


Figure 5-6: Existing Lane Configurations (cont'd)

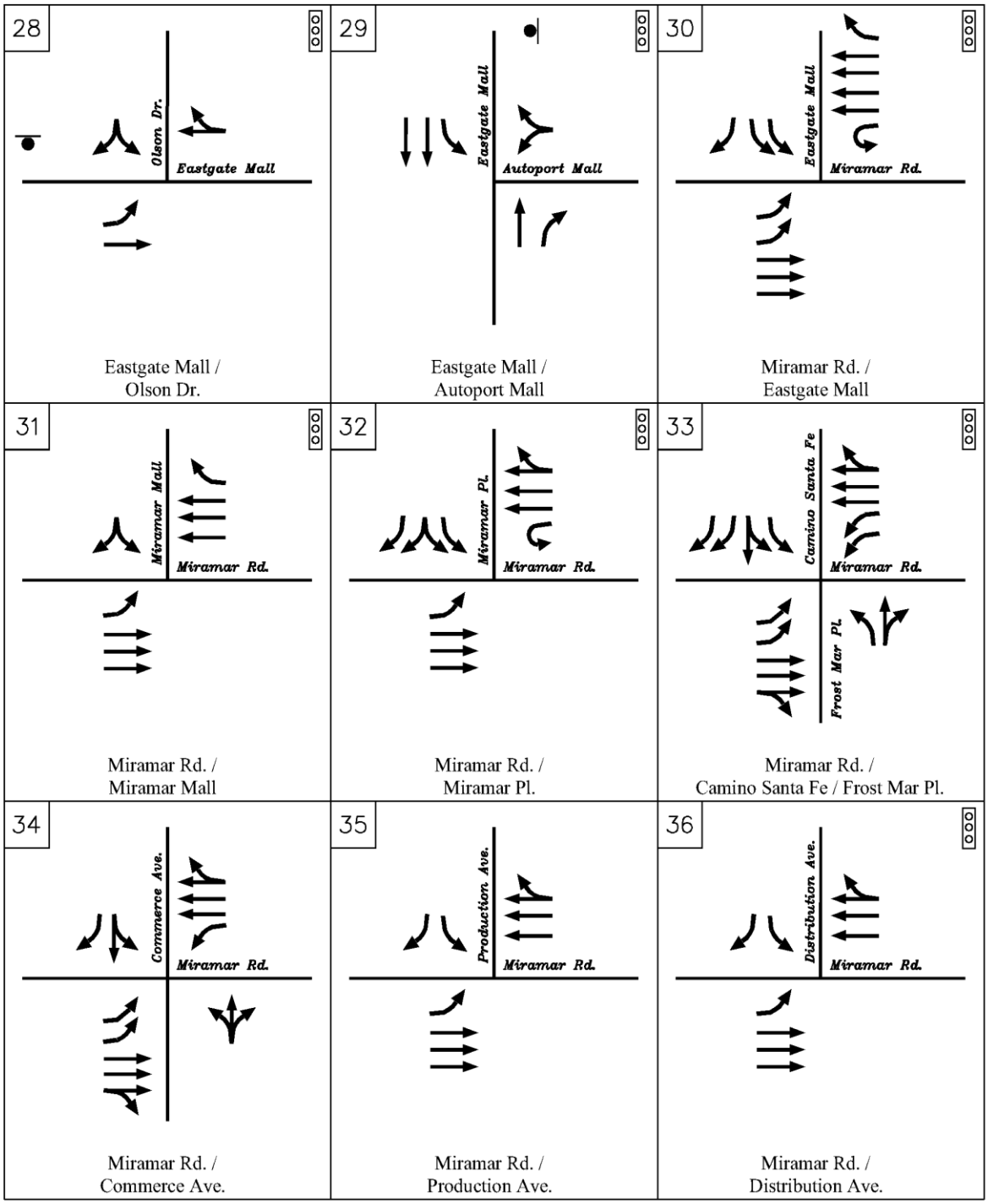


Figure 5-6: Existing Lane Configurations (cont'd)

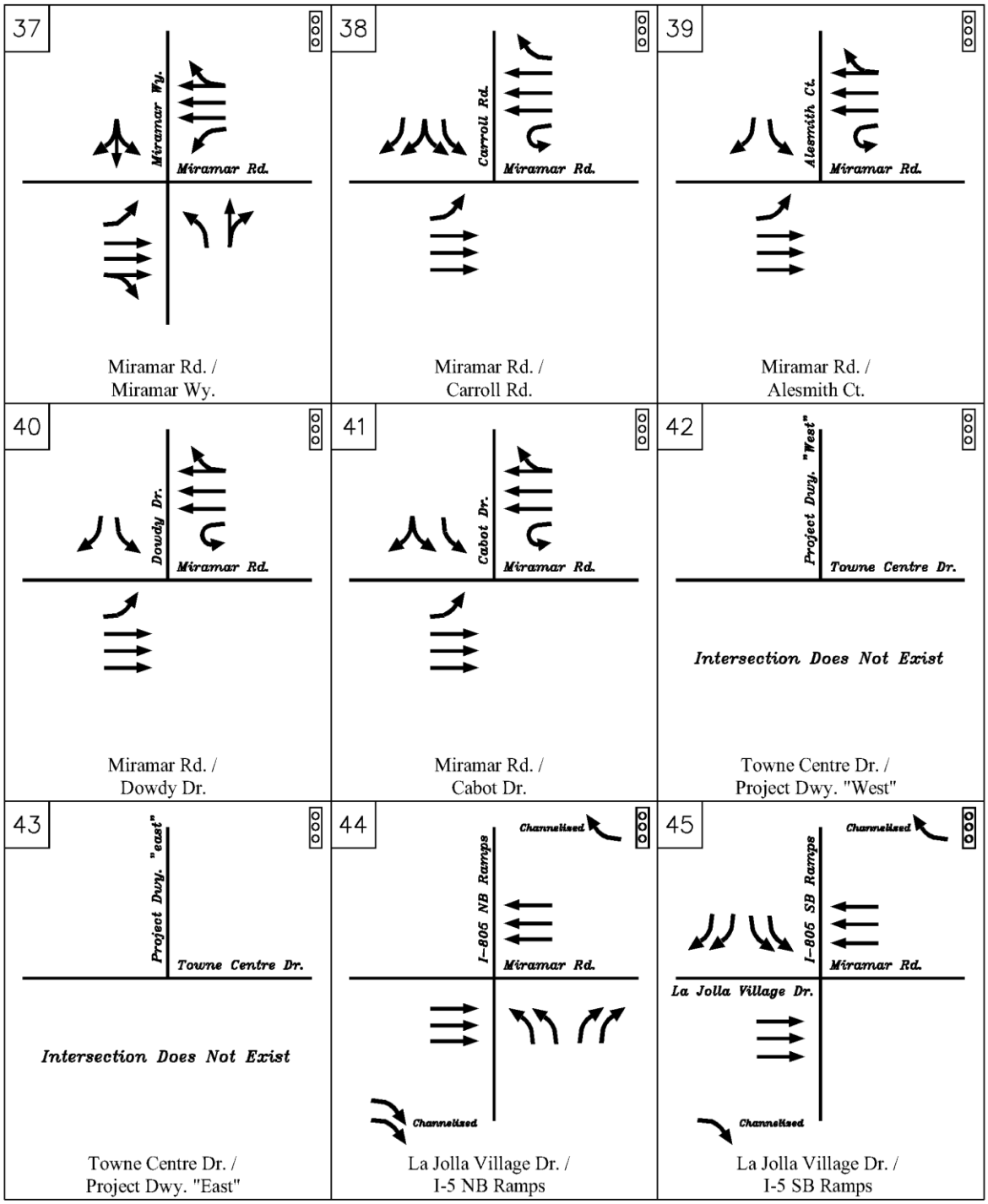


Table 5-10: Existing Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Towne Centre Drive / Westerra Court	Unsignalized	8.5	A	8.6	A
2	Towne Centre Drive / Towne Centre Court	Unsignalized	10.0	B	9.7	A
3	Towne Centre Drive / Eastgate Mall	Signalized	36.4	D	47.0	D
4	Towne Centre Drive / Executive Drive	Signalized	22.2	C	54.4	D
5	Towne Centre Drive / Towne Centre Driveway	Signalized	3.9	A	4.8	A
6	Towne Centre Drive / La Jolla Village Drive	Signalized	36.3	D	70.4	E
7	Judicial Drive / Eastgate Mall	Signalized	114.4	F	45.0	D
8*	Judicial Drive / Executive Drive	Signalized	47.8	D	43.5	D
9	Judicial Drive / Judicial Driveway	Signalized	8.0	A	8.0	A
10	Eastgate Mall / Easter Way	Signalized	4.9	A	5.2	A
11	Eastgate Mall / Genesee Avenue	Signalized	53.7	D	32.2	C
12	Genesee Avenue / Executive Drive	Signalized	30.9	C	22.6	C
13	Genesee Avenue / Executive Square	Signalized	16.1	B	22.3	C
14	La Jolla Village Drive / Genesee Avenue	Signalized	48.8	D	34.6	C
15	Regents Road / Eastgate Mall	Signalized	30.7	C	50.9	D
16	Regents Road / Executive Drive	Signalized	18.3	B	14.7	B
17	Regents Road / Regents Park Row	Signalized	22.1	C	36.5	D
18	Regents Road / La Jolla Village Drive	Signalized	52.8	D	57.3	E
19	Regents Road / Genesee Avenue	Signalized	23.1	C	20.8	C
20*	Genesee Avenue / Campus Point Drive	Signalized	34.4	C	44.0	D
21**	Genesee Avenue / Scripps Hospital Driveway	Signalized	16.4	B	16.3	B
22	Genesee Avenue / I-5 NB Ramps	Signalized	30.9	C	23.2	C
23	Genesee Avenue / I-5 SB Ramps	Signalized	23.6	C	22.7	C
24*	La Jolla Village Drive / Lebon Drive	Signalized	35.2	D	37.4	D
25	Miramar Road / I-805 NB Ramps	Signalized	16.0	B	12.4	B
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Signalized	28.5	C	9.3	A
27	Eastgate Mall / Eastgate Drive	Signalized	30.6	C	27.4	C
28	Eastgate Mall / Olson Drive	Unsignalized	17.2	C	17.4	C
29	Eastgate Mall / Autoport Mall	Unsignalized	14.0	B	13.2	B
30**	Miramar Road / Eastgate Mall	Signalized	50.8	D	39.2	D
31	Miramar Road / Miramar Mall	Signalized	17.9	B	26.2	C
32**	Miramar Road / Miramar Place	Signalized	37.2	D	16.5	B
33*	Miramar Road / Camino Santa Fe / Frost Mar Place	Signalized	109.8	F	53.5	D
34	Miramar Road / Commerce Avenue	Signalized	17.4	B	31.9	C
35	Miramar Road / Production Avenue	Signalized	21.6	C	25.6	C
36	Miramar Road / Distribution Avenue	Signalized	16.3	B	11.4	B
37	Miramar Road / Miramar Way	Signalized	41.0	D	43.3	D
38**	Miramar Road / Carroll Road	Signalized	16.4	B	22.1	C
39**	Miramar Road / Alesmith Court	Signalized	22.8	C	13.5	B
40**	Miramar Road / Dowdy Drive	Signalized	18.4	B	18.7	B
41**	Miramar Road / Cabot Drive	Signalized	43.4	D	20.9	C
42	Towne Centre Drive / Project Driveway "West"	DNE	-	-	-	-
43	Towne Centre Drive / Project Driveway "East"	DNE	-	-	-	-
44	La Jolla Village Drive / I-5 NB Ramps	Signalized	39.6	D	37.7	D
45	La Jolla Village Drive / I-5 SB Ramps	Signalized	32.4	C	34.4	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

*Intersection phasing has been modified to allow the intersection to be analyzed with HCM 6th Methodology.

**Dummy intersection legs have been added to the intersection to allow U-turn movements to be analyzed as left-turn movements

6.0 CUMULATIVE PROJECTS

An examination of the immediate area surrounding the Project was conducted to explore the Cumulative Projects that were approved, pending approval, or planned in the area and assumed to be constructed and occupied between Existing (Year 2022) and the project's opening day (Year 2027). Seventeen (17) Cumulative Projects were identified in the vicinity area of the Project.

Figure 6-1 shows a map of the Cumulative Projects location relative to the Project.

Table 6-1 shows the list of Cumulative Projects referenced for this analysis.

Appendix H includes the project trip generation, traffic assignment, and traffic distribution of the referenced cumulative projects.

The Project Only traffic for these "Cumulative Projects" was scoped with City staff to be added to the developed Existing Year 2022 volumes to reflect an "Existing plus Cumulative Project" or Near-Term (Opening Day Year 2027) scenario. These Cumulative Projects include the following:

- PTS# 566056 – Spectrum III & IV – *Under Construction (Opening Day Year 2022 est.)*
- PTS# 632137 – The Scripps Research Institute (TSRI) – *Approved / (Opening Day Year 2022 est.)*
- PTS# 527644 – 9775 Towne Centre Dr. – *Under Construction / (Opening Day Year 2022 est.)*
- PTS# 291342 – 9455 Towne Centre Dr. – *Under Construction / (Opening Day Year 2022 est.)*
- PTS# 218594 – 9514 Towne Centre Dr. – *Approved*
- PTS# 477943 – Costa Verde Revitalization – *Approved / (Opening Day Year 2023)*
- PTS# 54535 – Salk Institute – *Approved/ (Opening Day Year 2022)*
- PTS# 6563 – Monte Verde – *First Building Opened (2018); Second Building Under Construction*
- PTS# 127567 – Scripps Hospital La Jolla (Amendment 8) – *Approved*
- PTS# 686158 – ARE Scripps Health NDP – *Under Review / (Opening Day Year 2023)*
- PTS# 651935 – Campus Point Master Plan Update – *Under Review / (Opening Day Year 2023)*

- PTS# 647676 – Science Village – *Under Review / (Opening Day Year 2023)*
- PTS# 667592 – UTC Hotel/Apts. – *Under Review (Opening Year 2023*)
- PTS# 660043 – One Alexandria Square – *Approved (Opening Year 2022)*
- PTS# 691942 – One Alexandria North – *Under Review (Opening Year 2023)*
- PTS# 587128 – 3Roots – Approved (Opening Year 2025)
- PTS# 67943 – Stone Creek – Under Review (Phase 1)

Figure 6-2 displays the Cumulative Projects ADT volumes for the study roadway segments.

Figure 6-3 shows the Cumulative Projects' peak hour traffic volumes at the study intersections.

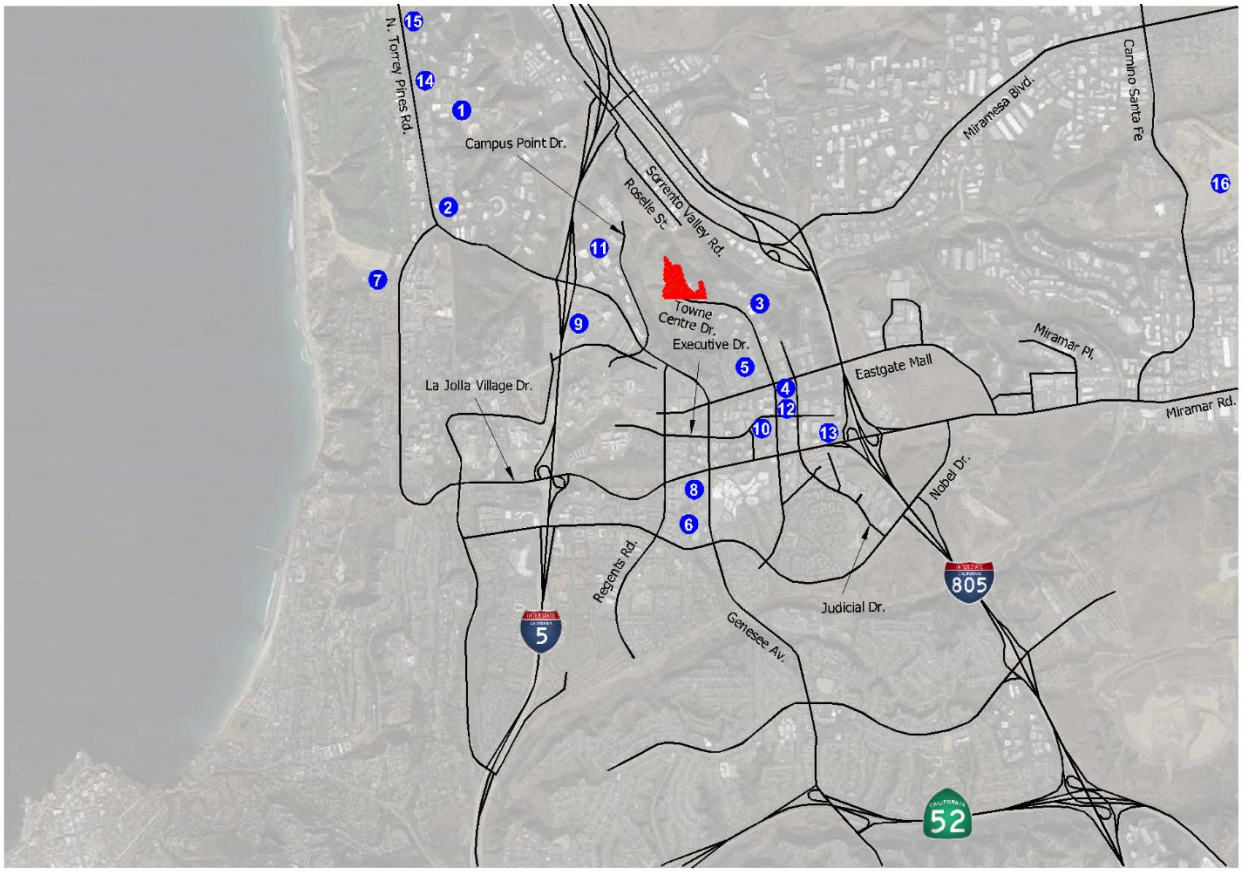
Table 6-1: Cumulative Projects List

ID	PTS #	Project Name	Type of Development / Intensity	ADT	Status / Condition / Notes
1	566056	3115 Merryfield Row - Spectrum III & IV	61,559 SF of Scientific Research & Development	492	Under Construction (Opening Day Year 2022 *est.*)
2	632137	The Scripps Research Institute (TSRI)	204,000 SF of Scientific Research & Development	1,145	Approved ((Opening Day Year 2022 *est.*)
3	527644	9775 Towne Centre Drive	156,500 SF of Scientific Research & Development	452	Under Construction (Opening Day Year 2022 *est.*)
4	291342	9455 Towne Centre Drive	150,000 SF of Corporate Headquarters	1,500	Under Construction (Opening Day Year 2022 *est.*)
5	218594	9514 Towne Centre Drive - Coast Income Properties	100,000 SF of Commercial Office	1,688	Approved
6	477943	Costa Verde Revitalization Project	360,000 SF of Scientific Research & Development, 40,000 SF of Office, and 200 Hotel rooms	4,981	Approved (Opening Day Year 2023)
7	54535	Salk Institute	239,182 SF of Science Complex	1,788	Approved
8	6563	Monte Verde	560 Multiple Dwelling Units	3,360	First Building Opened in Year 2018: Second Building Under Construction
9	127564	Scripps Hospital - La Jolla (Amendment 8)	115,900 SF of Medical Office	2,318	Approved
10	686158	4555 Executive Drive - ARE Scripps Health NDP	Demolition of 30,221 SF of existing building area and the construction of 131,183 SF of Corporate Headquarters, a 25,522 SF basement, and a 119,500 SF parking structure	1,240	Under Review (Opening Day Year 2023)
11	651935	Campus Point Master Plan Update	Demolition of 315,276 SF of Scientific Research and Development area and the construction of 621,032 SF of Scientific Research and Development area and 5,000 SF of accessory amenity area	6,400	Under Review (Opening Day Year 2023)
12	647676	Science Village	Demolition of 138,400 SF of existing R&D area and the construction of 369,878 SF of R&D area and 24,256 SF of specialty retail/strip commercial amenity space for internal usage	1,778	Under Review (Opening Day Year 2023)
13	667592	UTC Hotel/Apts.	217 Hotel rooms and 81dwelling units	2,194	Under Review (Opening Day Year 2023)
14	660043	One Alexandria Square	Demolition of 167,371 SF of Scientific Research and Development area and the construction of 285,175 SF of Scientific Research and Development area	942	Approved (Opening Day Year 2022)
15	691942	One Alexandria North	Demolition of 133,660 SF of Corporate Headquarters area and the construction of 256,500 SF of Scientific Research and Development area	715	Under Review (Opening Day Year 2023)
16	587128	3Roots	1,800 Singe and Multi-family homes, 140,000 SF of Commercial Office and Retail, a Mobility Hub, and over 220 Acres of parks and trails	25,478	Approved (Opening Day Year 2025)
17	67943	Stone Creek	4,445 Residential Units and 1,224,000 SF of mixed Commercial/Industrial space	2,475	Under Review (Phase 1)

Note: a. This list of Cumulative Projects is sourced from a combination of research conducted through the City of San Diego's Open DSD Portal for projects that are reasonably foreseeable to be constructed and operating by the Opening Day Year 2027 of the Project and knowledge of projects in the area that have been recently approved and are constructed or occupied. The source of trip information for the cumulative projects is listed below:

- PTS#566056: Spectrum 3 Focused Transportation Study *(02/26/2018)*
- PTS#632137: The Scripps Research Instittute (TSRI) Traffic Impact Analysis *(04/11/2016)*
- PTS#527644: 9775 Towne Centre Drive Transportation Impact Analysis *(11/16/2017)*
- PTS#291342: 9455 Towne Centre Drive Traffic Impact Analysis *(12/19/2016)*
- PTS#218594: 9514 Towne Centre Drive Traffic Impact Analysis *(08/13/2010)*
- PTS#477943: Costa Verde Revitalization Project Traffic Impact Analysis *(03/2020)*
- PTS#54535: Salk Institute Master Plan Transportation Analysis (*09/20/2006)*
- PTS#6563: Monte Verde Traffic Impact Analysis *(12/6/2004)*
- PTS#686158 Scripps Health Headquarters Local Mobility Analysis *(05/23/2022)*
- PTS#651935: Campus Point Master Plan Update Local Mobility Analysis *(04/11/2022*) & Campus Point Master Plan Traffic Impact Analysis *(05/31/2016)*
- PTS#647676: Science Village Local Mobility Analysis *(09/08/2022)*
- PTS#667592: UTC Hotel & Apartments Local Mobility Analysis
- PTS#660043: One Alexandria Square Local Mobility Analysis *(01/07/2022)*
- PTS#691942: One Alexandria North Local Mobility Analysis
- PTS#587128: 3Roots Traffic Impact Analysis *(06/2019)*
- PTS#67943: Stone Creek Traffic Impact Analysis *(05/06/2015)*

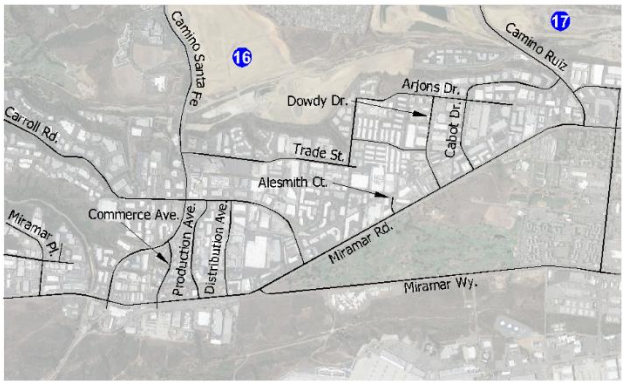
Figure 6-1: Cumulative Projects Location Map



Legend

= Project Location

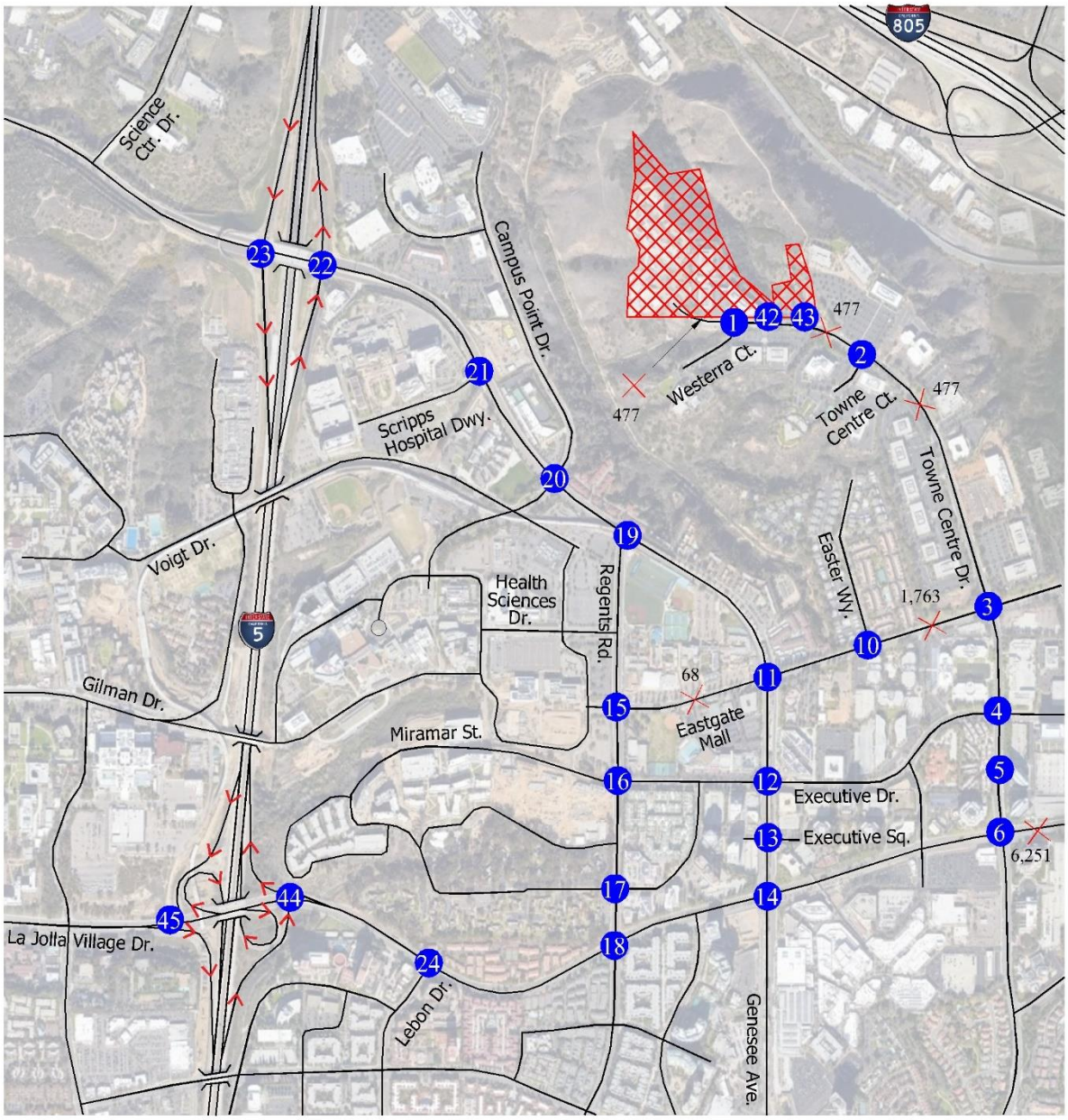
= Cumulative Project Location ID



NO SCALE

ID	Cumulative Project	PTS#
1	Spectrum III & IV	566056
2	TSRI	632137
3	9775 Campus Point Dr.	527644
4	9455 Towne Centre Dr.	291342
5	9514 Towne Centre Dr.	218594
6	Costa Verde Revitalization	477943
7	Salk Institute	54535
8	Monte Verde	6563
9	Scripps Hospital La Jolla (Amend. 8)	127564
10	ARE Scripps Health NDP	686158
11	Campus Point Master Plan Update	651935
12	Science Village	647676
13	UTC Hotel/Apartments	667592
14	One Alexandria Square	660043
15	One Alexandria North	691942
16	3Roots	587128
17	Stone Creek	67943

Figure 6-2: Cumulative Projects ADT Volumes



Legend

= Project Location

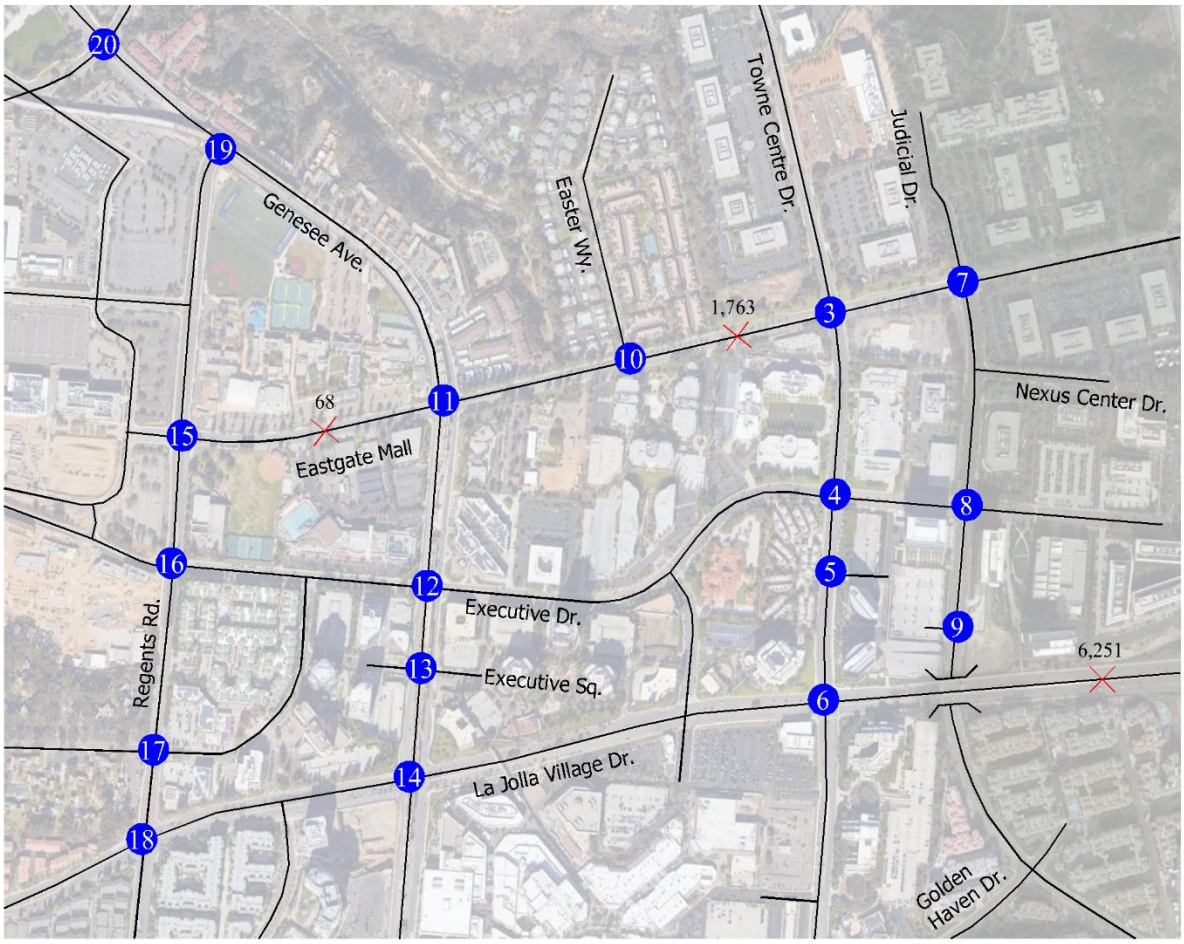
= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

NO SCALE

Figure 6-2: Cumulative Projects ADT Volumes (cont'd)



Legend

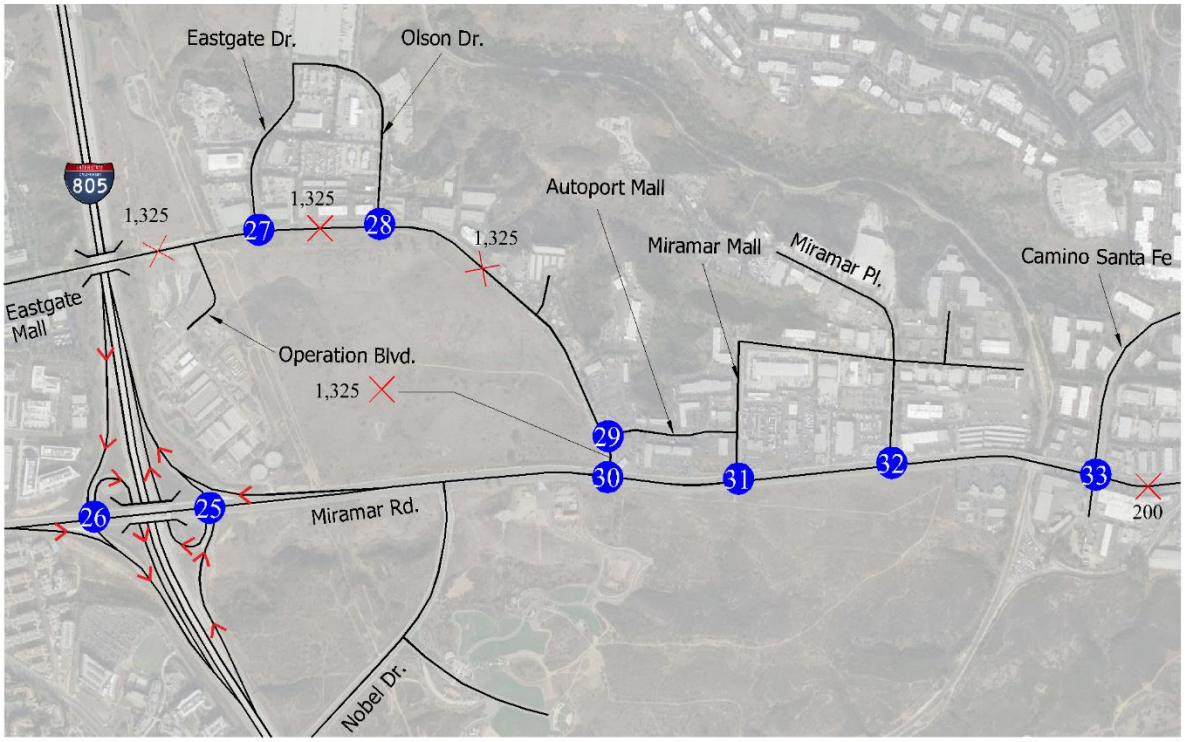
X = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 6-2: Cumulative Projects ADT Volumes (cont'd)



Legend

= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

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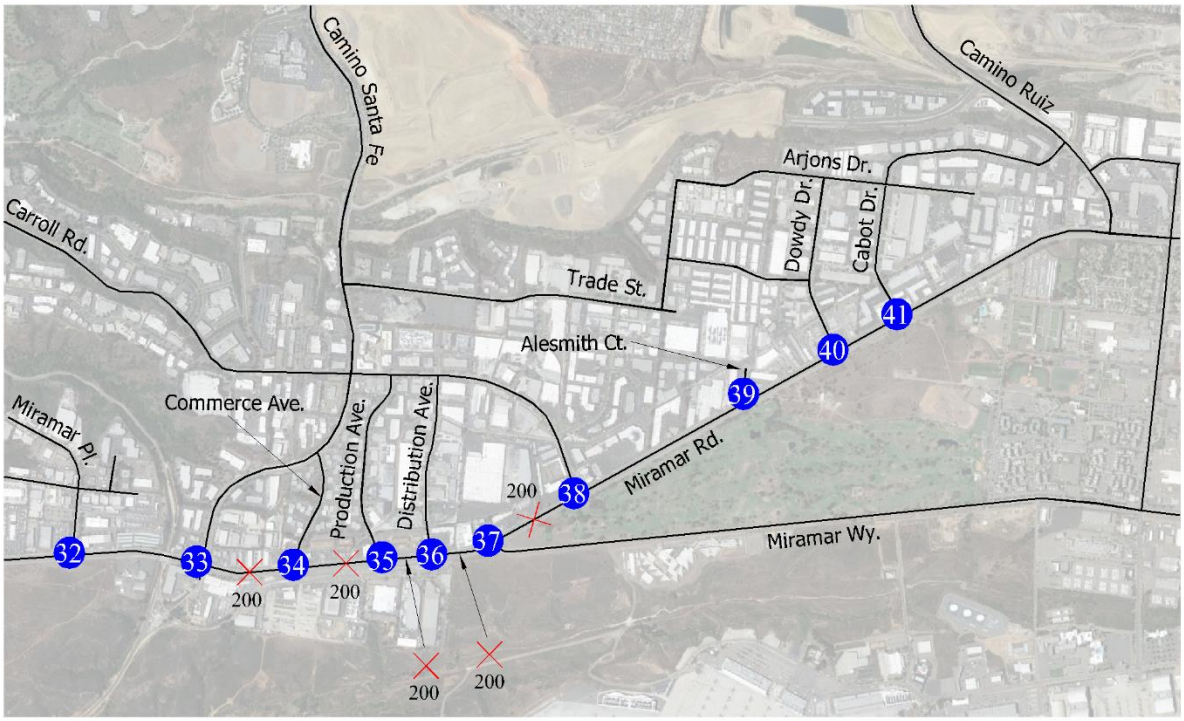
Figure 6-2: Cumulative Projects ADT Volumes (cont'd)



Legend

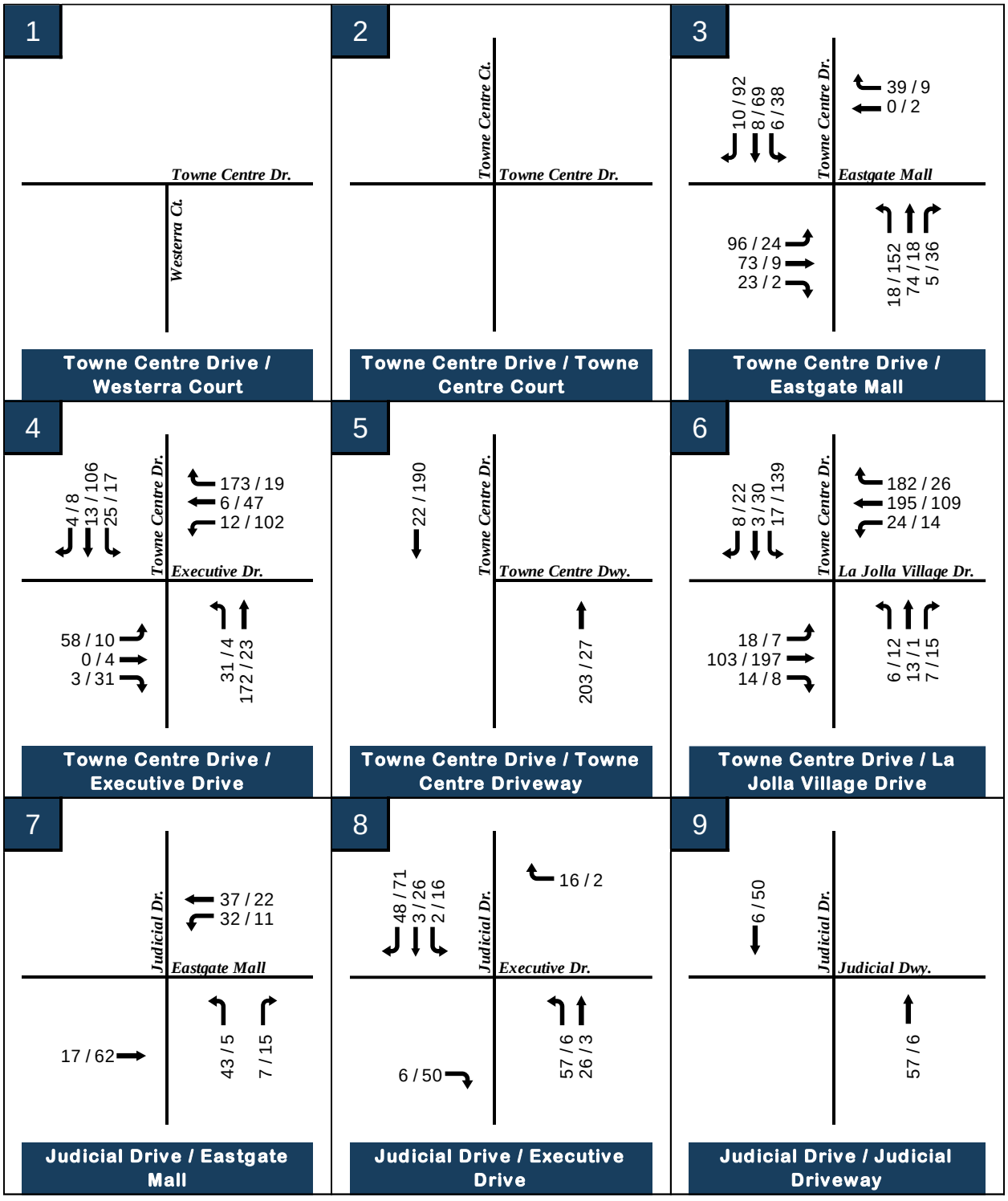
× = Study Street Segment

(#) = Study Intersection

XX,XXX = ADT Number

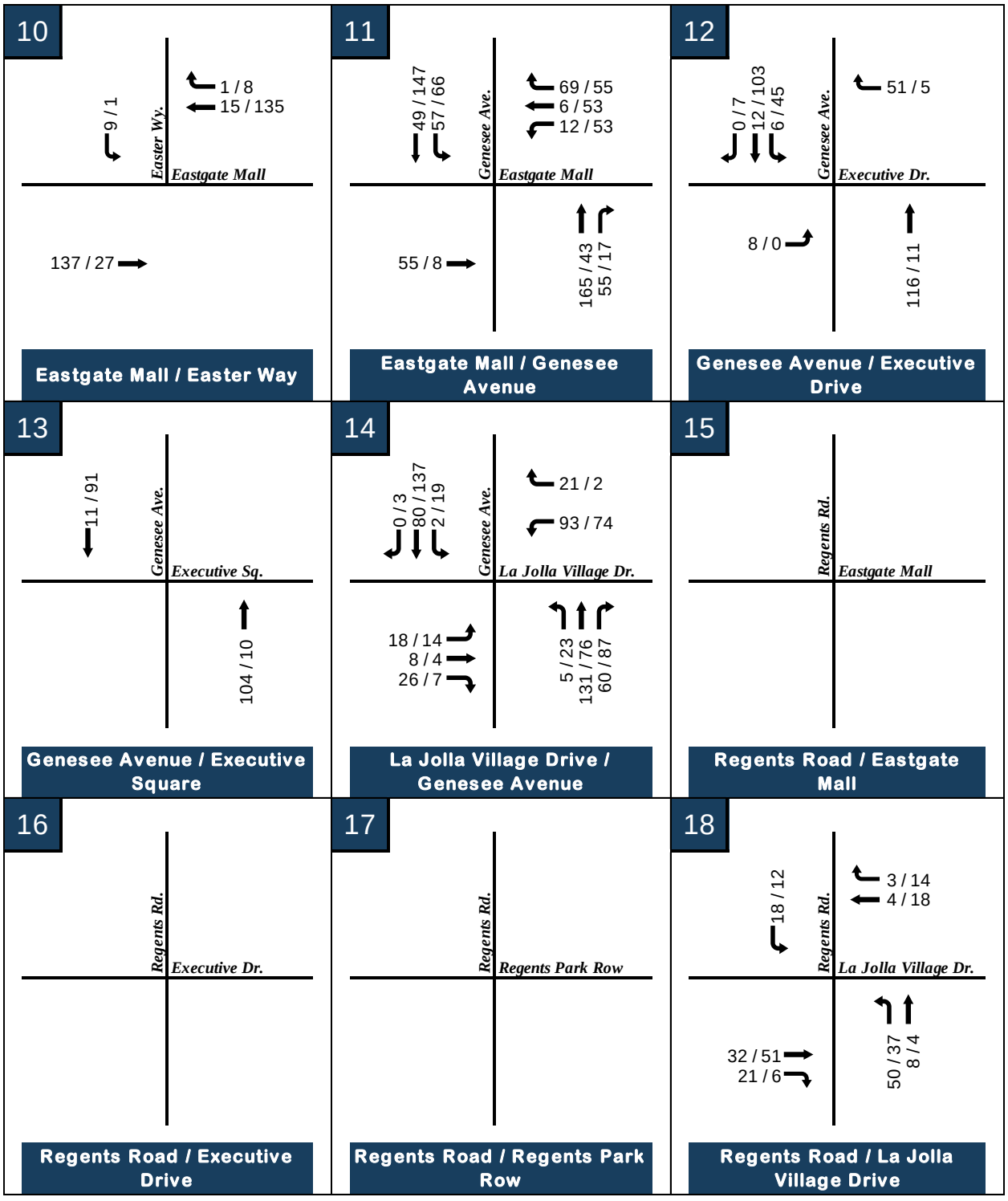
N
NO SCALE

Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes



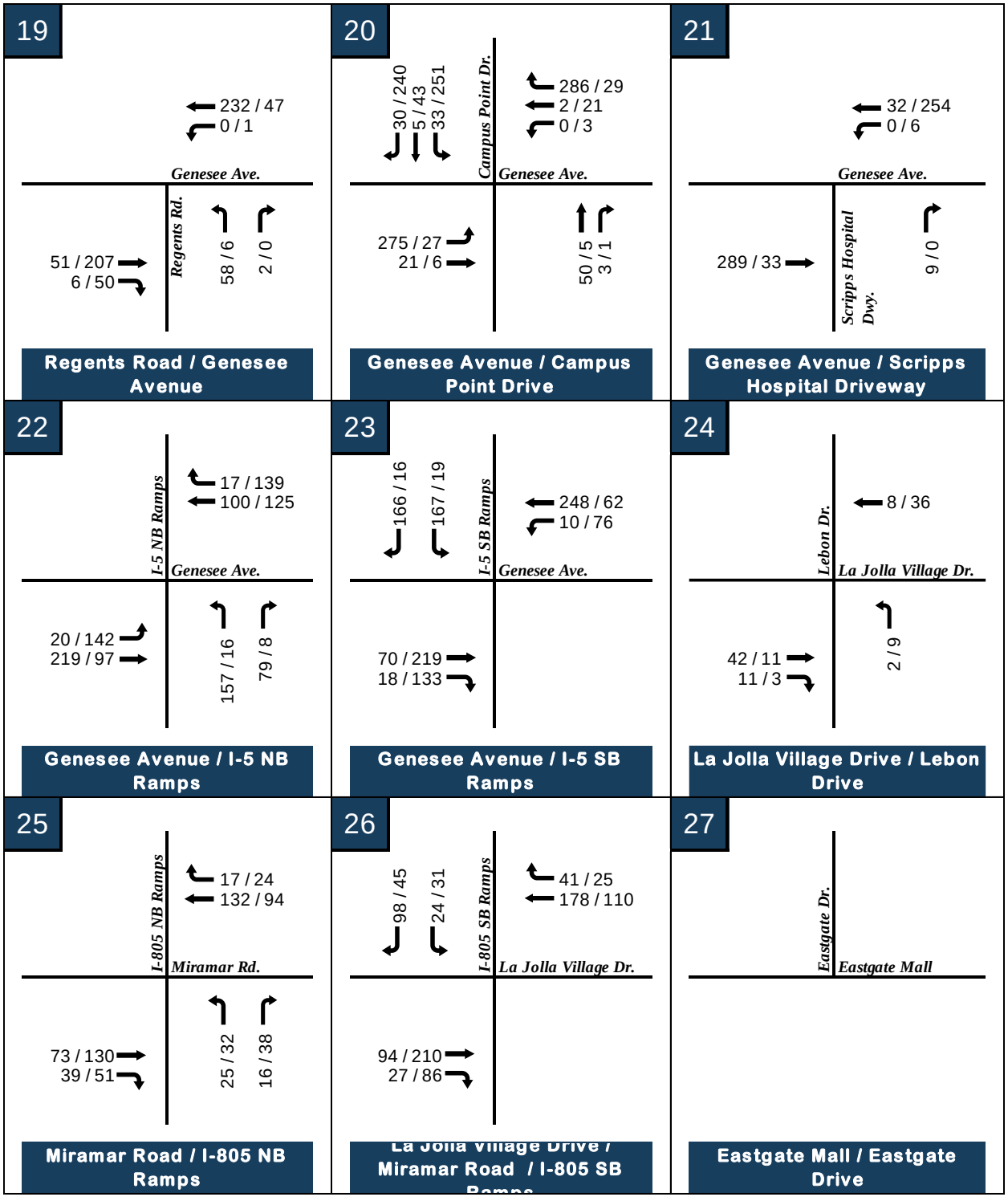
XX / XX = AM / PM Peak hour volumes

Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes (cont'd)



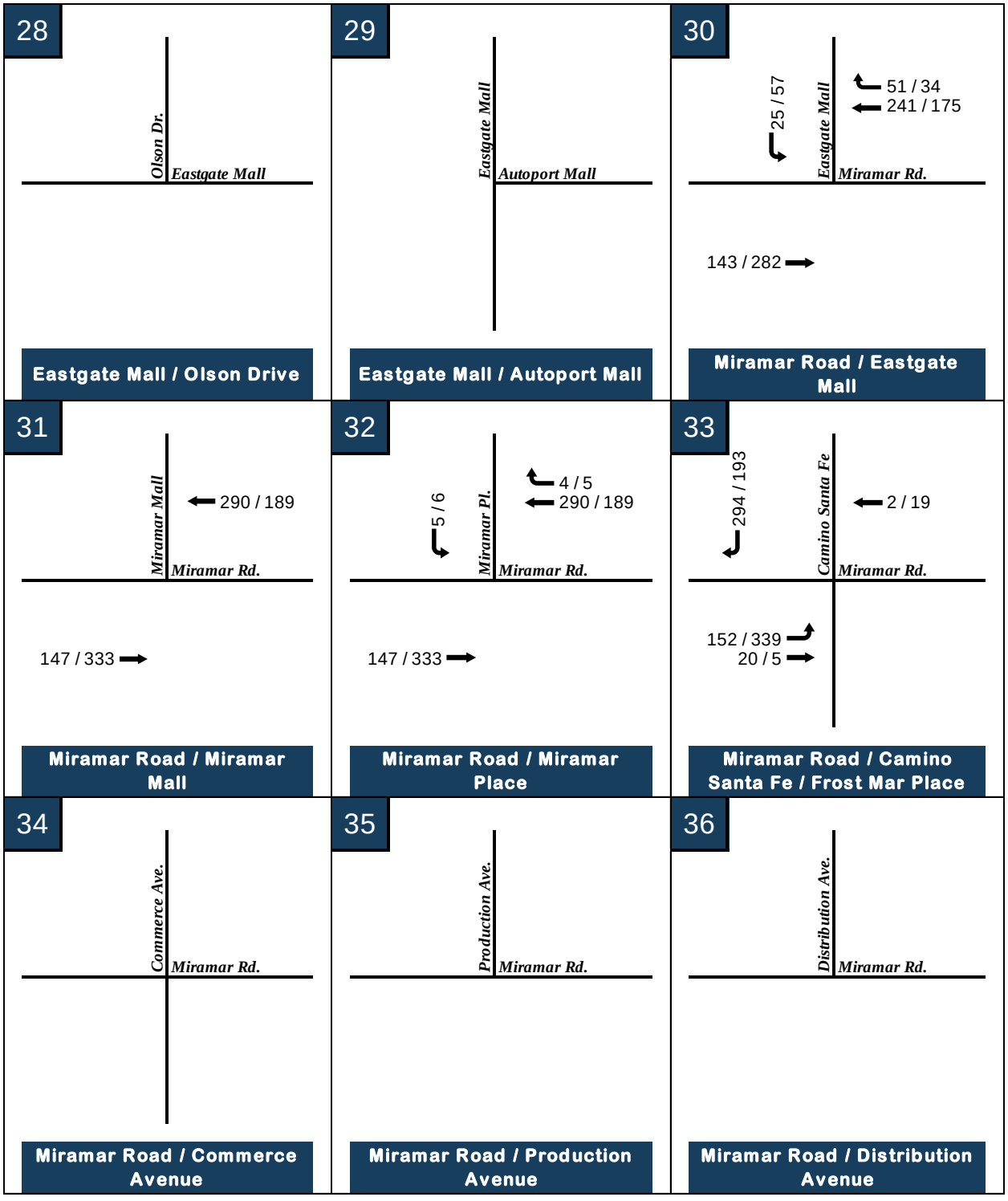
XX / XX = AM / PM Peak hour volumes

Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes (cont'd)



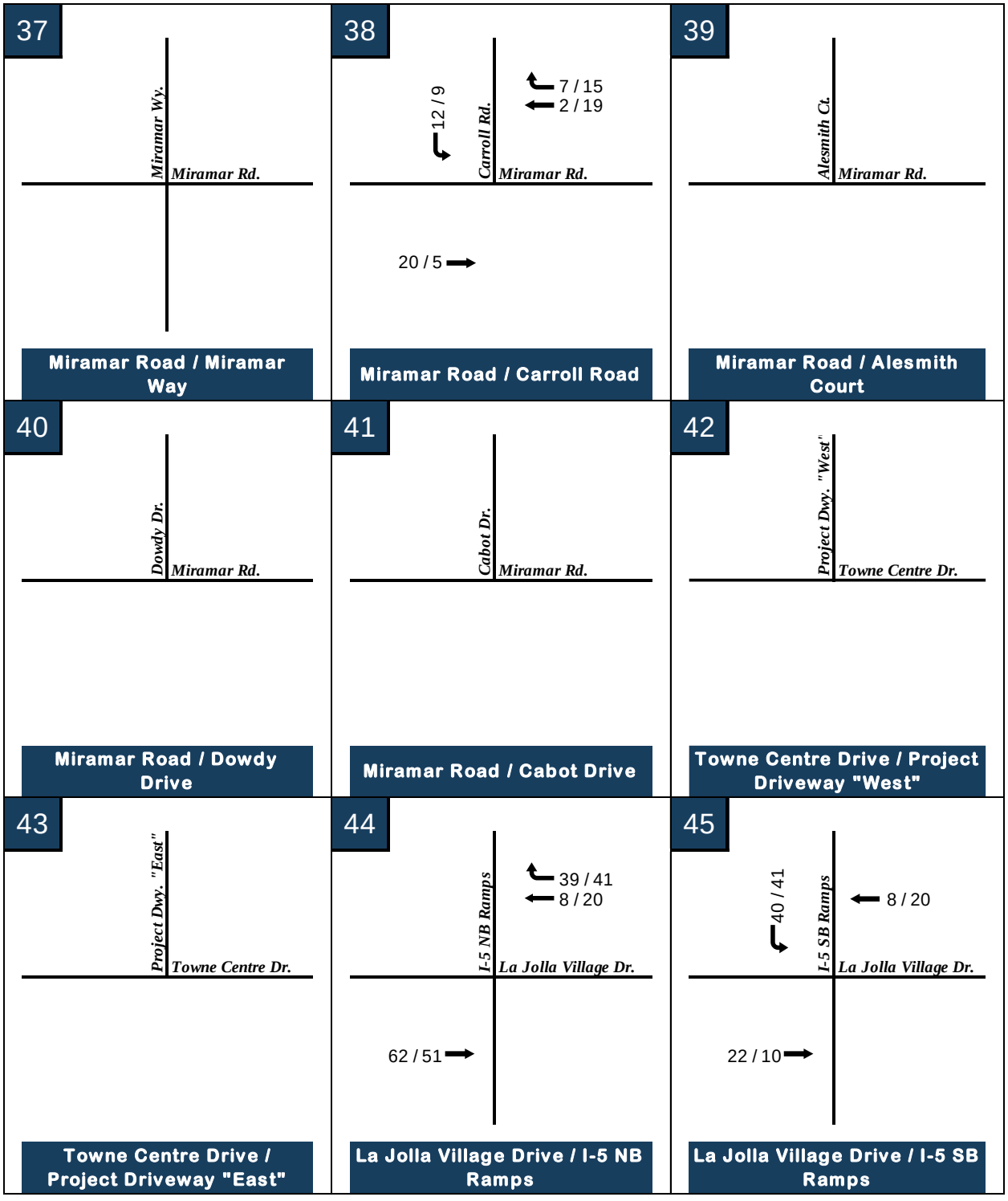
XX / XX = AM / PM Peak hour volumes

Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

7.0 NEAR-TERM (OPENING DAY YEAR 2027)

The purpose of this chapter is to evaluate roadway segments and intersections within the Project's study area in the Near-Term scenario.

An examination of the immediate area surrounding the Project to include Cumulative Projects that were approved, pending approval, or planned in the area and assumed to be constructed and occupied at or before the Project's Opening Day (Year 2027) were evaluated as discussed in **Chapter 6.0** of this document.

The project-only traffic data for these Cumulative Projects was added to the developed Existing traffic to reflect an "Existing plus Cumulative Projects" or Near-Term scenario. In addition to adding the Cumulative Project volumes to Existing volumes, as a conservative measure, an ambient growth factor of 0.25% per year between Existing (Year 2022) and Near-Term (Opening Day Year 2027) has been applied to Existing volumes. This approach has been undertaken to account for the growth that the community is anticipated to sustain over the coming years through the various Cumulative Projects in the vicinity of the Project.

No changes to the existing roadway network were assumed for this analysis.

7.1 Pedestrian Facilities

No changes are assumed to pedestrian facilities within the immediate Project vicinity between Existing and Near-Term (Opening Day Year 2027) conditions.

7.2 Bicycle Facilities

The Draft University Community Plan Update Recommended Mobility Network (*February 2021*) identifies Towne Centre Drive north of Eastgate Mall as a facility with a proposed Class II Buffered Bike Lane between Eastgate Mall and 9540 Towne Centre Drive driveway and with a Class III Bicycle Boulevard with vehicle volume and speed management strategies between 9540 Towne Centre Drive driveway and the northern terminus of the roadway. Additionally, the CPU effort proposes traffic calming enhancements along the entire segment north of Eastgate Mall.

No changes other than the identified improvements within the Draft University CPU that are proposed for Towne Centre Drive north of Eastgate Mall are assumed to be the available bicycle facilities within the immediate Project vicinity between Existing and Near-Term (Opening Day Year 2027) conditions.

7.3 Transit Facilities

No changes are assumed to the available transit facilities within the Project vicinity between Existing and Near-Term (Opening Day Year 2027) conditions.

7.4 Roadway Segments

No changes are assumed to the roadway classifications within the immediate Project vicinity between Existing and Near-Term (Opening Day Year 2027) conditions.

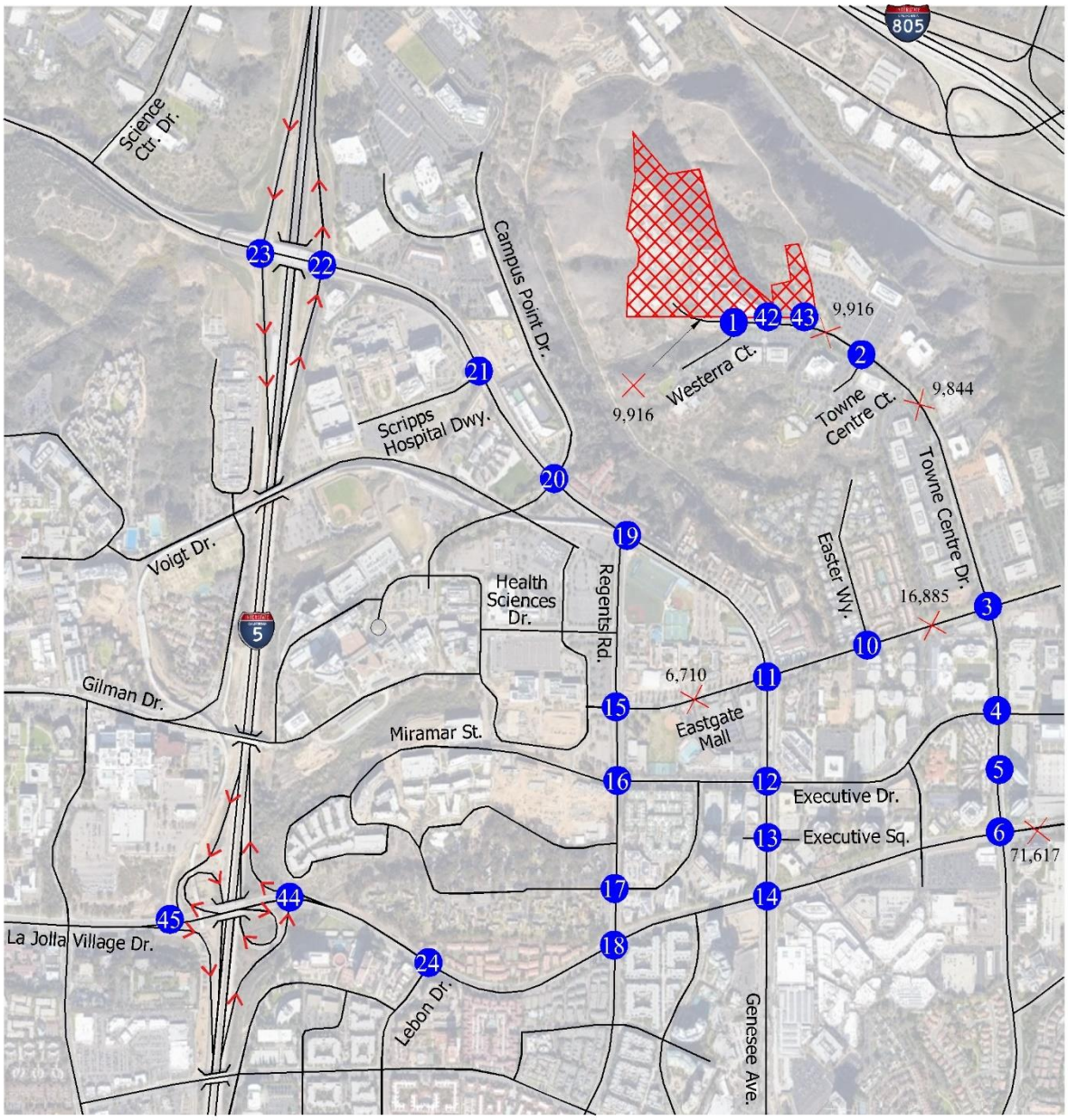
Table 7-1 summarizes the roadway segment analysis for Near-Term (Opening Day Year 2027) conditions. Based on Near-Term (Opening Day Year 2027) volumes and the City's roadway segment classification thresholds, the roadway segments are anticipated to operate at an

acceptable LOS "D" or better in the Near-Term (Opening Day Year 2027) condition, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
  - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
  - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - *LOS F*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
  - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
  - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
  - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
  - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
  - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
  - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
  - *LOS F*

Figure 7-1 displays the Near-Term (Opening Day Year 2027) ADT volumes for the study roadway segments.

Figure 7-1: Near-Term (Opening Day Year 2027) ADT Volumes



Legend

= Project Location

= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

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Figure 7-1: Near-Term (Opening Day Year 2027) ADT Volumes (cont'd)

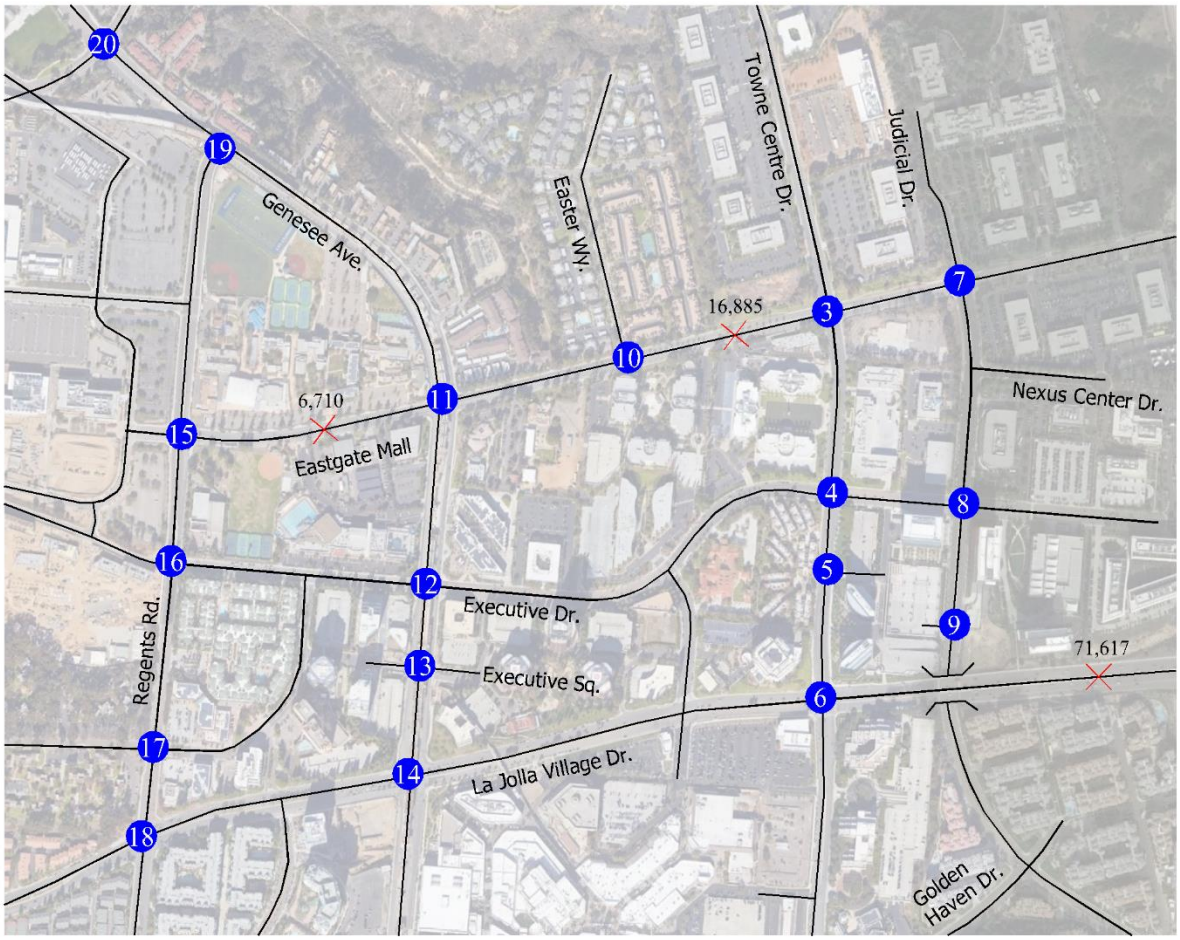

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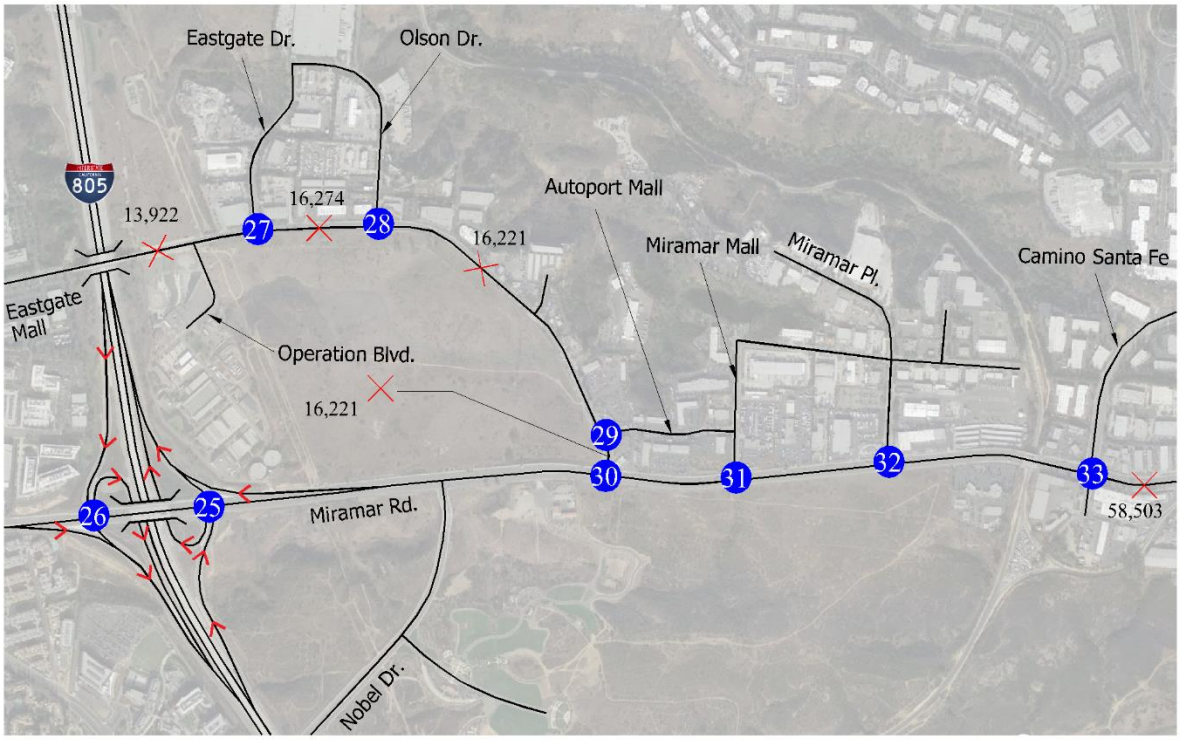
Figure 7-1: Near-Term (Opening Day Year 2027) ADT Volumes (cont'd)



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 7-1: Near-Term (Opening Day Year 2027) ADT Volumes (cont'd)

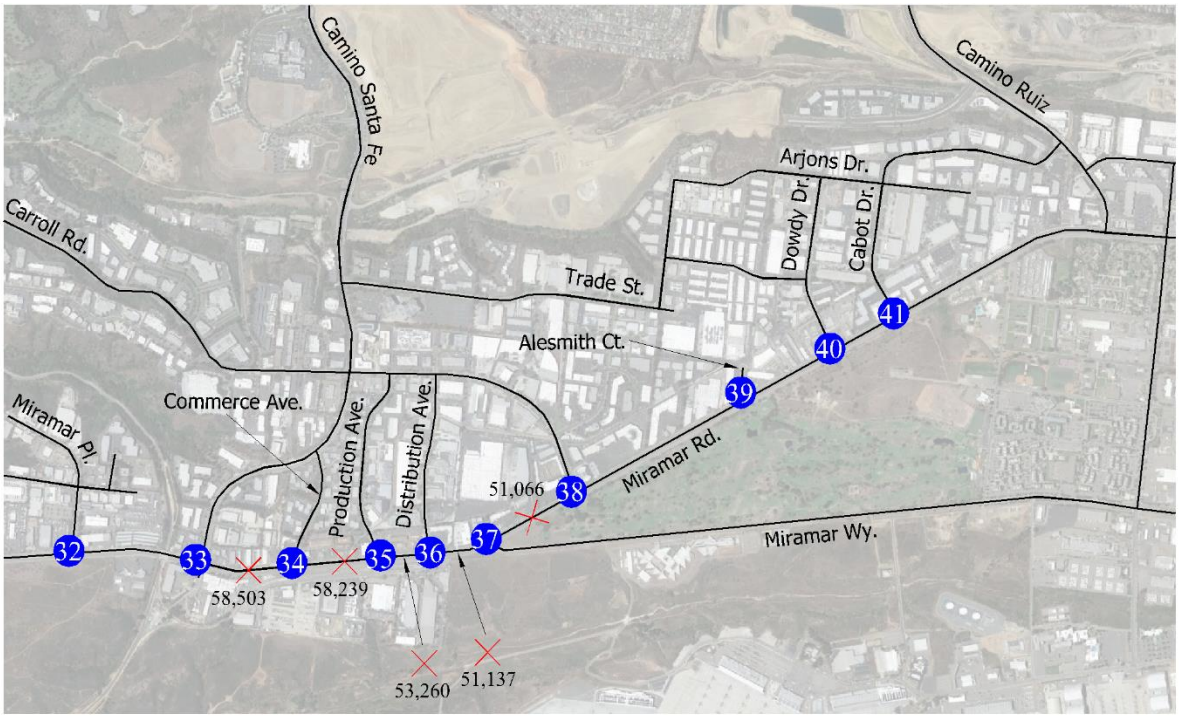


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Table 7-1: Near-Term (Opening Day Year 2027) Roadway Segment Analysis

Road	Segment	Standard	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Towne Centre Drive	Northern Terminus - Westerra Court	SD	2	2-C (w/o TWLTL)	8,000	9,916	1.239	F
Towne Centre Drive	Westerra Court - Eastgate Mini Park	SD	2	2-C (w/o TWLTL)	8,000	9,916	1.239	F
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	SD	2	2-C (w/ TWLTL)	15,000	9,916	0.661	C
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	SD	2	2-C (w/ TWLTL)	15,000	9,844	0.656	C
Eastgate Mall	Regents Road - Genesee Avenue	SD	2	2-C (w/ TWLTL)	15,000	6,710	0.447	B
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	SD	4	4-C (w/ TWLTL)	30,000	16,885	0.563	C
Eastgate Mall	I-805 Overpass - Operation Boulevard	SD	2	2-C (w/o fronting property)	10,000	13,922	1.392	F
Eastgate Mall	Operation Boulevard - Olson Drive	SD	2	2-C (w/ TWLTL)	15,000	16,274	1.085	F
Eastgate Mall	Olson Drive - Autoport Mall	SD	2	2-C (w/ TWLTL)	15,000	16,221	1.081	F
Eastgate Mall	Autoport Mall - Miramar Road	SD	2	2-C (w/ TWLTL)	15,000	16,221	1.081	F
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	SD	6	6-MA	50,000	58,503	1.170	F
Miramar Road	Commerce Avenue - Production Avenue	SD	6	6-MA	50,000	58,239	1.165	F
Miramar Road	Production Avenue - Distribution Avenue	SD	6	6-MA	50,000	53,260	1.065	F
Miramar Road	Distribution Avenue - Miramar Way	SD	6	6-MA	50,000	51,137	1.023	F
Miramar Road	Miramar Way - Carroll Road	SD	6	6-MA	50,000	51,066	1.021	F
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	SD	7	7-MA	55,000	71,617	1.302	F

Legend:

LOS = Level of Service
V/C = Volume to Capacity Ratio
7-MA = 7-Lane Major Arterial
6-MA = 6-Lane Major Arterial
4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane
2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane
2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane
2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Near-Term (Opening Day Year 2027) street segment volumes are calculated by adding the Cumulative Project street segment volumes plus an ambient yearly growth rate of 0.25% between Existing (Year 2022) and Opening Day Year 2027 conditions.

7.5 Intersections

No changes to the existing lane configurations of the study intersections are assumed for this analysis.

Intersection peak hour traffic volumes for Near-Term (Opening Day Year 2027) conditions at the studied intersections are shown in **Figure 7-2**.

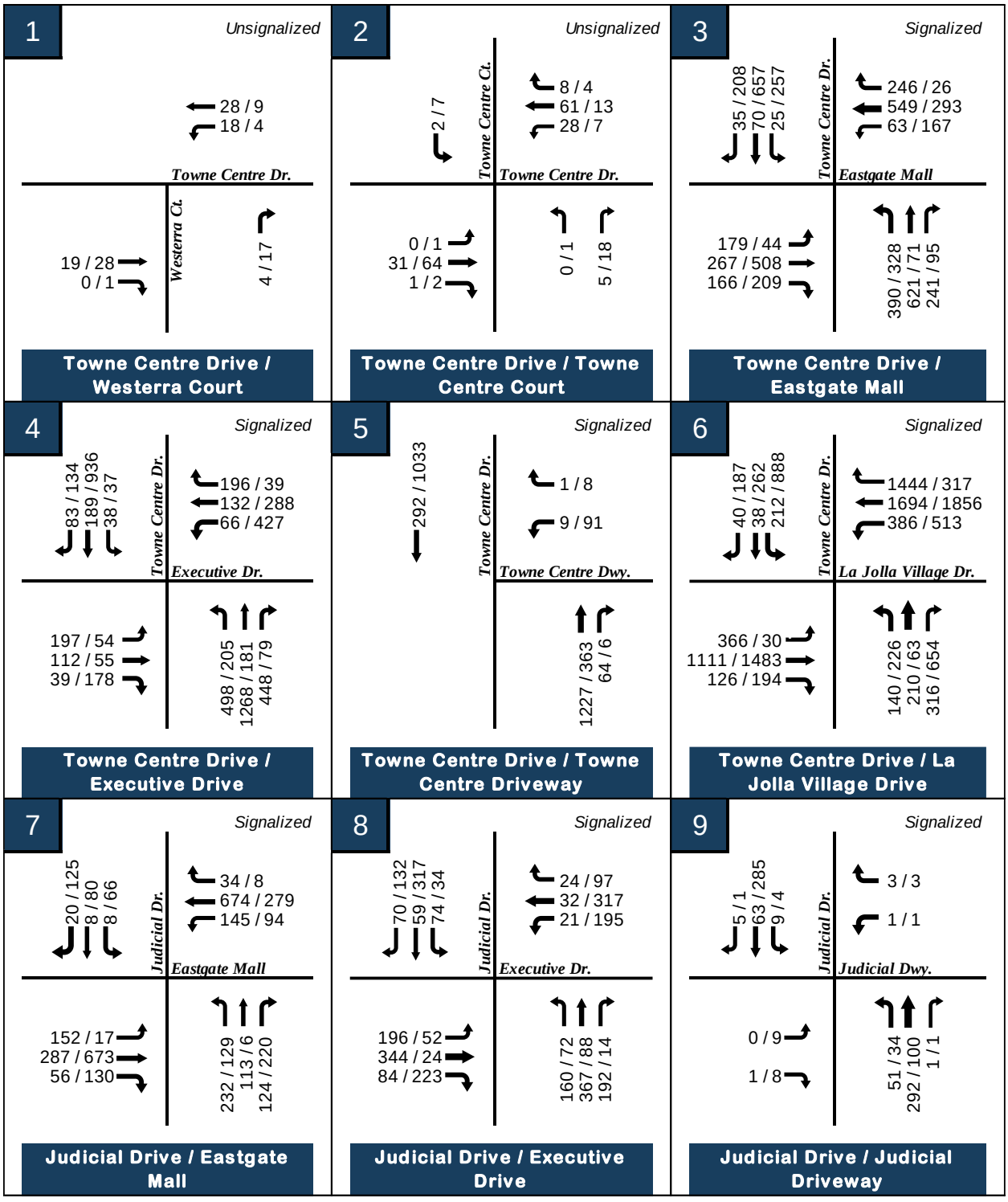
Table 7-2 shows the Near-Term (Opening Day Year 2027) intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Towne Centre Dr. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Towne Centre Dr. / Executive Dr.
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS E*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*

- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

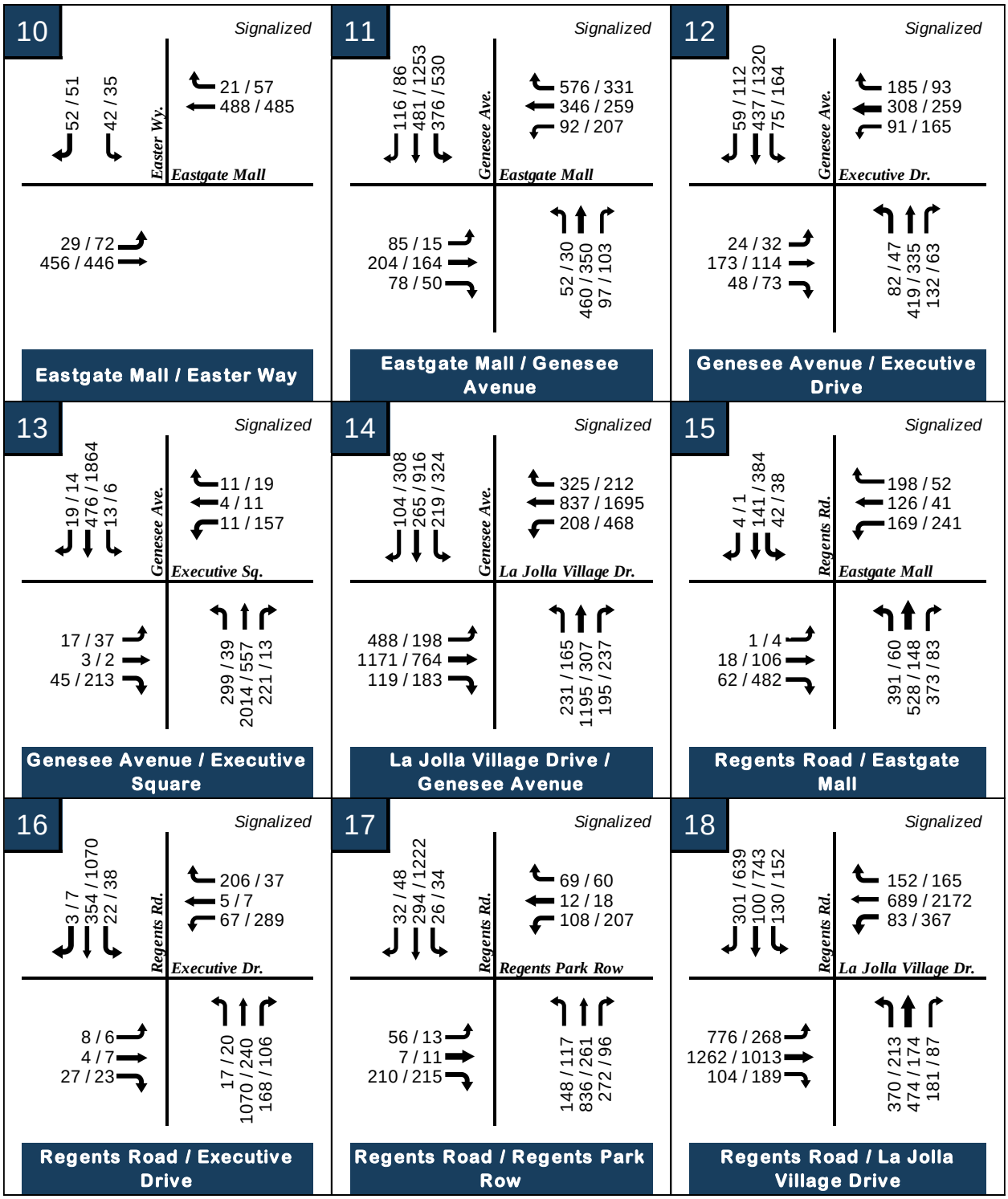
Refer to **Appendix I** for the Synchro worksheets of Near-Term (Opening Day Year 2027) conditions.

Figure 7-2: Near-Term (Opening Day Year 2027) AM/PM Peak Hour Volumes



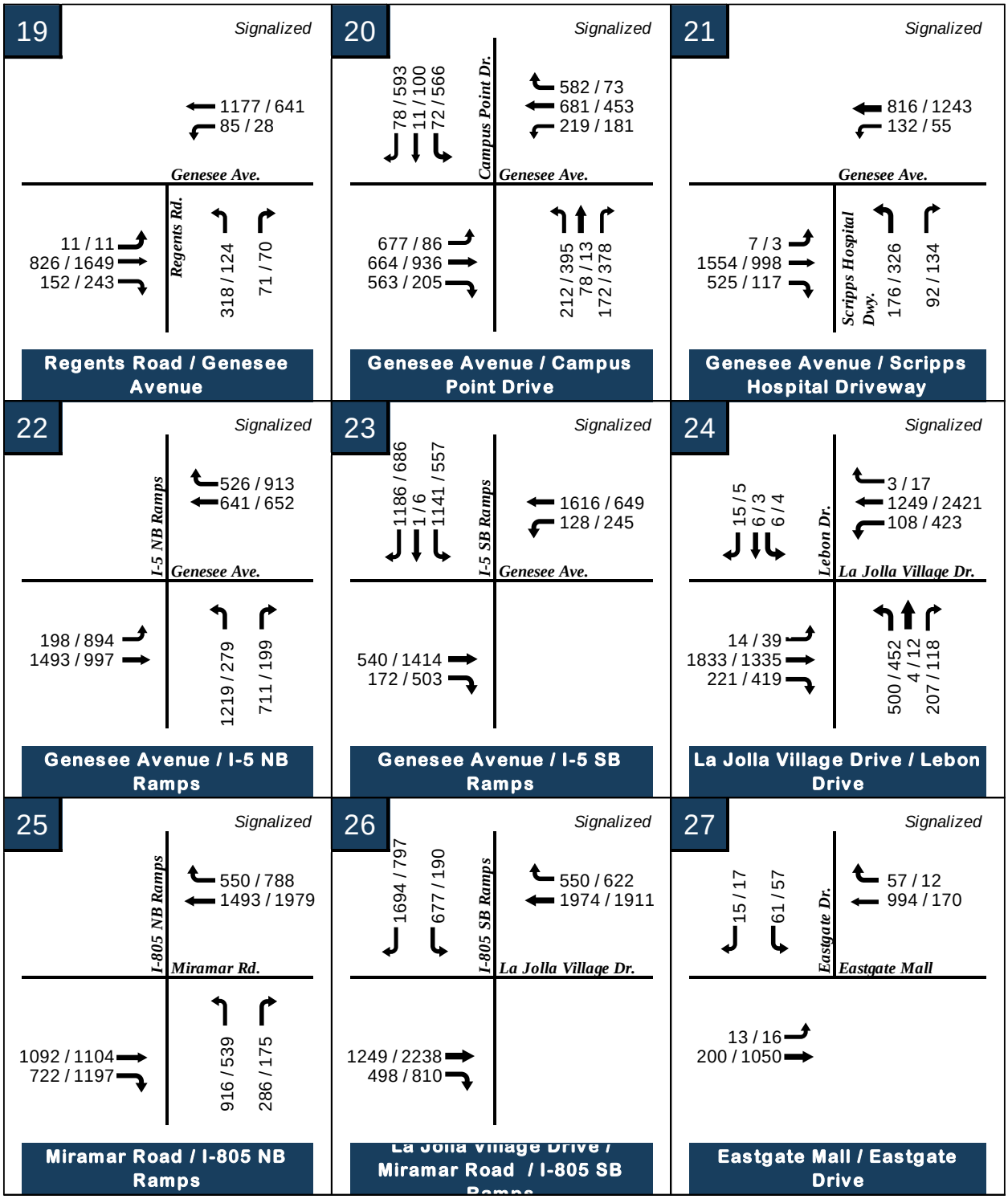
XX / XX = AM / PM Peak hour volumes

Figure 7-2: Near-Term (Opening Day Year 2027) AM / PM Peak Hour Volumes (cont'd)



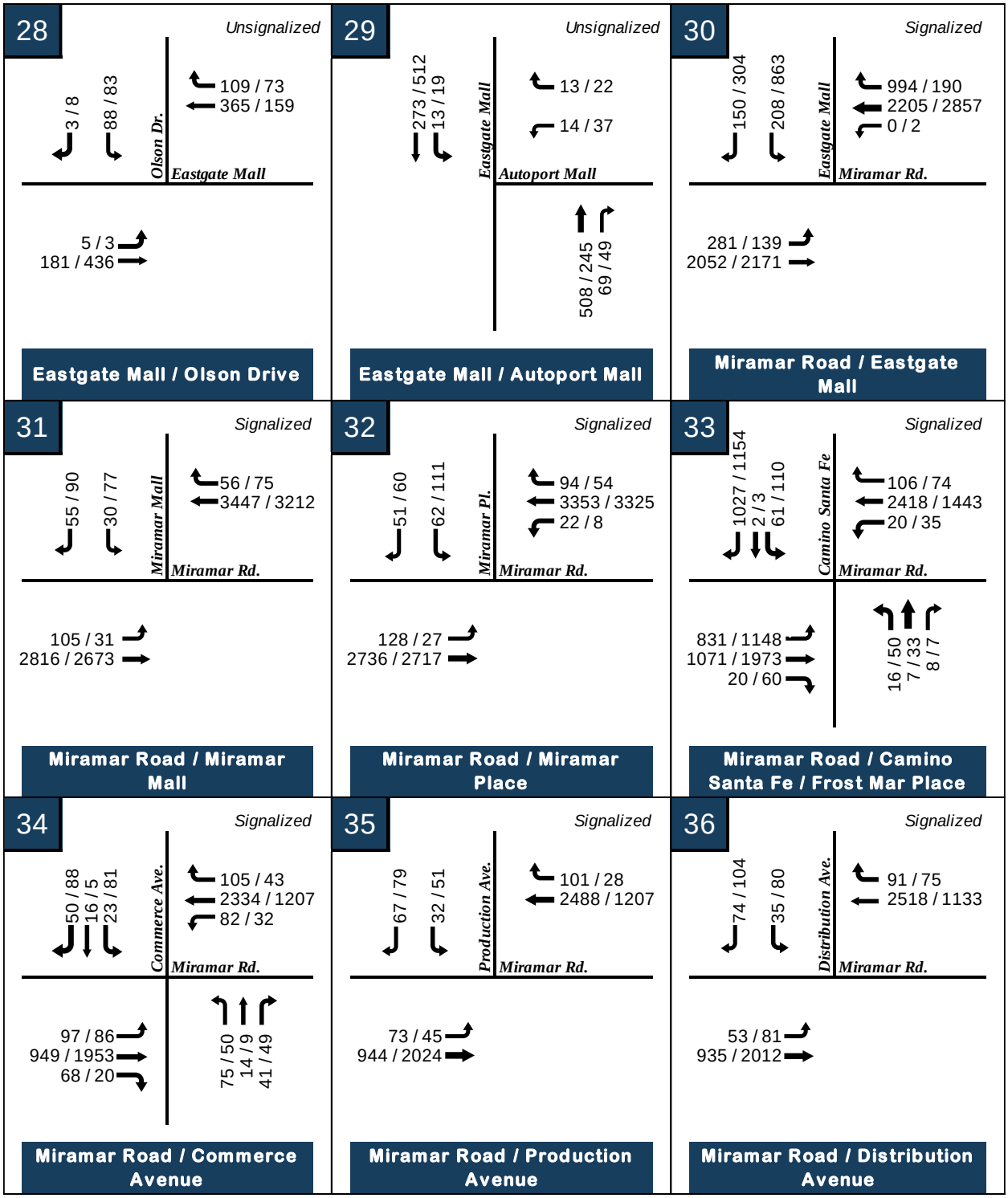
XX / XX = AM / PM Peak hour volumes

Figure 7-2: Near-Term (Opening Day Year 2027) AM / PM Peak Hour Volumes (cont'd)



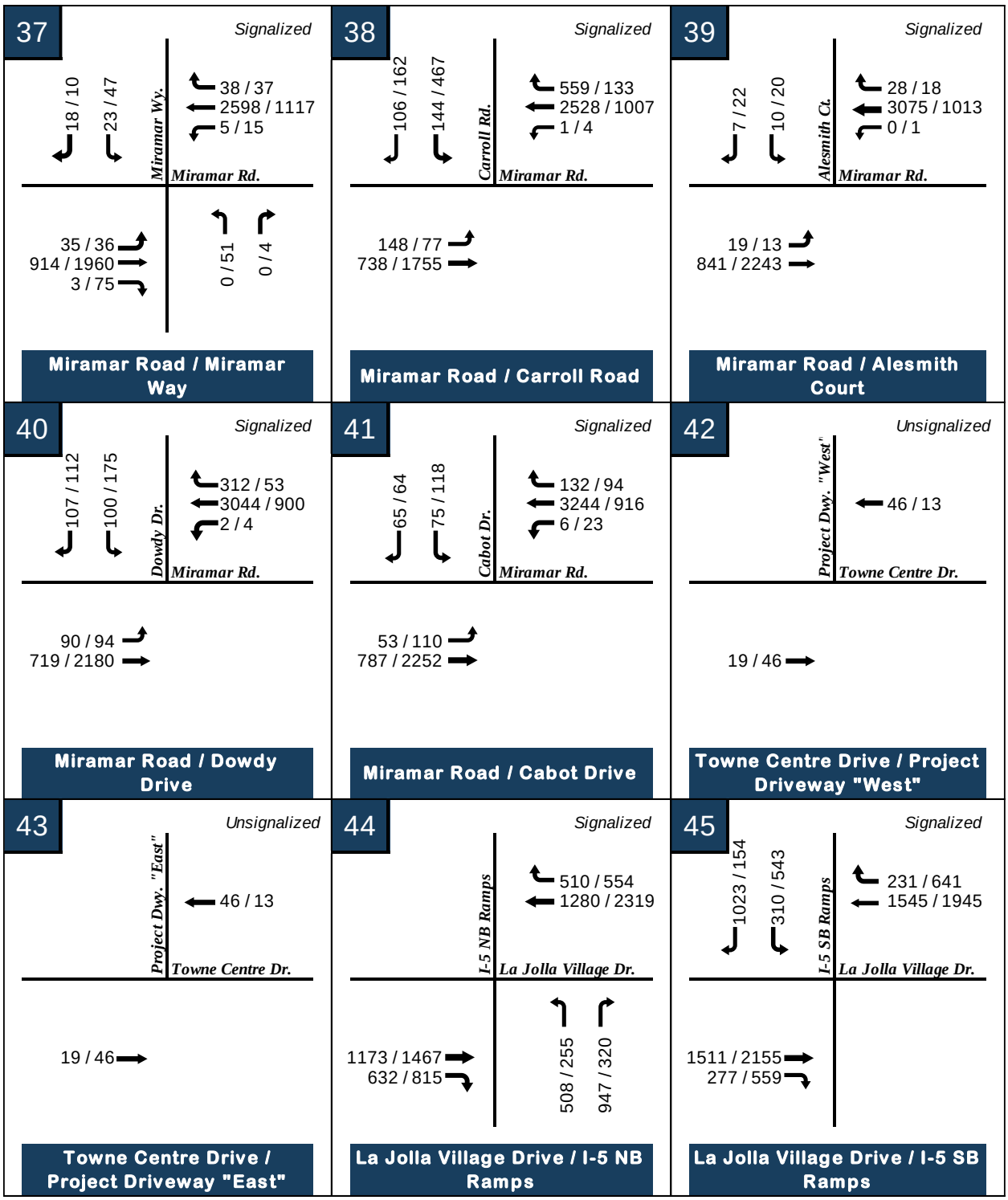
XX / XX = AM / PM Peak hour volumes

Figure 7-2: Near-Term (Opening Day Year 2027) AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 7-2: Near-Term (Opening Day Year 2027) AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Table 7-2: Near-Term (Opening Day Year 2027) Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Towne Centre Drive / Westerra Court	Unsignalized	8.5	A	8.6	A
2	Towne Centre Drive / Towne Centre Court	Unsignalized	10.0	B	9.7	A
3	Towne Centre Drive / Eastgate Mall	Signalized	41.2	D	65.7	E
4	Towne Centre Drive / Executive Drive	Signalized	43.6	D	107.6	F
5	Towne Centre Drive / Towne Centre Driveway	Signalized	4.7	A	5.1	A
6	Towne Centre Drive / La Jolla Village Drive	Signalized	48.6	D	102.1	F
7	Judicial Drive / Eastgate Mall	Signalized	170.6	F	49.7	D
8*	Judicial Drive / Executive Drive	Signalized	75.9	E	51.7	D
9	Judicial Drive / Judicial Driveway	Signalized	7.5	A	7.6	A
10	Eastgate Mall / Easter Way	Signalized	5.1	A	5.3	A
11	Eastgate Mall / Genesee Avenue	Signalized	58.1	E	41.3	D
12	Genesee Avenue / Executive Drive	Signalized	30.9	C	23.3	C
13	Genesee Avenue / Executive Square	Signalized	17.4	B	24.9	C
14	La Jolla Village Drive / Genesee Avenue	Signalized	52.4	D	38.7	D
15	Regents Road / Eastgate Mall	Signalized	31.2	C	51.8	D
16	Regents Road / Executive Drive	Signalized	18.8	B	14.8	B
17	Regents Road / Regents Park Row	Signalized	22.5	C	37.9	D
18	Regents Road / La Jolla Village Drive	Signalized	58.3	E	76.8	E
19	Regents Road / Genesee Avenue	Signalized	23.6	C	21.5	C
20*	Genesee Avenue / Campus Point Drive	Signalized	49.0	D	47.9	D
21**	Genesee Avenue / Scripps Hospital Driveway	Signalized	16.5	B	16.1	B
22	Genesee Avenue / I-5 NB Ramps	Signalized	32.5	C	43.6	D
23	Genesee Avenue / I-5 SB Ramps	Signalized	26.5	C	24.3	C
24*	La Jolla Village Drive / Lebon Drive	Signalized	35.8	D	38.3	D
25	Miramar Road / I-805 NB Ramps	Signalized	16.1	B	13.0	B
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Signalized	37.9	D	11.0	B
27	Eastgate Mall / Eastgate Drive	Signalized	32.6	C	28.9	C
28	Eastgate Mall / Olson Drive	Unsignalized	17.5	C	17.6	C
29	Eastgate Mall / Autoport Mall	Unsignalized	14.1	B	13.3	B
30**	Miramar Road / Eastgate Mall	Signalized	51.8	D	43.1	D
31	Miramar Road / Miramar Mall	Signalized	32.1	C	26.7	C
32**	Miramar Road / Miramar Place	Signalized	52.5	D	18.8	B
33*	Miramar Road / Camino Santa Fe / Frost Mar Place	Signalized	139.6	F	83.2	F
34	Miramar Road / Commerce Avenue	Signalized	17.6	B	32.1	C
35	Miramar Road / Production Avenue	Signalized	22.0	C	25.8	C
36	Miramar Road / Distribution Avenue	Signalized	16.5	B	11.5	B
37	Miramar Road / Miramar Way	Signalized	42.5	D	43.9	D
38**	Miramar Road / Carroll Road	Signalized	17.0	B	22.5	C
39**	Miramar Road / Alesmith Court	Signalized	24.4	C	13.7	B
40**	Miramar Road / Dowdy Drive	Signalized	19.1	B	18.9	B
41**	Miramar Road / Cabot Drive	Signalized	46.2	D	21.1	C
42	Towne Centre Drive / Project Driveway "West"	DNE	-	-	-	-
43	Towne Centre Drive / Project Driveway "East"	DNE	-	-	-	-
44	La Jolla Village Drive / I-5 NB Ramps	Signalized	40.4	D	38.4	D
45	La Jolla Village Drive / I-5 SB Ramps	Signalized	33.2	C	34.9	C

Notes:

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

*Intersection phasing has been modified to allow the intersection to be analyzed with HCM 6th Methodology.

**Dummy intersection legs have been added to the intersection to allow U-turn movements to be analyzed as left-turn movements

8.0 NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT

The purpose of this chapter is to evaluate roadway segments and intersections within the project's study area in the Near-Term (Opening Day Year 2027) With Project scenario. The Project traffic was added to the Near-Term (Opening Day Year 2027) traffic to determine if any transportation infrastructure improvements would be triggered by the Project.

8.1 Pedestrian Facilities

The Project will provide improvements to pedestrian facilities adjacent to the project site. These improvements consist of the replacement of the existing contiguous sidewalk along the north side of Towne Centre Drive with a non-contiguous sidewalk and providing on-site pedestrian paths to connect to this new sidewalk.

Additionally, the existing terminus to Towne Centre Drive west of Westerra Court is proposed to be vacated to become part of the project site. As such, the intersection of Towne Centre Drive and Westerra Court will provide a turnaround to accommodate vehicular, emergency access, and pedestrian access to the project site. Modifications oriented to pedestrian travel to the intersection of Towne Centre Drive at Westerra Court include continental crosswalks to the south and east legs of the intersection and curb ramps to all intersection corners.

8.2 Bicycle Facilities

No changes are assumed to bicycle facilities within the immediate Project vicinity between Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project conditions.

8.3 Transit Facilities

No changes are assumed to transit facilities within the immediate Project vicinity between Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project conditions.

8.4 Roadway Segments

No changes are assumed to the roadway segments within the Project vicinity between Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project conditions.

Table 8-1 summarizes the roadway segment analysis for Near-Term (Opening Day Year 2027) With Project conditions. Based on Near-Term (Opening Day Year 2027) With Project volumes and the City's roadway segment classification thresholds, the roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2027) With Project condition, except for the following:

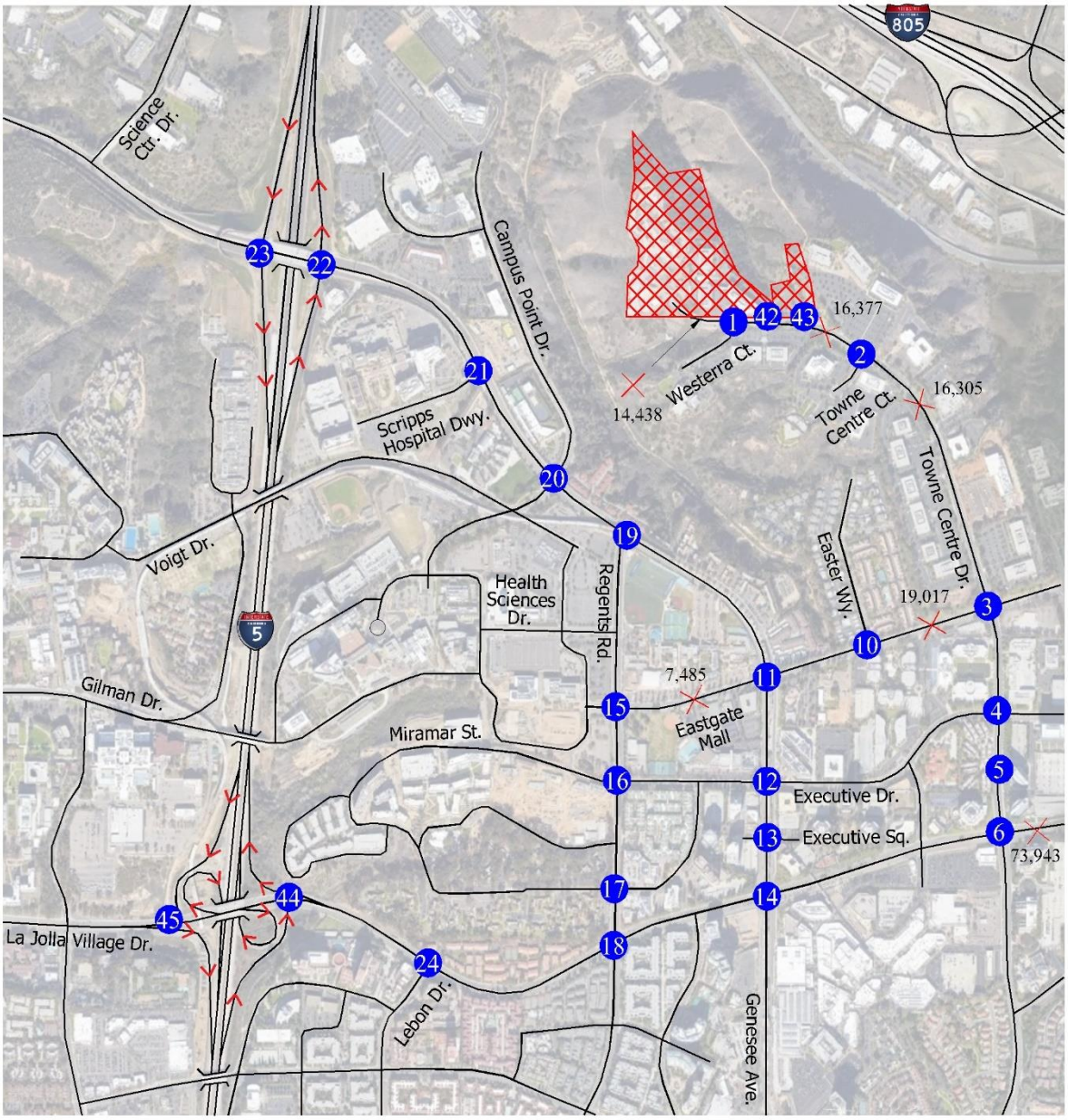
- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
  - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
  - *LOS F*
- Towne Centre Dr. (Eastgate Mini Park – Towne Centre Ct.)
  - *LOS F*
- Towne Centre Dr. (Towne Centre Court – 9665 Towne Centre Dr.)
  - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - *LOS F*

- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS F*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
    - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

Figure 8-1 displays the Near-Term (Opening Day Year 2027) With Project ADT volumes for the study roadway segments.

Table 8-2 shows a roadway segment comparison table for Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project conditions. As shown in the table, no study roadway segment is identified to be subjected to a Project traffic ADT consisting of more than 50% of the total roadway segment ADT.

Figure 8-1: Near-Term (Opening Day Year 2027) With Project ADT Volumes



Legend

= Project Location

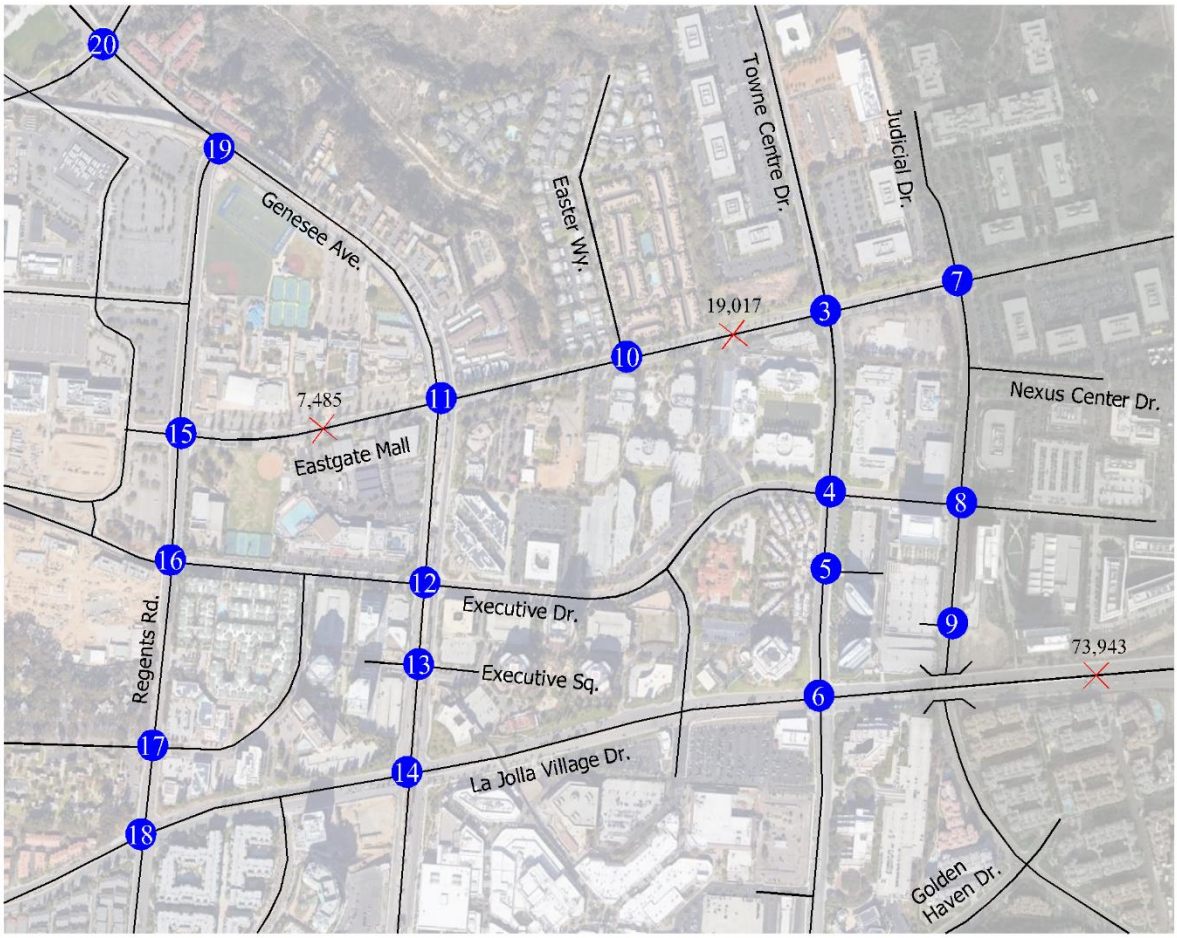
= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 8-1: Near-Term (Opening Day Year 2027) With Project ADT Volumes (cont'd)



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

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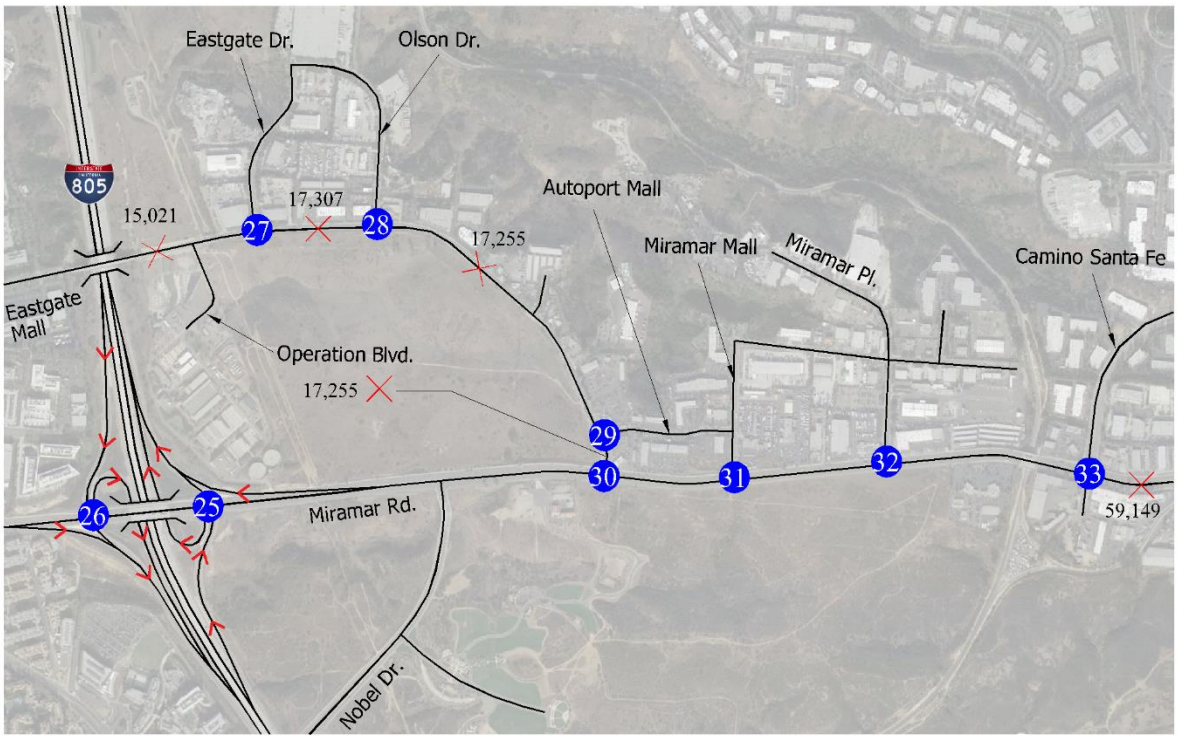
Figure 8-1: Near-Term (Opening Day Year 2027) With Project ADT Volumes (cont'd)



Legend

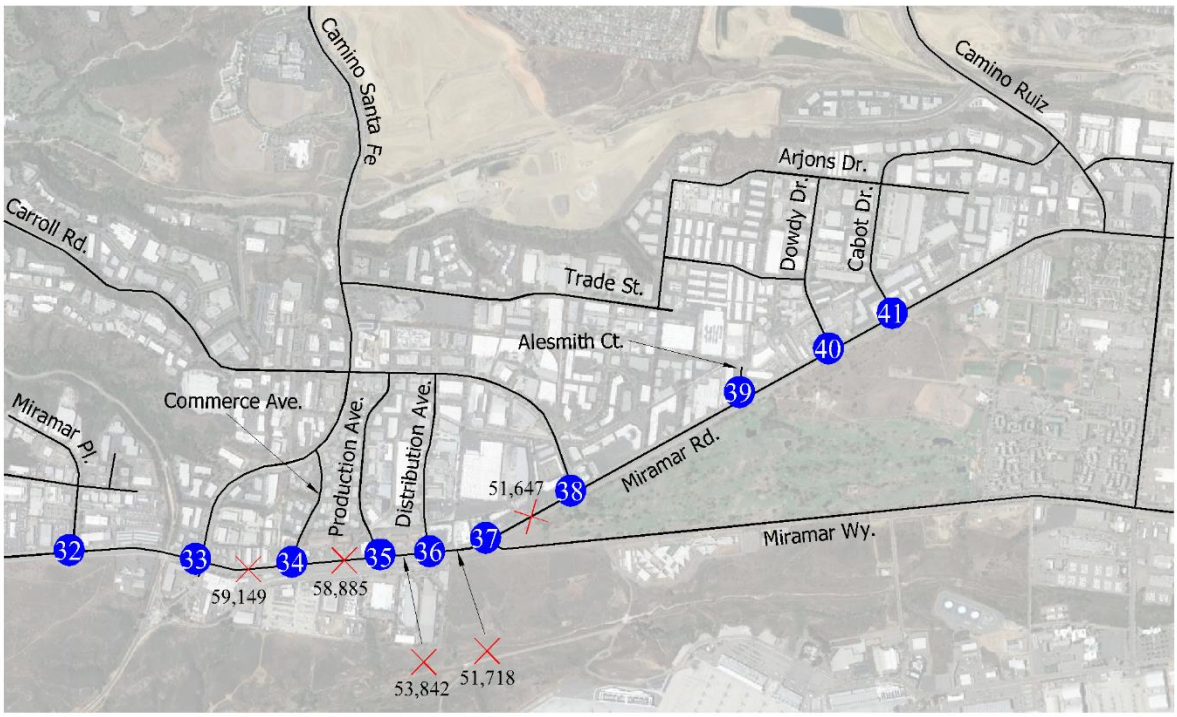
× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 8-1: Near-Term (Opening Day Year 2027) With Project ADT Volumes (cont'd)



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Table 8-1: Near-Term (Opening Day Year 2027) With Project Roadway Segment Analysis

Road	Segment	Standard	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Towne Centre Drive	Northern Terminus - Westerra Court	SD	2	2-C (w/o TWLTL)	8,000	14,438	1.805	F
Towne Centre Drive	Westerra Court - Eastgate Mini Park	SD	2	2-C (w/o TWLTL)	8,000	16,377	2.047	F
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	SD	2	2-C (w/ TWLTL)	15,000	16,377	1.092	F
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	SD	2	2-C (w/ TWLTL)	15,000	16,305	1.087	F
Eastgate Mall	Regents Road - Genesee Avenue	SD	2	2-C (w/ TWLTL)	15,000	7,485	0.499	C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	SD	4	4-C (w/ TWLTL)	30,000	19,017	0.634	C
Eastgate Mall	I-805 Overpass - Operation Boulevard	SD	2	2-C (w/o fronting property)	10,000	15,021	1.502	F
Eastgate Mall	Operation Boulevard - Olson Drive	SD	2	2-C (w/ TWLTL)	15,000	17,307	1.154	F
Eastgate Mall	Olson Drive - Autoport Mall	SD	2	2-C (w/ TWLTL)	15,000	17,255	1.150	F
Eastgate Mall	Autoport Mall - Miramar Road	SD	2	2-C (w/ TWLTL)	15,000	17,255	1.150	F
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	SD	6	6-MA	50,000	59,149	1.183	F
Miramar Road	Commerce Avenue - Production Avenue	SD	6	6-MA	50,000	58,885	1.178	F
Miramar Road	Production Avenue - Distribution Avenue	SD	6	6-MA	50,000	53,842	1.077	F
Miramar Road	Distribution Avenue - Miramar Way	SD	6	6-MA	50,000	51,718	1.034	F
Miramar Road	Miramar Way - Carroll Road	SD	6	6-MA	50,000	51,647	1.033	F
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	SD	7	7-MA	55,000	73,943	1.344	F

Legend:

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane

2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane

2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane

2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Table 8-2: Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project Roadway Segment Analysis Comparison

Road	Segment	# of Ln.	Capacity	Roadway Classification	Near-Term			Near-Term + Project			ΔV/C	% of Total ADT	Does the Segment have identified improvements in Community Plan?	Source of Identified Improvement	Identified Improvement
					LOS	Volume	V/C	LOS	Volume	V/C					
Towne Centre Drive	Northern Terminus - Westerra Court	2	8,000	2-C (w/o TWLTL)	F	9,916	1.239	F	14,438	1.805	0.565	31.3%	**No**	-	-
Towne Centre Drive	Westerra Court - Eastgate Mini Park	2	8,000	2-C (w/o TWLTL)	F	9,916	1.239	F	16,377	2.047	0.808	39.5%	**No**	-	-
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	2	15,000	2-C (w/ TWLTL)	C	9,916	0.661	F	16,377	1.092	0.431	39.5%	**Yes**	University Community Plan (Fig. 20)	4-MA
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	2	15,000	2-C (w/ TWLTL)	C	9,844	0.656	F	16,305	1.087	0.431	39.6%	**Yes**	University Community Plan (Fig. 20)	4-MA
Eastgate Mall	Regents Road - Genesee Avenue	2	15,000	2-C (w/ TWLTL)	B	6,710	0.447	C	7,485	0.499	0.052	10.4%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	4	30,000	4-C (w/ TWLTL)	C	16,885	0.563	C	19,017	0.634	0.071	11.2%	**Yes**	University Community Plan (Fig. 20)	4-M
Eastgate Mall	I-805 Overpass - Operation Boulevard	2	10,000	2-C (w/o fronting property)	F	13,922	1.392	F	15,021	1.502	0.110	7.3%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Operation Boulevard - Olson Drive	2	15,000	2-C (w/ TWLTL)	F	16,274	1.085	F	17,307	1.154	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Olson Drive - Autoport Mall	2	15,000	2-C (w/ TWLTL)	F	16,221	1.081	F	17,255	1.150	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Autoport Mall - Miramar Road	2	15,000	2-C (w/ TWLTL)	F	16,221	1.081	F	17,255	1.150	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	6	50,000	6-MA	F	58,503	1.170	F	59,149	1.183	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Commerce Avenue - Production Avenue	6	50,000	6-MA	F	58,239	1.165	F	58,885	1.178	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Production Avenue - Distribution Avenue	6	50,000	6-MA	F	53,260	1.065	F	53,842	1.077	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Distribution Avenue - Miramar Way	6	50,000	6-MA	F	51,137	1.023	F	51,718	1.034	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Miramar Way - Carroll Road	6	50,000	6-MA	F	51,066	1.021	F	51,647	1.033	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	7	55,000	7-MA	F	71,617	1.302	F	73,943	1.344	0.042	3.1%	**Yes**	University Community Plan (Fig. 20)	8-PA

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio
7-MA = 7-Lane Major Arterial
6-MA = 6-Lane Major Arterial
4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane
2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane
2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane
2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Identified improvements in the Community Plans have been referenced from the following sources:

A) Mira Mesa Community Plan (*April 2011*)
B) University Community Plan (*November 2019*)

8.5 Intersections

Changes are assumed within the Project vicinity between Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project conditions for the intersection of Towne Centre Drive at Westerra Court. This “t-shaped” intersection currently operates as a two-way stop-controlled intersection with stop-control for the south leg of the intersection along Westerra Court. The Project will vacate the portion of Towne Center Drive from Westerra Court to the existing cul-de-sac at the end of Towne Center Drive. The existing terminus to Towne Centre Drive within the Project site will be removed and the public right-of-way, west of Westerra Court, will become part of the Project site. The intersection of Towne Centre Drive and Westerra Court will be modified, as necessary to accommodate vehicular and emergency access, but the lane configuration and intersection control will remain the same as the existing configuration.

Intersection peak hour traffic volumes for Near-Term (Opening Day Year 2027) With Project conditions at the studied intersections are shown in **Figure 8-2**.

Table 8-3 shows the Near-Term (Opening Day Year 2027) With Project intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Towne Centre Dr. / Towne Centre Ct.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*

- Towne Centre Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS E*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*

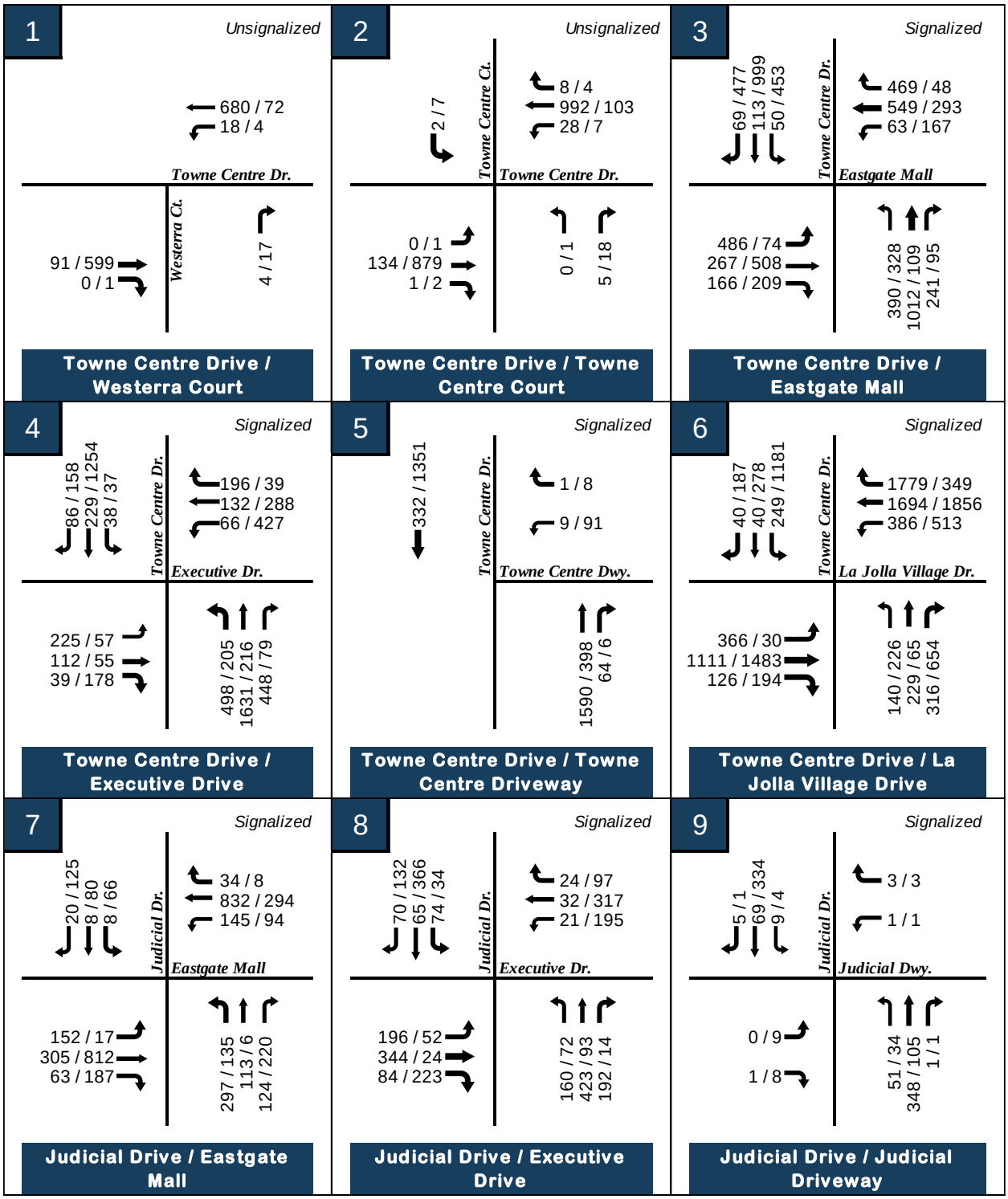
- Eastgate Mall / Eastgate Dr.

  - AM Peak Hour – *LOS E*
  - PM Peak Hour – *LOS E*
- Miramar Rd. / Miramar Pl.
  - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
  - AM Peak Hour – *LOS F*
  - PM Peak Hour – *LOS F*

Table 8-4 shows intersection AM / PM Peak Hour LOS comparison table for Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project conditions.

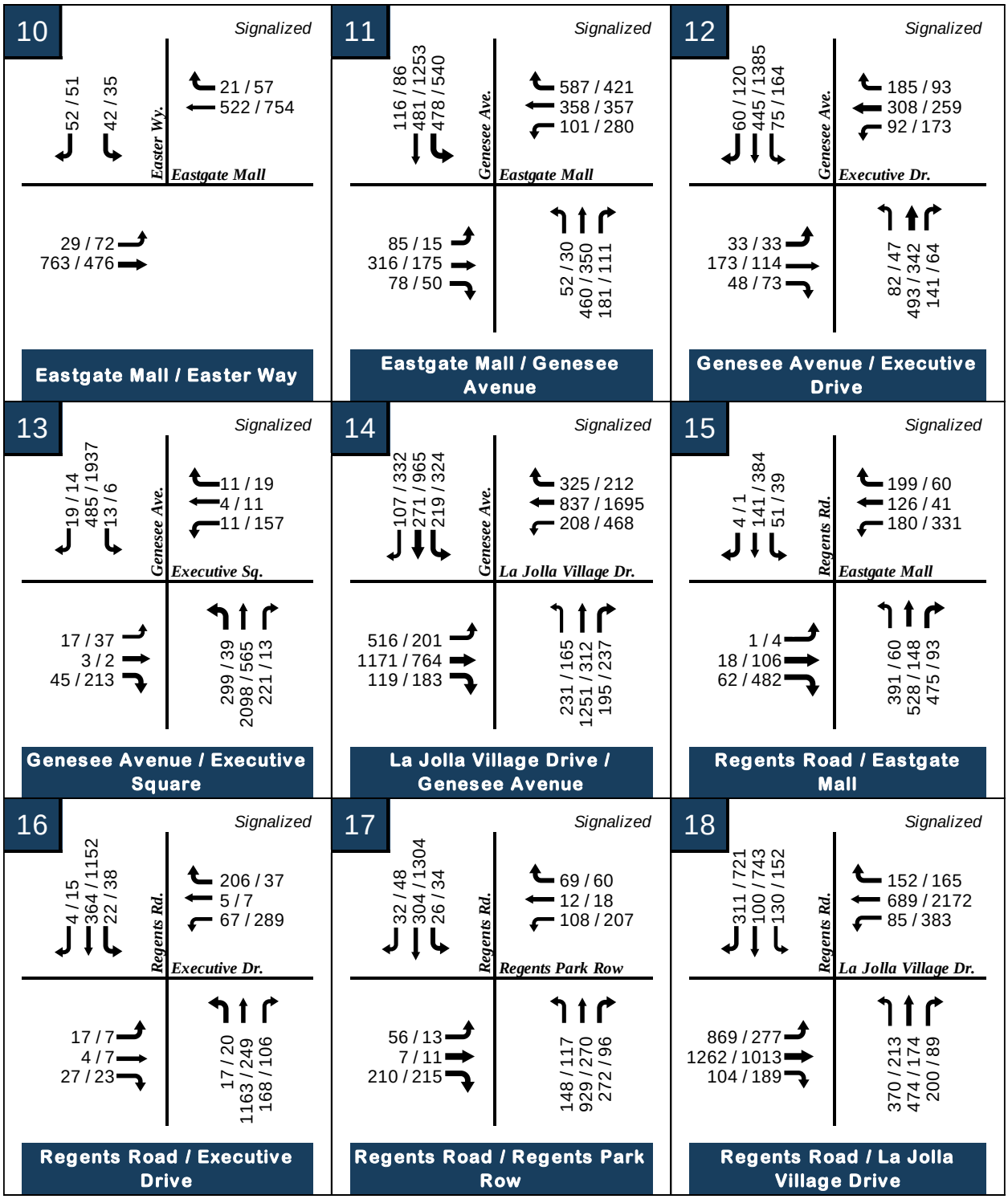
Refer to **Appendix J** for the Synchro worksheets of Near-Term (Opening Day Year 2027) With Project conditions.

Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM/PM Peak Hour Volumes



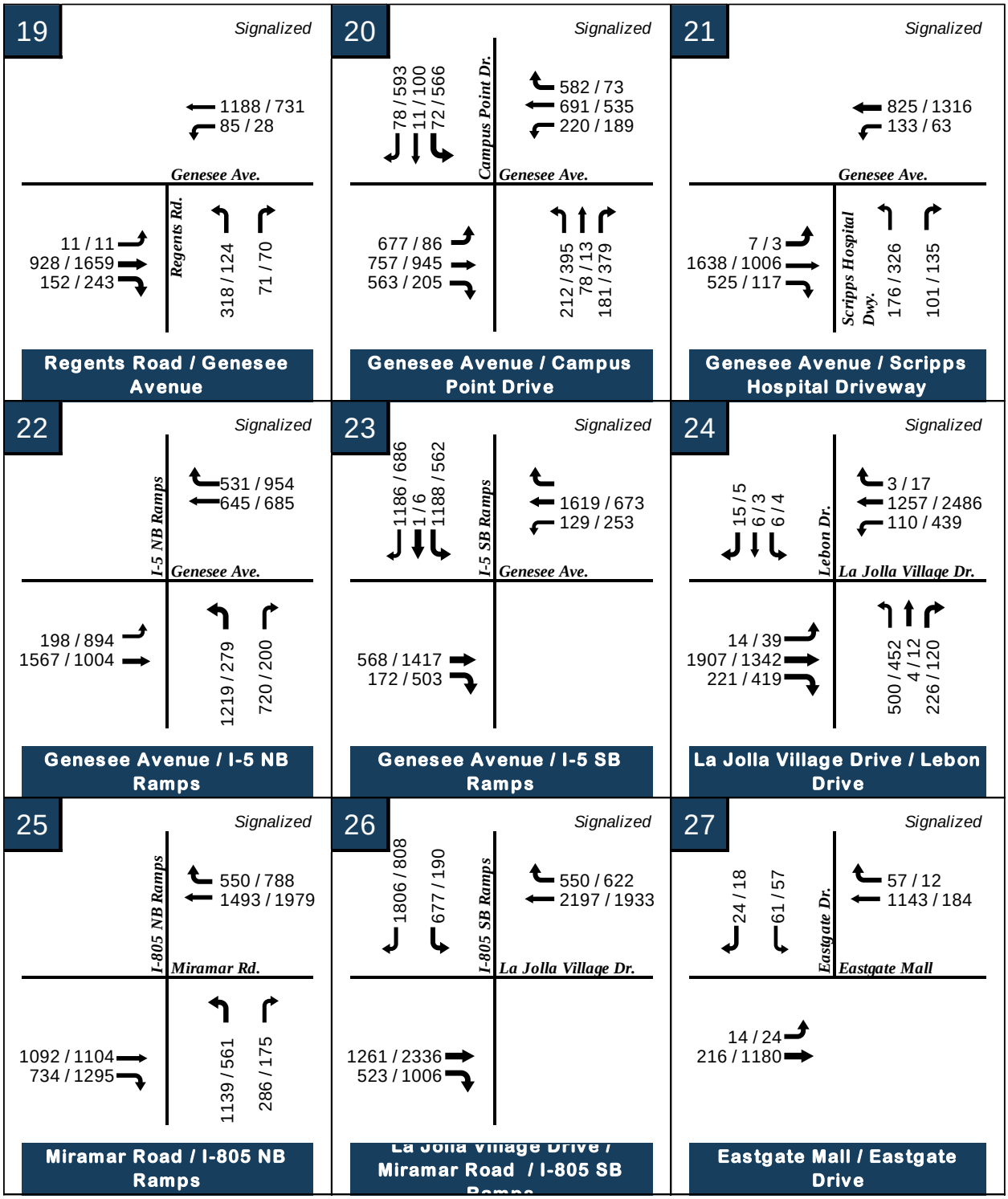
XX / XX = AM / PM Peak hour volumes

Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM / PM Peak Hour Volumes (cont'd)



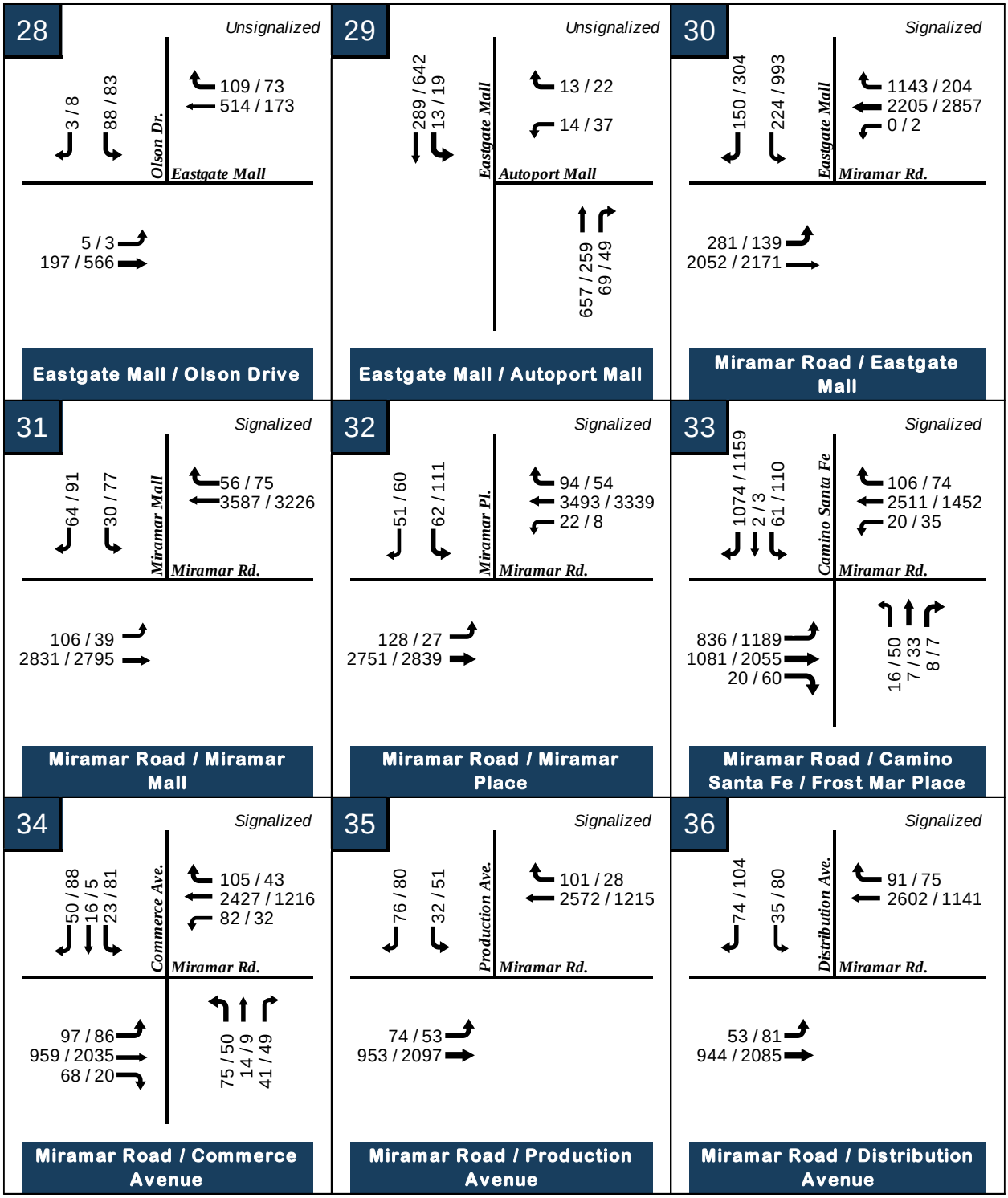
XX / XX = AM / PM Peak hour volumes

Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM / PM Peak Hour Volumes (cont'd)



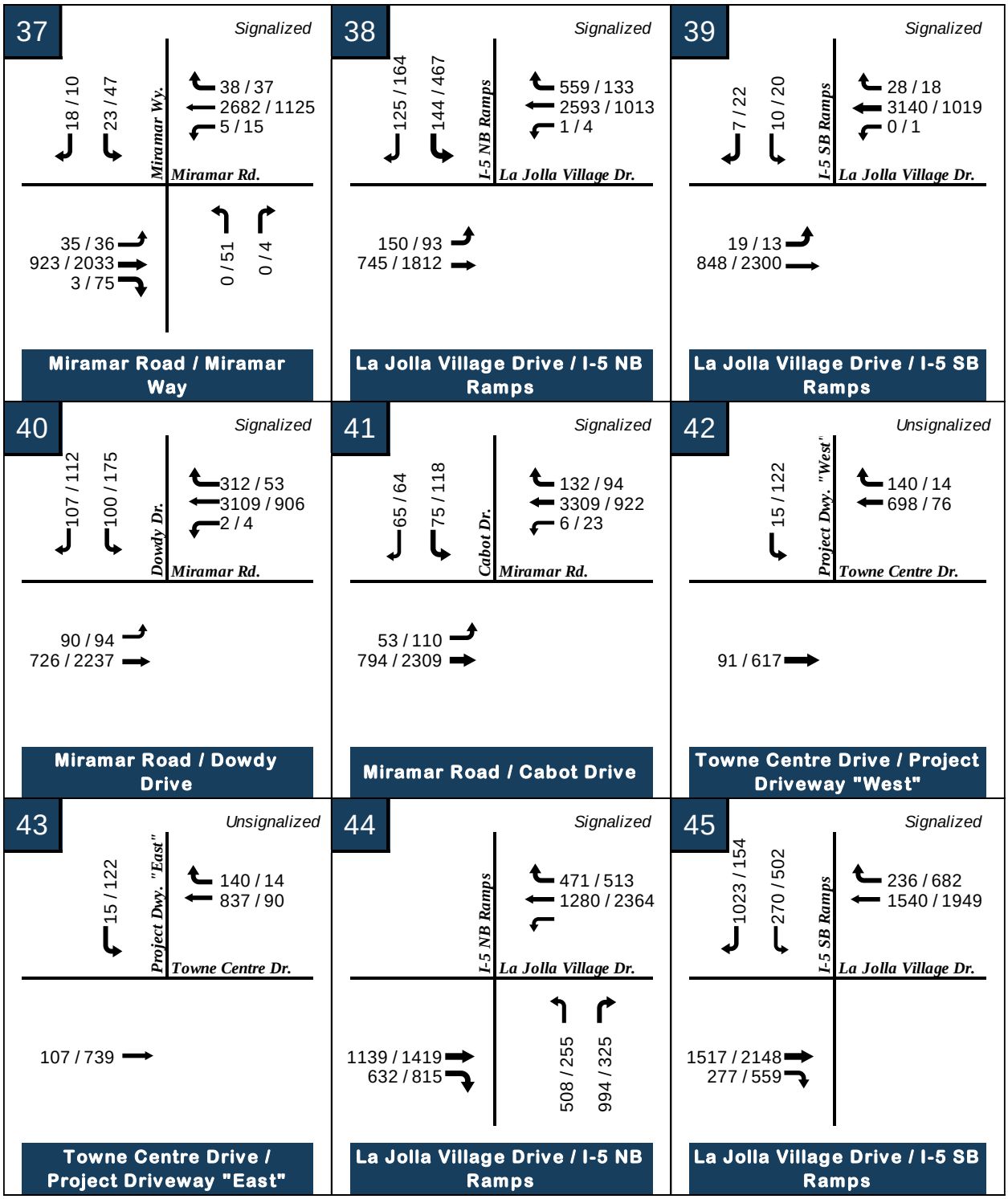
XX / XX = AM / PM Peak hour volumes

Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Table 8-3: Near-Term (Opening Day Year 2027) With Project Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Towne Centre Drive / Westerra Court	Unsignalized	9.1	A	16.7	C
2	Towne Centre Drive / Towne Centre Court	Unsignalized	46.9	E	38.6	E
3	Towne Centre Drive / Eastgate Mall	Signalized	87.9	F	134.5	F
4	Towne Centre Drive / Executive Drive	Signalized	81.1	F	155.2	F
5	Towne Centre Drive / Towne Centre Driveway	Signalized	7.3	A	6.1	A
6	Towne Centre Drive / La Jolla Village Drive	Signalized	68.2	E	137.3	F
7	Judicial Drive / Eastgate Mall	Signalized	242.7	F	53.9	D
8*	Judicial Drive / Executive Drive	Signalized	77.7	E	54.7	D
9	Judicial Drive / Judicial Driveway	Signalized	7.1	A	7.4	A
10	Eastgate Mall / Easter Way	Signalized	5.1	A	5.5	A
11	Eastgate Mall / Genesee Avenue	Signalized	77.1	E	44.1	D
12	Genesee Avenue / Executive Drive	Signalized	31.2	C	23.6	C
13	Genesee Avenue / Executive Square	Signalized	18.5	B	27.4	C
14	La Jolla Village Drive / Genesee Avenue	Signalized	53.4	D	39.3	D
15	Regents Road / Eastgate Mall	Signalized	32.8	C	60.8	E
16	Regents Road / Executive Drive	Signalized	21.5	C	15.6	B
17	Regents Road / Regents Park Row	Signalized	25.8	C	45.4	D
18	Regents Road / La Jolla Village Drive	Signalized	66.8	E	79.3	E
19	Regents Road / Genesee Avenue	Signalized	23.8	C	22.0	C
20*	Genesee Avenue / Campus Point Drive	Signalized	51.2	D	47.9	D
21**	Genesee Avenue / Scripps Hospital Driveway	Signalized	16.9	B	16.1	B
22	Genesee Avenue / I-5 NB Ramps	Signalized	32.8	C	49.3	D
23	Genesee Avenue / I-5 SB Ramps	Signalized	26.9	C	24.4	C
24*	La Jolla Village Drive / Lebon Drive	Signalized	39.6	D	39.1	D
25	Miramar Road / I-805 NB Ramps	Signalized	18.4	B	14.5	B
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Signalized	49.3	D	11.4	B
27	Eastgate Mall / Eastgate Drive	Signalized	64.9	E	55.4	E
28	Eastgate Mall / Olson Drive	Unsignalized	23.0	C	22.3	C
29	Eastgate Mall / Autoport Mall	Unsignalized	16.7	C	14.4	B
30**	Miramar Road / Eastgate Mall	Signalized	53.0	D	53.6	D
31	Miramar Road / Miramar Mall	Signalized	40.9	D	26.9	C
32**	Miramar Road / Miramar Place	Signalized	62.2	E	19.2	B
33*	Miramar Road / Camino Santa Fe / Frost Mar Place	Signalized	156.5	F	87.2	F
34	Miramar Road / Commerce Avenue	Signalized	17.7	B	32.2	C
35	Miramar Road / Production Avenue	Signalized	23.1	C	26.7	C
36	Miramar Road / Distribution Avenue	Signalized	17.1	B	18.4	B
37	Miramar Road / Miramar Way	Signalized	47.7	D	45.9	D
38**	La Jolla Village Drive / I-5 NB Ramps	Signalized	17.8	B	22.8	C
39**	La Jolla Village Drive / I-5 SB Ramps	Signalized	28.6	C	13.9	B
40**	Miramar Road / Dowdy Drive	Signalized	20.1	C	18.9	B
41**	Miramar Road / Cabot Drive	Signalized	50.8	D	21.3	C
42	Towne Centre Drive / Project Driveway "West"	Unsignalized	17.9	C	19.9	C
43	Towne Centre Drive / Project Driveway "East"	Unsignalized	21.5	C	25.6	D
44	La Jolla Village Drive / I-5 NB Ramps	Signalized	43.9	D	39.4	D
45	La Jolla Village Drive / I-5 SB Ramps	Signalized	33.3	C	35.1	D

Notes:

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

*Intersection phasing has been modified to allow the intersection to be analyzed with HCM 6th Methodology.

**Dummy intersection legs have been added to the intersection to allow U-turn movements to be analyzed as left-turn movements

Table 8-4: Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project Intersection Peak Hour Analysis Comparison

#	Intersection	Near-Term				Near-Term + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?	***Not within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Towne Centre Drive / Westerra Court	8.5	A	8.6	A	9.1	A	0.6	16.7	C	8.1	No	-	No / No
2	Towne Centre Drive / Towne Centre Court	10.0	B	9.7	A	46.9	E	36.9	38.6	E	28.9	No	-	Yes / No
3	Towne Centre Drive / Eastgate Mall	41.2	D	65.7	E	87.9	F	46.7	134.5	F	68.8	No	-	Yes / Yes
4	Towne Centre Drive / Executive Drive	43.6	D	107.6	F	81.1	F	37.5	155.2	F	47.6	Yes	Yes / Yes	-
5	Towne Centre Drive / Towne Centre Driveway	4.7	A	5.1	A	7.3	A	2.6	6.1	A	1.0	Yes	No / No	-
6	Towne Centre Drive / La Jolla Village Drive	48.6	D	102.1	F	68.2	E	19.6	137.3	F	35.2	Yes	No / Yes	-
7	Judicial Drive / Eastgate Mall	170.6	F	49.7	D	242.7	F	72.1	53.9	D	4.2	No	-	No / Yes
8	Judicial Drive / Executive Drive	75.9	E	51.7	D	77.7	E	1.8	54.7	D	3.0	No	-	No / Yes
9	Judicial Drive / Judicial Driveway	7.5	A	7.6	A	7.1	A	-0.4	7.4	A	-0.2	No	-	No / No
10	Eastgate Mall / Easter Way	5.1	A	5.3	A	5.1	A	0.0	5.5	A	0.2	Yes	No / No	-
11	Eastgate Mall / Genesee Avenue	58.1	E	41.3	D	77.1	E	19.0	44.1	D	2.8	Yes	No / No	-
12	Genesee Avenue / Executive Drive	30.9	C	23.3	C	31.2	C	0.3	23.6	C	0.3	Yes	No / No	-
13	Genesee Avenue / Executive Square	17.4	B	24.9	C	18.5	B	1.1	27.4	C	2.5	Yes	No / No	-
14	La Jolla Village Drive / Genesee Avenue	52.4	D	38.7	D	53.4	D	1.0	39.3	D	0.6	Yes	No / No	-
15	Regents Road / Eastgate Mall	31.2	C	51.8	D	32.8	C	1.6	60.8	E	9.0	Yes	No / No	-
16	Regents Road / Executive Drive	18.8	B	14.8	B	21.5	C	2.7	15.6	B	0.8	Yes	No / No	-
17	Regents Road / Regents Park Row	22.5	C	37.9	D	25.8	C	3.3	45.4	D	7.5	Yes	No / No	-
18	Regents Road / La Jolla Village Drive	58.3	E	76.8	E	66.8	E	8.5	79.3	E	2.5	Yes	No / No	-
19	Regents Road / Genesee Avenue	23.6	C	21.5	C	23.8	C	0.2	22.0	C	0.5	Yes	No / No	-
20	Genesee Avenue / Campus Point Drive	49.0	D	47.9	D	51.2	D	2.2	47.9	D	0.0	Yes	No / No	-
21	Genesee Avenue / Scripps Hospital Driveway	16.5	B	16.1	B	16.9	B	0.4	16.1	B	0.0	Yes	No / No	-
22	Genesee Avenue / I-5 NB Ramps	32.5	C	43.6	D	32.8	C	0.3	49.3	D	5.7	No	-	No / No
23	Genesee Avenue / I-5 SB Ramps	26.5	C	24.3	C	26.9	C	0.4	24.4	C	0.1	No	-	No / No
24	La Jolla Village Drive / Lebon Drive	35.8	D	38.3	D	39.6	D	3.8	39.1	D	0.8	No	-	No / No
25	Miramar Road / I-805 NB Ramps	16.1	B	13.0	B	18.4	B	2.3	14.5	B	1.5	No	-	No / No
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	37.9	D	11.0	B	49.3	D	11.4	11.4	B	0.4	No	-	No / No
27	Eastgate Mall / Eastgate Drive	32.6	C	28.9	C	64.9	E	32.3	55.4	E	26.5	No	-	Yes / No
28	Eastgate Mall / Olson Drive	17.5	C	17.6	C	23.0	C	5.5	22.3	C	4.7	No	-	No / No
29	Eastgate Mall / Autoport Mall	14.1	B	13.3	B	16.7	C	2.6	14.4	B	1.1	No	-	No / No
30	Miramar Road / Eastgate Mall	51.8	D	43.1	D	53.0	D	1.2	53.6	D	10.5	No	-	No / No
31	Miramar Road / Miramar Mall	32.1	C	26.7	C	40.9	D	8.8	26.9	C	0.2	No	-	No / No
32	Miramar Road / Miramar Place	52.5	D	18.8	B	62.2	E	9.7	19.2	B	0.4	No	-	Yes / No
33	Miramar Road / Camino Santa Fe / Frost Mar Place	139.6	F	83.2	F	156.5	F	16.9	87.2	F	4.0	No	-	No / Yes
34	Miramar Road / Commerce Avenue	17.6	B	32.1	C	17.7	B	0.1	32.2	C	0.1	No	-	No / No
35	Miramar Road / Production Avenue	22.0	C	25.8	C	23.1	C	1.1	26.7	C	0.9	No	-	No / No
36	Miramar Road / Distribution Avenue	16.5	B	11.5	B	17.1	B	0.6	18.4	B	6.9	No	-	No / No
37	Miramar Road / Miramar Way	42.5	D	43.9	D	47.7	D	5.2	45.9	D	2.0	No	-	No / No
38	La Jolla Village Drive / I-5 NB Ramps	17.0	B	22.5	C	17.8	B	0.8	22.8	C	0.3	No	-	No / No
39	La Jolla Village Drive / I-5 SB Ramps	24.4	C	13.7	B	28.6	C	4.2	13.9	B	0.2	No	-	No / No
40	Miramar Road / Dowdy Drive	19.1	B	18.9	B	20.1	C	1.0	18.9	B	0.0	No	-	No / No
41	Miramar Road / Cabot Drive	46.2	D	21.1	C	50.8	D	4.6	21.3	C	0.2	No	-	No / No
42	Towne Centre Drive / Project Driveway "West"	0.0	DNE	0.0	DNE	17.9	C	17.9	19.9	C	19.9	No	-	No / No
43	Towne Centre Drive / Project Driveway "East"	0.0	DNE	0.0	DNE	21.5	C	21.5	25.6	D	25.6	No	-	No / No
44	La Jolla Village Drive / I-5 NB Ramps	40.4	D	38.4	D	43.9	D	3.5	39.4	D	1.0	Yes	No / No	-
45	La Jolla Village Drive / I-5 SB Ramps	33.2	C	34.9	C	33.3	C	0.1	35.1	D	0.2	Yes	No / No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

DNE = Driveway does not exist

9.0 HORIZON YEAR 2050

The purpose of this chapter is to evaluate roadway segments and intersections within the Project's study area in the community buildout Year 2050 scenario.

To determine Horizon Year 2050 traffic volumes, USAI applied a linear annual growth rate for each roadway segment under study that was calculated using SANDAG Series 14, ABM 2, Base Year 2016 and Series 14 Year 2050 forecast volumes. The growth rates were calculated as follows:

$$\text{Linear Growth} = \frac{\left(\frac{2050\ ADT}{2016\ ADT}\right)-1}{N}$$

Where: N = Number of Years (Year 2050 – Year 2016) = 34

For this application, the value "N" is determined to be equal to 34. Once the linear growth for a roadway segment is determined, the growth rate is applied for a period of 28 years to the Existing baseline conditions (Year 2022) to calculate the Horizon Year 2050 volumes for each roadway segment under study.

For intersections, a growth factor was determined for each turning movement at a study intersection by receiving segments of the Existing baseline volumes average daily trips to the Year 2050 average daily trips sourced from the TFIC and the traffic volume projections described above. For the turning movements and roadway segments where these calculations resulted in lower peak hour volumes and roadway segment volumes than the volumes of the Near-Term (Opening Day Year 2027) conditions, the volumes of the Near-Term (Opening Day Year 2027) conditions were used instead.

Refer to **Appendix K** for the calculations that were conducted to determine Horizon Year 2050 traffic volumes and Horizon Year 2050 calculation resources including the segment count referenced from the City of San Diego Census Count of Vehicles and the SANDAG Transportation Forecast Information Center (TFIC) Series 14, ABM2, Year 2050.

9.1 Pedestrian Facilities

No changes are assumed to pedestrian facilities within the immediate Project vicinity between Existing and Horizon Year 2050 conditions.

9.2 Bicycle Facilities

The Draft University Community Plan Update Recommended Mobility Network (*February 2021*) identifies Towne Centre Drive north of Eastgate Mall as a facility with a proposed Class II Buffered Bike Lane between Eastgate Mall and 9540 Towne Centre Drive driveway and with a Class III Bicycle Boulevard with vehicle volume and speed management strategies between 9540 Towne Centre Drive driveway and the northern terminus of the roadway. Additionally, the CPU effort proposes traffic calming enhancements along the entire segment north of Eastgate Mall.

No changes other than the identified improvements within the Draft University CPU that are proposed for Towne Centre Drive north of Eastgate Mall are assumed to be the available bicycle facilities within the immediate Project vicinity between Existing and Horizon Year 2050 conditions.

9.3 Transit Facilities

The SANDAG 2021 Regional Plan (*December 2021*) identifies several future planned improvements that will result in transit network changes by Year 2050. These planned improvements within the study area include the following:

- **MTS Route 870**: is planned to provide Bus Rapid Transit (BRT) service between EL Cajon and UTC/Campus Point during peak hours and would extend the existing Route 870, serving the University community. The expected Year for completion of this improvement is Year 2035.
- **MTS Route 41**: is a planned conversion of the existing MTS Route 41 to a rapid bus route that would connect Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont. The expected year for the completion of this improvement is Year 2035.
- **MTS Route 30**: is a planned addition of a Rapid Bus service to the existing route, providing 10-minute headways and connections between Old Town and Sorrento Mesa including the UTC area. The expected year for completion of this improvement is Year 2035.
- **MTS Route 473**: is a planned Rapid Bus service providing connections between Oceanside and UTC. The expected year for completion of this improvement is Year 2035.

9.4 Roadway Segments

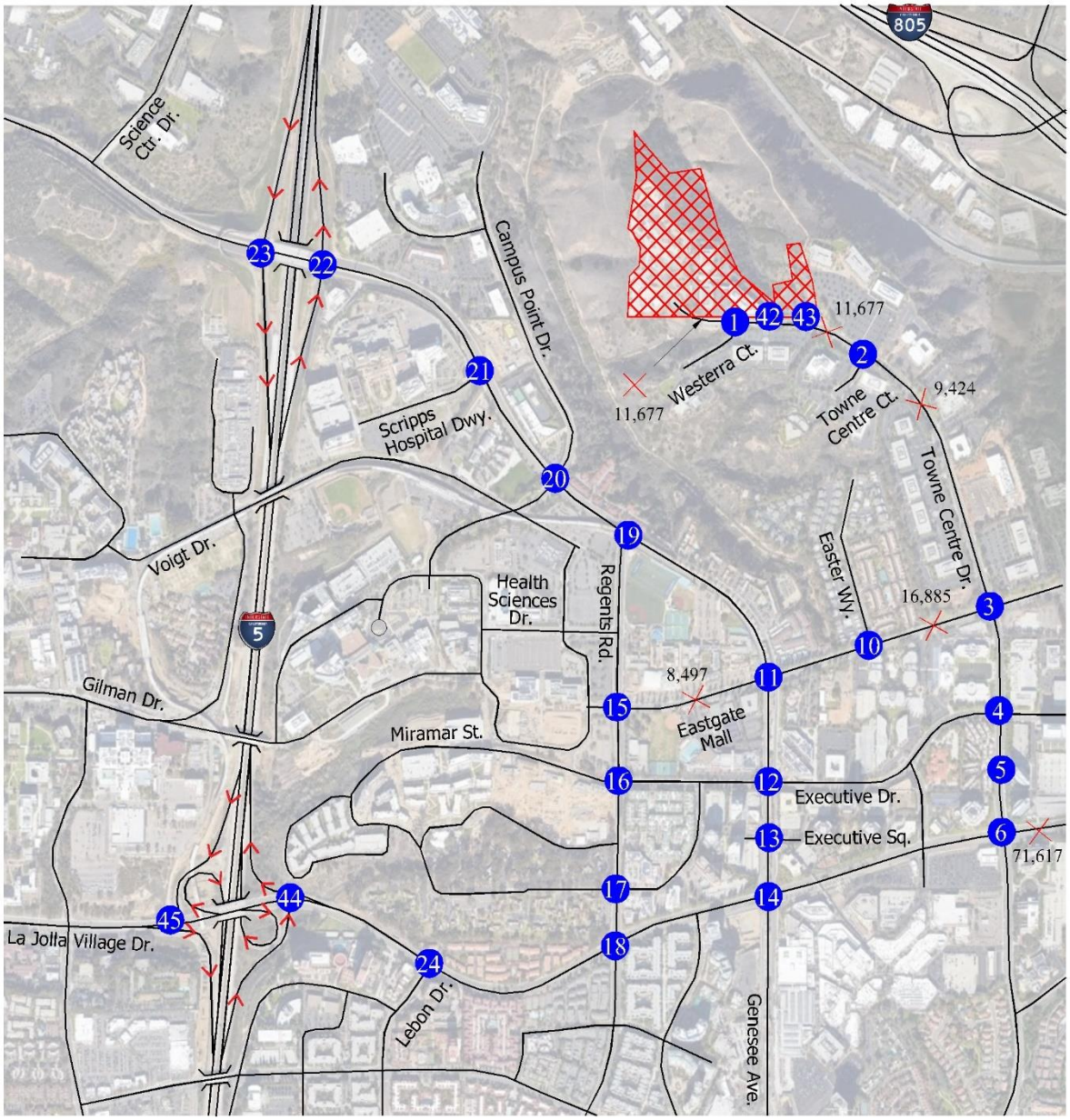
No changes are assumed to the roadway classifications within the study area between Existing and Horizon Year 2050 conditions.

Table 9-1 summarizes the roadway segment analysis for Horizon Year 2050 conditions. Based on Horizon Year 2050 volumes and the City's roadway segment classification thresholds, all analyzed roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Horizon Year 2050 condition, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
  - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
  - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - *LOS F*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
  - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
  - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
  - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
  - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
  - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
  - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
  - *LOS F*

Figure 9-1 displays the Horizon Year 2050 ADT volumes for the study roadway segments.

Figure 9-1: Horizon Year 2050 ADT Volumes



Legend

= Project Location

= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 9-1: Horizon Year 2050 ADT Volumes (cont'd)

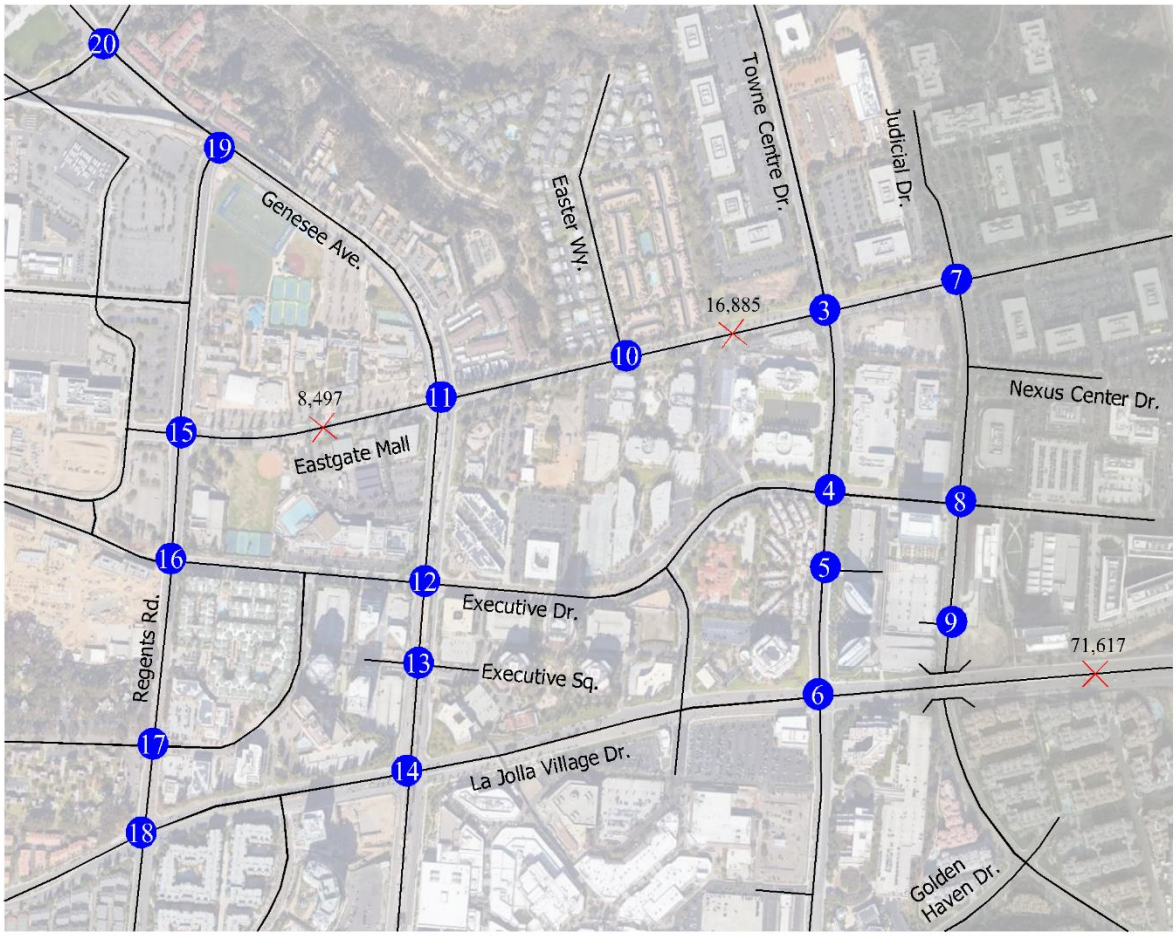


Figure 9-1: Horizon Year 2050 ADT Volumes (cont'd)

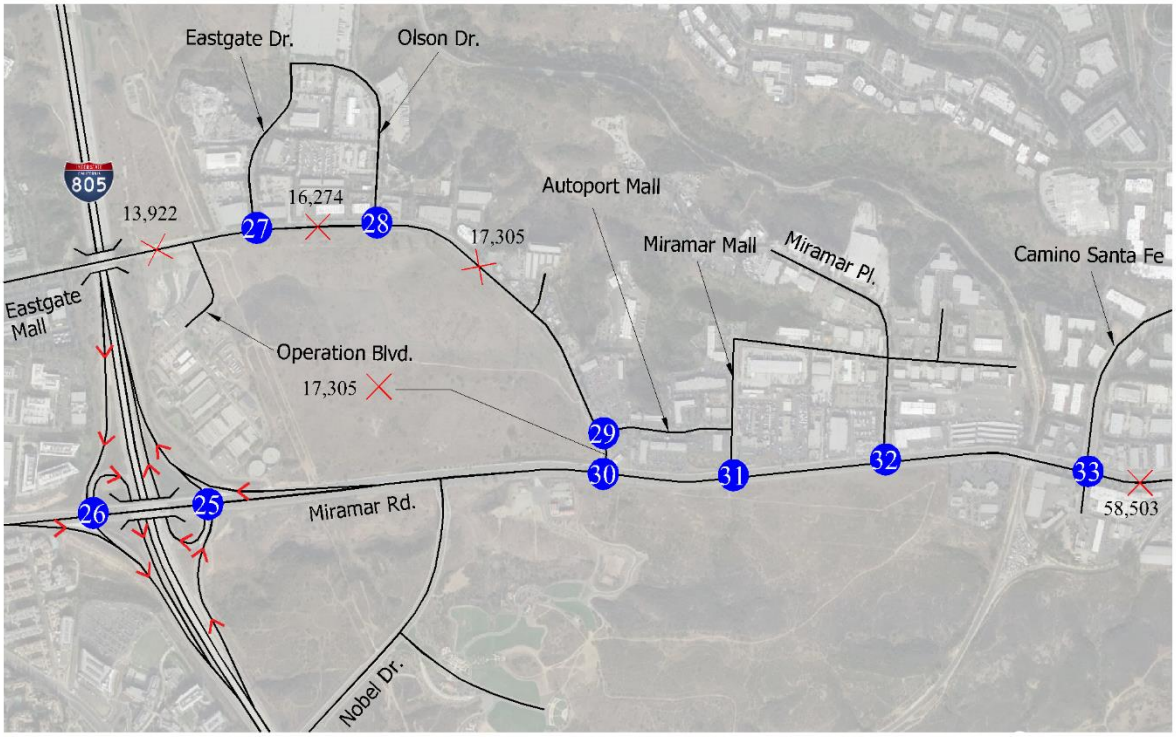
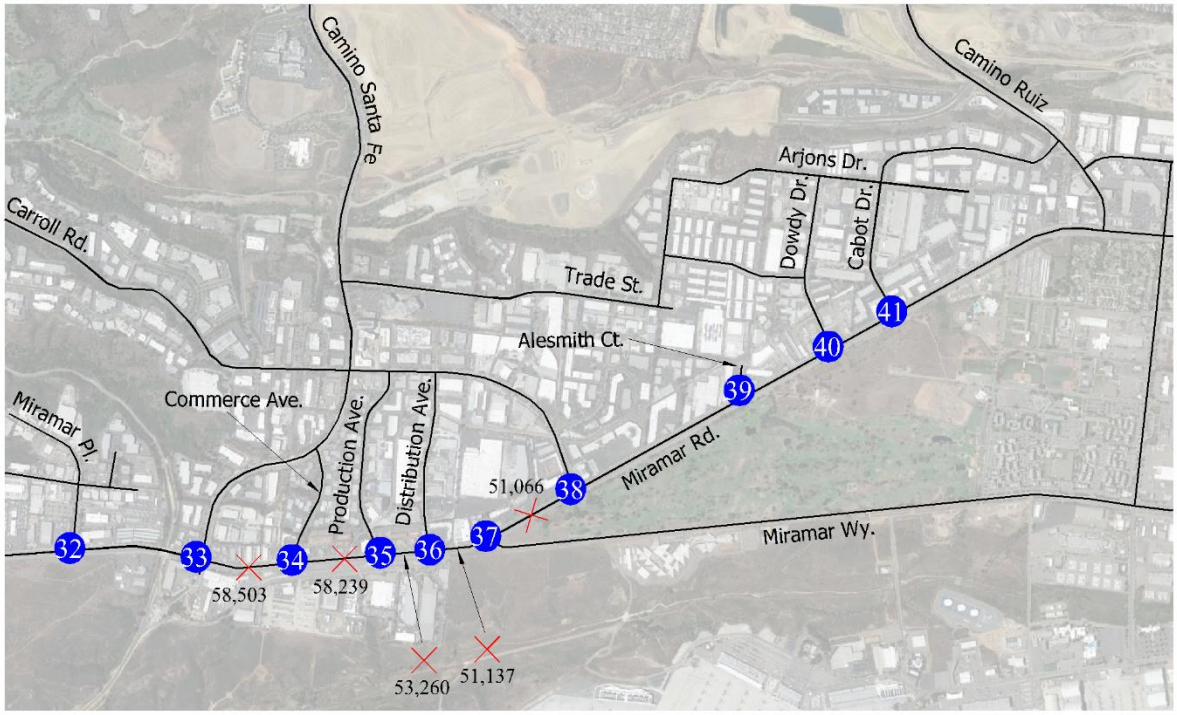


Figure 9-1: Horizon Year 2050 ADT Volumes (cont'd)



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Table 9-1: Horizon Year 2050 Roadway Segment Analysis

Road	Segment	Standard	# of Ln.	Roadway Classification	Capacity	*Year 2050 Volume	**Analysis Volume	V/C	LOS
Towne Centre Drive	Northern Terminus - Westerra Court	SD	2	2-C (w/o TWLTL)	8,000	*11,677*	11,677	1.460	F
Towne Centre Drive	Westerra Court - Eastgate Mini Park	SD	2	2-C (w/o TWLTL)	8,000	*11,677*	11,677	1.460	F
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	SD	2	2-C (w/ TWLTL)	15,000	*11,677*	11,677	0.778	D
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	SD	2	2-C (w/ TWLTL)	15,000	*9,424*	9,844	0.656	D
Eastgate Mall	Regents Road - Genesee Avenue	SD	2	2-C (w/ TWLTL)	15,000	*8,497*	8,497	0.566	C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	SD	4	4-C (w/ TWLTL)	30,000	*15,681*	16,885	0.563	C
Eastgate Mall	I-805 Overpass - Operation Boulevard	SD	2	2-C (w/o fronting property)	10,000	*13,562*	13,922	1.392	F
Eastgate Mall	Operation Boulevard - Olson Drive	SD	2	2-C (w/ TWLTL)	15,000	*15,460*	16,274	1.085	F
Eastgate Mall	Olson Drive - Autoport Mall	SD	2	2-C (w/ TWLTL)	15,000	*17,305*	17,305	1.154	F
Eastgate Mall	Autoport Mall - Miramar Road	SD	2	2-C (w/ TWLTL)	15,000	*17,305*	17,305	1.154	F
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	SD	6	6-MA	50,000	*56,033*	58,503	1.170	F
Miramar Road	Commerce Avenue - Production Avenue	SD	6	6-MA	50,000	*54,568*	58,239	1.165	F
Miramar Road	Production Avenue - Distribution Avenue	SD	6	6-MA	50,000	*49,133*	53,260	1.065	F
Miramar Road	Distribution Avenue - Miramar Way	SD	6	6-MA	50,000	*47,373*	51,137	1.023	F
Miramar Road	Miramar Way - Carroll Road	SD	6	6-MA	50,000	*47,027*	51,066	1.021	F
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	SD	8	7-MA	55,000	*69,682*	71,617	1.302	F

Legend:

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane

2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane

2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

*Year 2050 street segment volumes are calculated by applying a compoung growth rate to Existing (Year 2022) volumes for each individual street segment over the course of 28 years (number of years between Year 2022 and Year 2050), which has been calculated by comparing the street segment volume growth between SANDAG TFIC Series 14 Year 2016 and Year 2050 models.

**For the roadway segments where the methodology described above resulted in a street segment volume of Year 2050 conditions lower than the Near-Term (Opening Day Year 2027) street segment volume, the higher Near-Term volume is used as a substitute as a conservative approach.

9.5 Intersections

Intersection peak hour traffic volumes for Horizon Year 2050 conditions at the studied intersections are shown in **Figure 9-2**.

No changes are assumed to the intersection configurations within the study area between Existing and Horizon Year 2050 conditions.

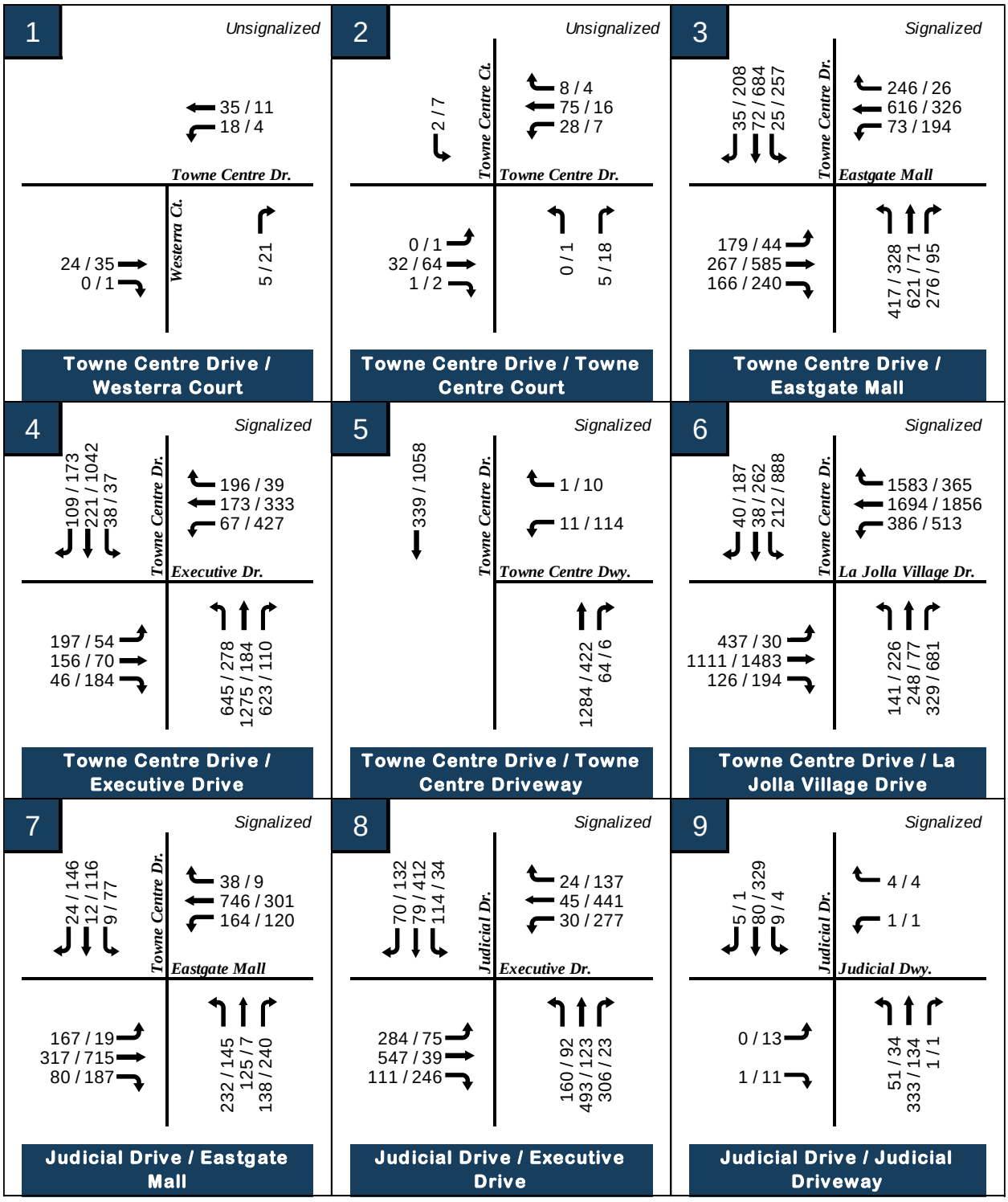
Table 9-2 shows the Horizon Year 2050 intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Towne Centre Dr. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Towne Centre Dr. / Executive Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS E*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Regents Rd. / Regents Park Row
    - PM Peak Hour – *LOS E*
- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Eastgate Mall / Eastgate Dr.
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Eastgate Mall
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

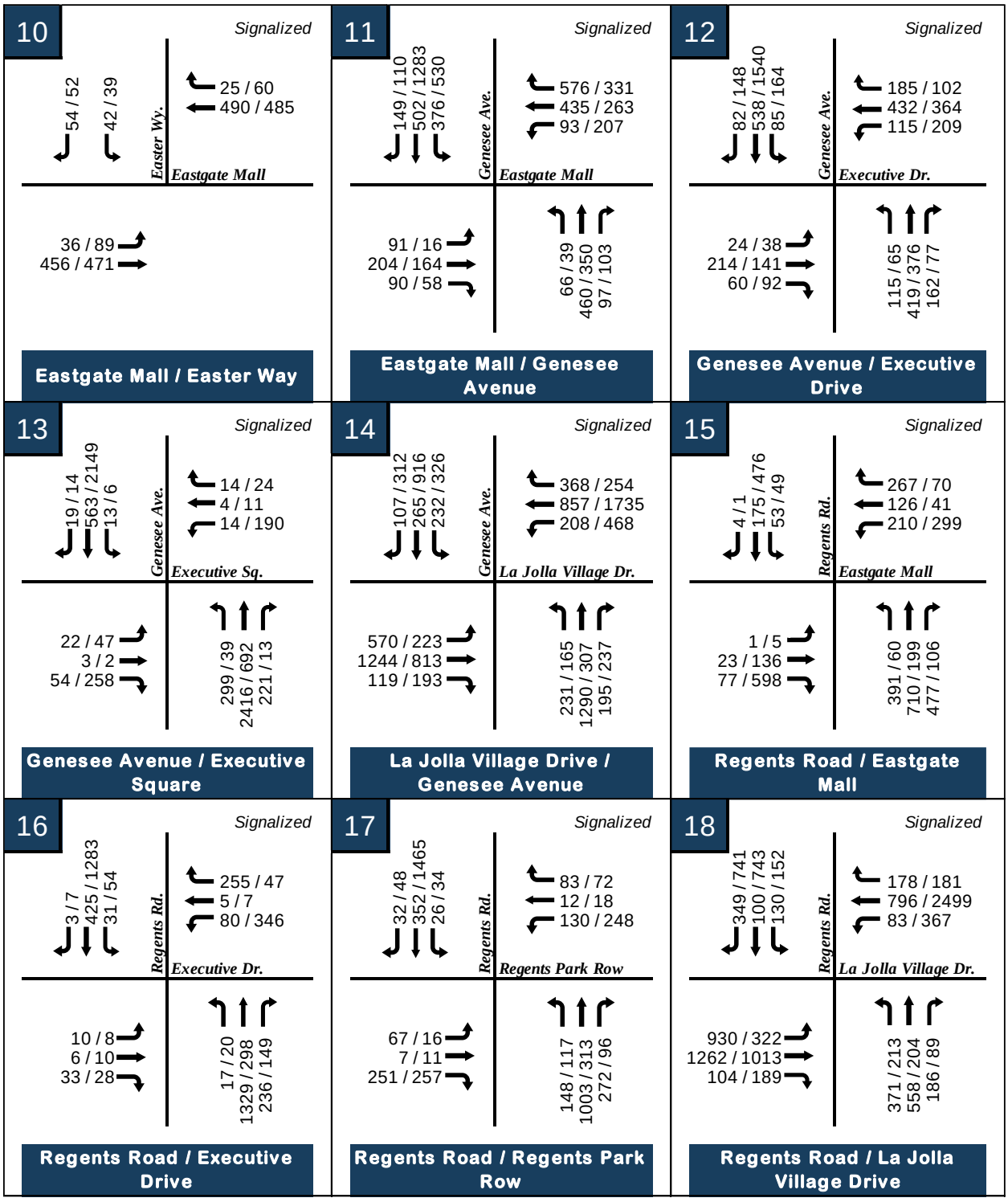
Refer to **Appendix L** for the Synchro worksheets of Horizon Year 2050 conditions.

Figure 9-2: Horizon Year 2050 AM/PM Peak Hour Volumes



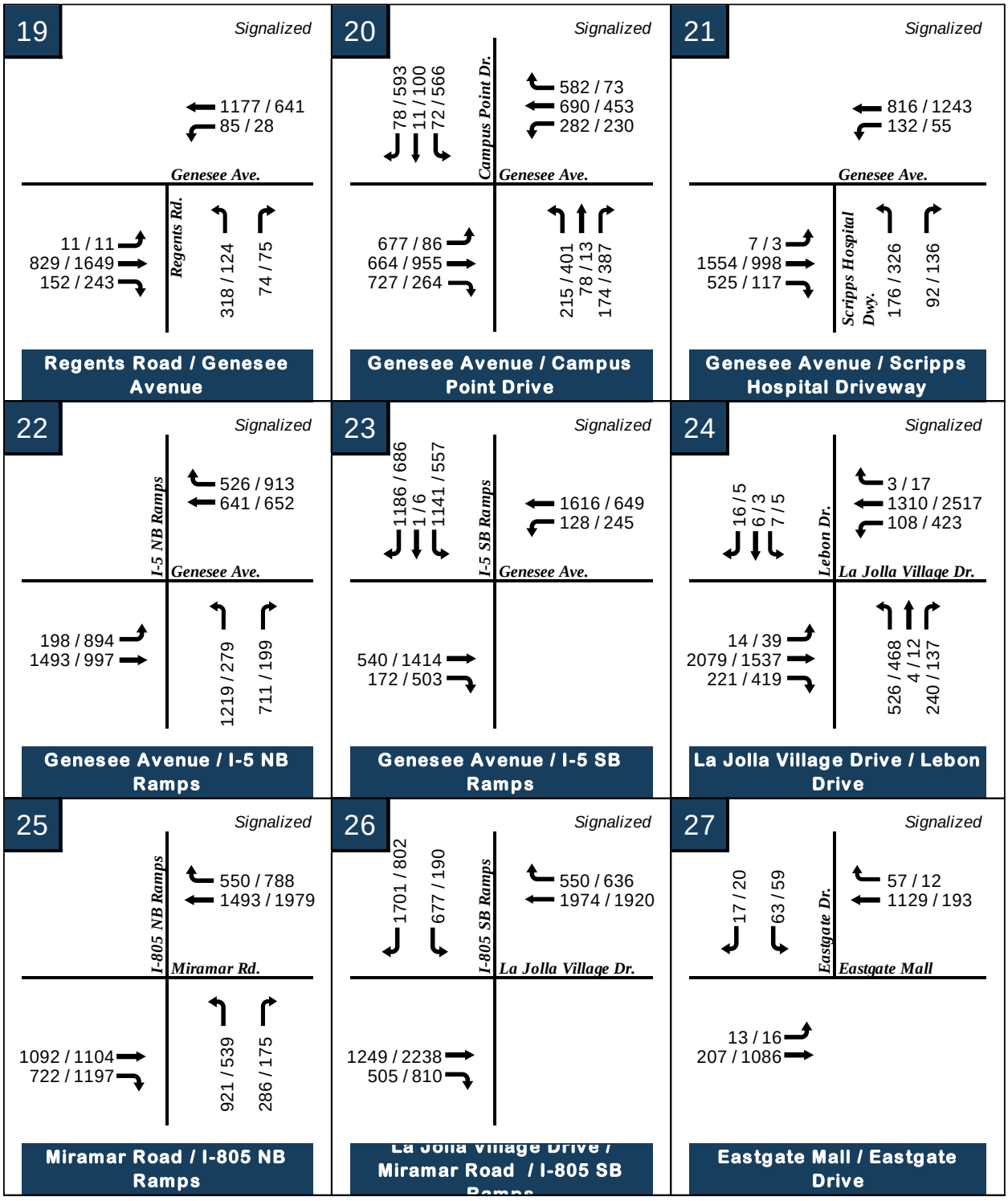
XX / XX = AM / PM Peak hour volumes

Figure 9-2: Horizon Year 2050 AM / PM Peak Hour Volumes (cont'd)



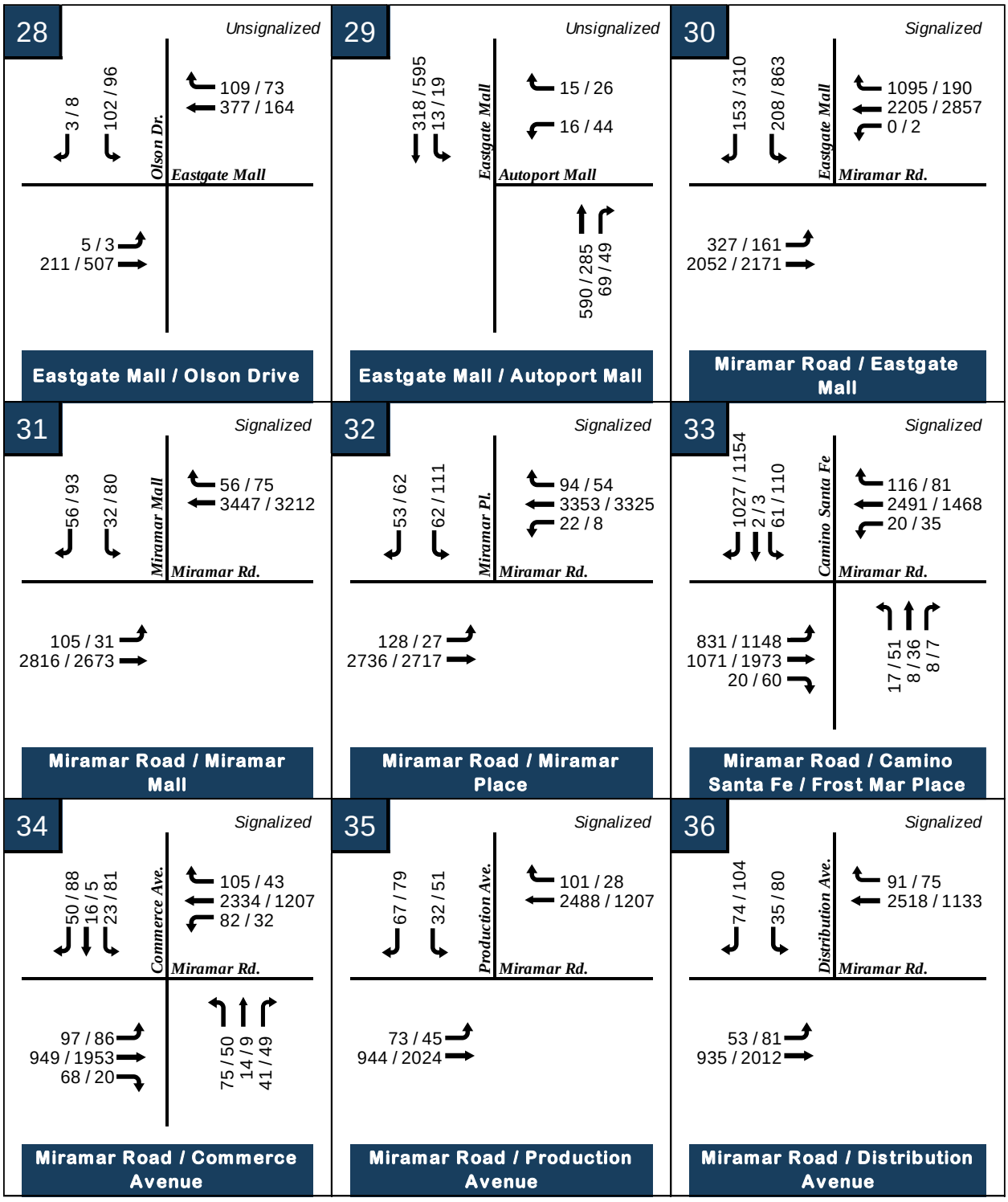
XX / XX = AM / PM Peak hour volumes

Figure 9-2: Horizon Year 2050 AM / PM Peak Hour Volumes (cont'd)



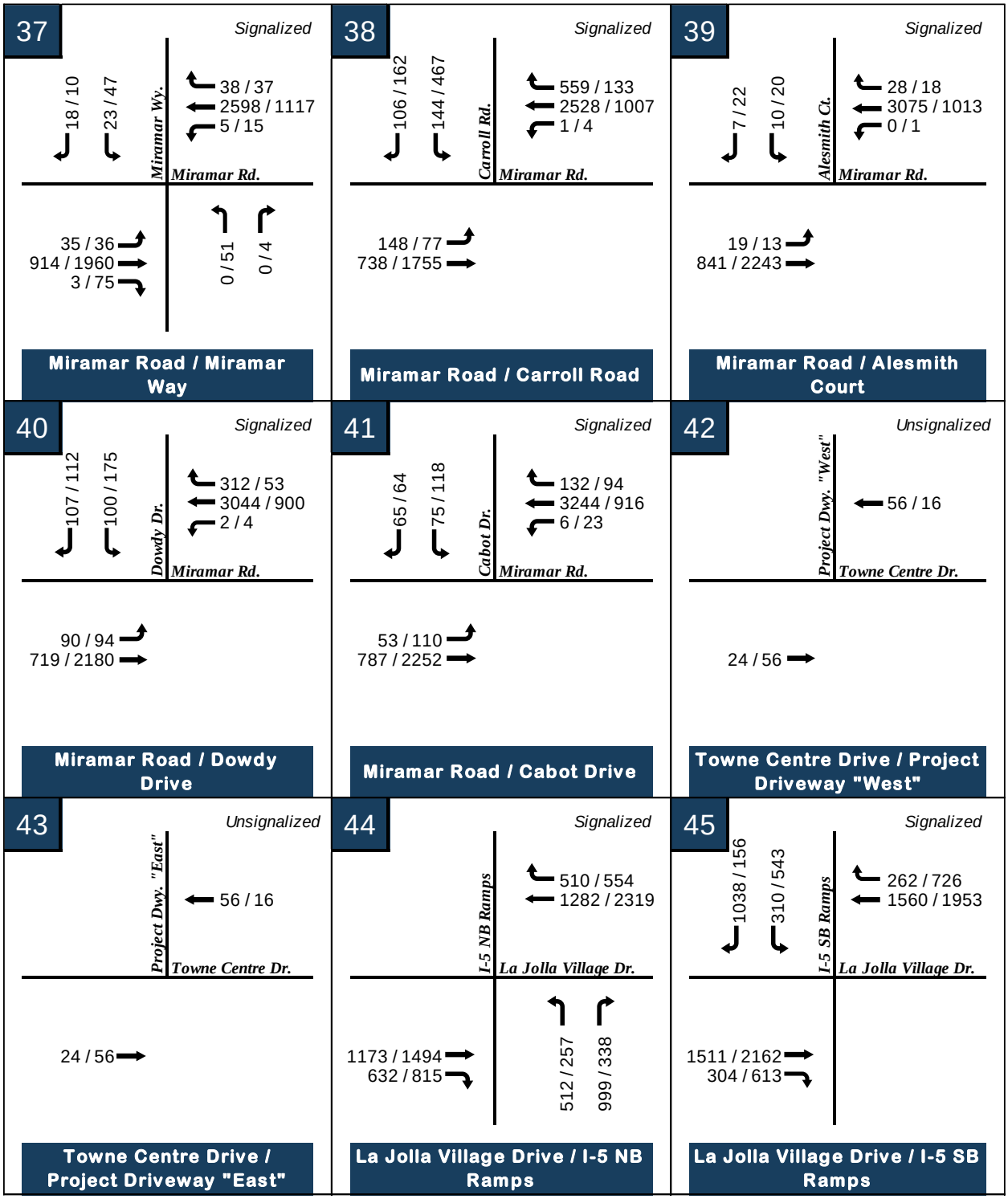
XX / XX = AM / PM Peak hour volumes

Figure 9-2: Horizon Year 2050 AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 9-2: Horizon Year 2050 AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Table 9-2: Horizon Year 2050 Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Towne Centre Drive / Westerra Court	Unsignalized	8.5	A	8.7	A
2	Towne Centre Drive / Towne Centre Court	Unsignalized	10.2	B	9.7	A
3	Towne Centre Drive / Eastgate Mall	Signalized	42.9	D	77.9	E
4	Towne Centre Drive / Executive Drive	Signalized	67.4	E	137.7	F
5	Towne Centre Drive / Towne Centre Driveway	Signalized	5.0	A	5.6	A
6	Towne Centre Drive / La Jolla Village Drive	Signalized	56.2	E	103.7	F
7	Judicial Drive / Eastgate Mall	Signalized	171.2	F	65.2	E
8*	Judicial Drive / Executive Drive	Signalized	90.3	F	98.0	F
9	Judicial Drive / Judicial Driveway	Signalized	7.2	A	7.6	A
10	Eastgate Mall / Easter Way	Signalized	5.1	A	5.4	A
11	Eastgate Mall / Genesee Avenue	Signalized	58.8	E	43.6	D
12	Genesee Avenue / Executive Drive	Signalized	33.3	C	24.5	C
13	Genesee Avenue / Executive Square	Signalized	29.7	C	45.1	D
14	La Jolla Village Drive / Genesee Avenue	Signalized	53.4	D	39.1	D
15	Regents Road / Eastgate Mall	Signalized	36.4	D	75.0	E
16	Regents Road / Executive Drive	Signalized	51.8	D	18.4	B
17	Regents Road / Regents Park Row	Signalized	24.2	C	73.5	E
18	Regents Road / La Jolla Village Drive	Signalized	75.5	E	101.8	F
19	Regents Road / Genesee Avenue	Signalized	23.6	C	21.8	C
20*	Genesee Avenue / Campus Point Drive	Signalized	51.9	D	49.7	D
21**	Genesee Avenue / Scripps Hospital Driveway	Signalized	16.5	B	16.1	B
22	Genesee Avenue / I-5 NB Ramps	Signalized	32.6	C	43.8	D
23	Genesee Avenue / I-5 SB Ramps	Signalized	26.5	C	24.3	C
24*	La Jolla Village Drive / Lebon Drive	Signalized	39.8	D	40.3	D
25	Miramar Road / I-805 NB Ramps	Signalized	16.2	B	13.0	B
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Signalized	38.4	D	11.1	B
27	Eastgate Mall / Eastgate Drive	Signalized	61.2	E	34.4	C
28	Eastgate Mall / Olson Drive	Unsignalized	19.9	C	21.0	C
29	Eastgate Mall / Autoport Mall	Unsignalized	15.8	C	14.9	B
30**	Miramar Road / Eastgate Mall	Signalized	58.0	E	43.7	D
31	Miramar Road / Miramar Mall	Signalized	32.2	C	26.7	C
32**	Miramar Road / Miramar Place	Signalized	52.5	D	19.9	B
33*	Miramar Road / Camino Santa Fe / Frost Mar Place	Signalized	148.9	F	85.5	F
34	Miramar Road / Commerce Avenue	Signalized	17.6	B	32.1	C
35	Miramar Road / Production Avenue	Signalized	22.0	C	25.8	C
36	Miramar Road / Distribution Avenue	Signalized	16.5	B	11.5	B
37	Miramar Road / Miramar Way	Signalized	42.5	D	43.9	D
38**	Miramar Road / Carroll Road	Signalized	17.0	B	22.5	C
39**	Miramar Road / Alesmith Court	Signalized	24.4	C	13.7	B
40**	Miramar Road / Dowdy Drive	Signalized	19.1	B	18.9	B
41**	Miramar Road / Cabot Drive	Signalized	46.2	D	21.1	C
42	Towne Centre Drive / Project Driveway "West"	DNE	-	-	-	-
43	Towne Centre Drive / Project Driveway "East"	DNE	-	-	-	-
44	La Jolla Village Drive / I-5 NB Ramps	Signalized	41.8	D	42.7	D
45	La Jolla Village Drive / I-5 SB Ramps	Signalized	34.3	C	38.5	D

Notes:

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

*Intersection phasing has been modified to allow the intersection to be analyzed with HCM 6th Methodology.

**Dummy intersection legs have been added to the intersection to allow U-turn movements to be analyzed as left-turn movements

10.0 HORIZON YEAR 2050 WITH PROJECT

The purpose of this chapter is to evaluate roadway segments and intersections within the project's study area in the Horizon Year 2050 With Project scenario. The Project traffic was added to the Horizon Year 2050 traffic to determine if any transportation infrastructure improvements would be triggered by the Project.

10.1 Pedestrian Facilities

No changes are assumed to pedestrian facilities within the immediate Project vicinity between Horizon Year 2050 and Horizon Year 2050 With Project conditions.

10.2 Bicycle Facilities

No changes are assumed to bicycle facilities within the immediate Project vicinity between Horizon Year 2050 and Horizon Year 2050 With Project conditions.

10.3 Transit Facilities

No changes are assumed to transit facilities within the immediate Project vicinity between Horizon Year 2050 and Horizon Year 2050 With Project conditions.

10.4 Roadway Segments

No changes are assumed to the roadway segments within the Project vicinity between Horizon Year 2050 and Horizon Year 2050 With Project conditions.

Figure 10-1 displays the Horizon Year 2050 With Project ADT volumes for the study roadway segments.

Table 10-1 summarizes the roadway segment analysis for Horizon Year 2050 With Project conditions. Based on Horizon Year 2050 With Project volumes and the City's roadway segment classification thresholds, the roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Horizon Year 2050 With Project condition, except for the following:

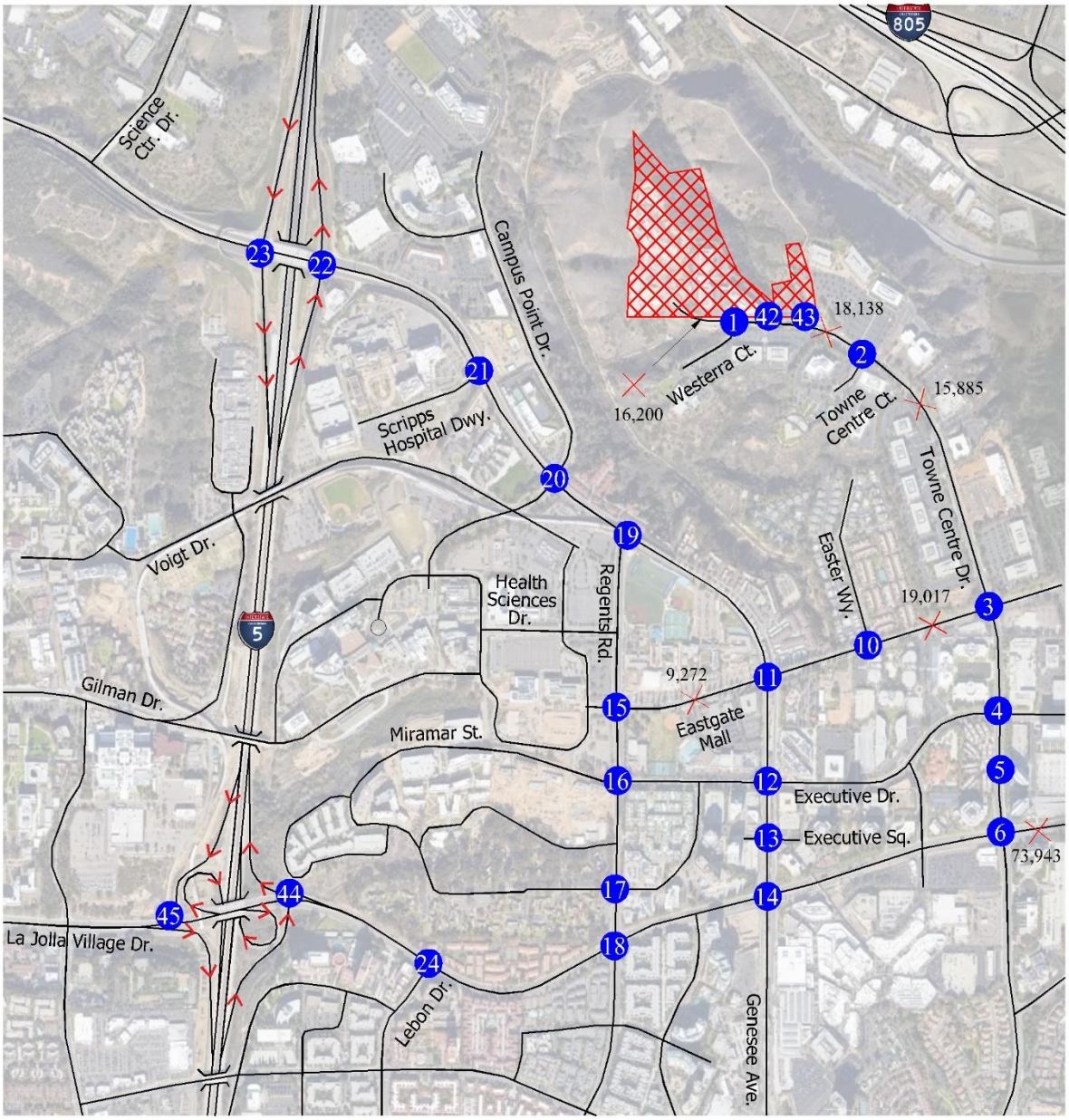
- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
  - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
  - *LOS F*
- Towne Centre Dr. (Eastgate Mini Park – Towne Centre Ct.)
  - *LOS F*
- Towne Centre Dr. (Towne Centre Court – 9665 Towne Centre Dr.)
  - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - *LOS F*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
  - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
  - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
  - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
  - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)

- *LOS F*

- Miramar Rd. (Miramar Wy. – Carroll Rd.)
  - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
  - *LOS F*

Table 10-2 shows a roadway segment comparison table for Horizon Year 2050 and Horizon Year 2050 With Project conditions. As shown in the table, no study roadway segment is identified to be subjected to a Project traffic ADT consisting of more than 50% of the total roadway segment ADT.

Figure 10-1: Horizon Year 2050 With Project ADT Volumes



Legend

= Project Location

= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

NO SCALE

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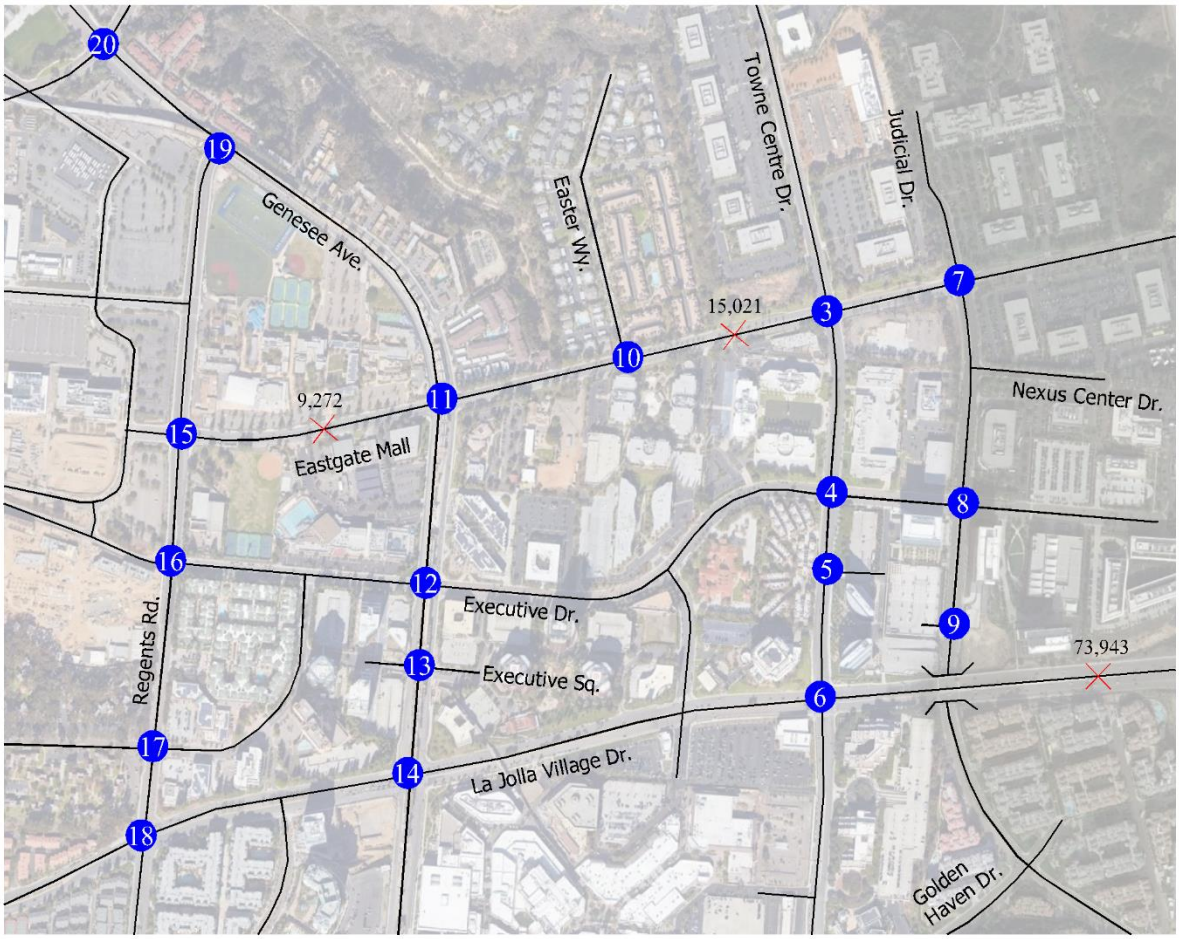
Figure 10-1: Horizon Year 2050 With Project ADT Volumes (cont'd)



Legend

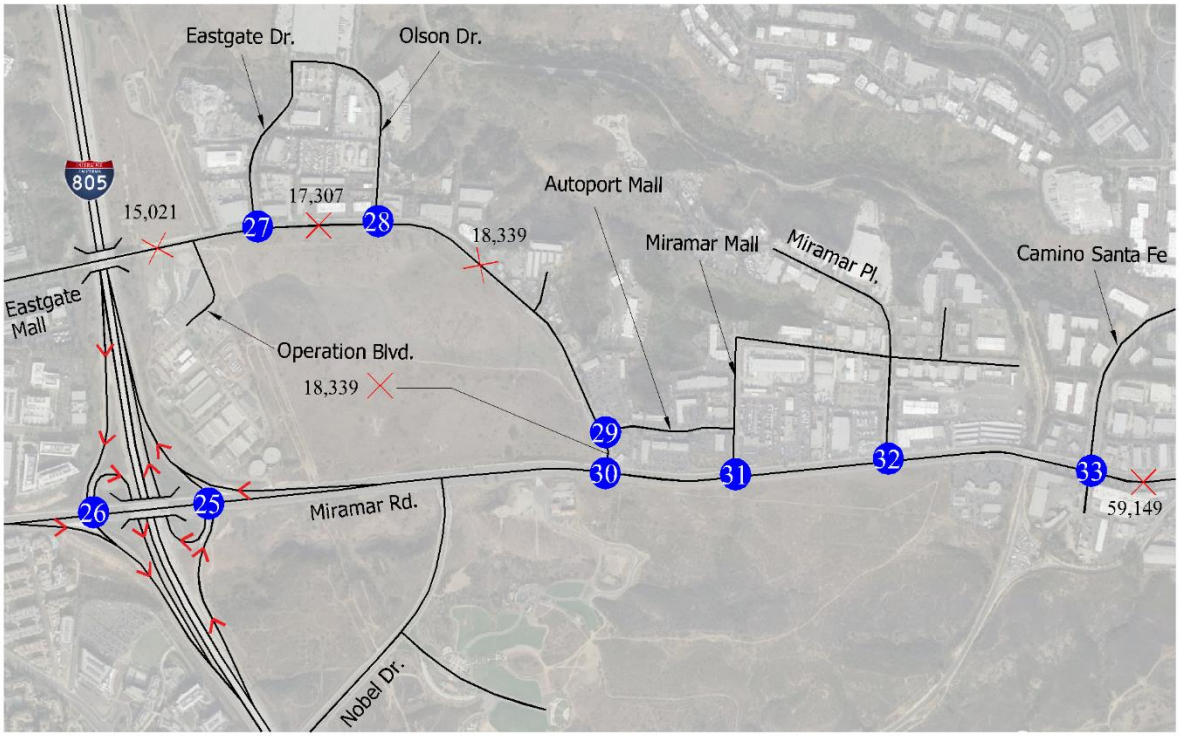
× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 10-1: Horizon Year 2050 With Project ADT Volumes (cont'd)



Legend

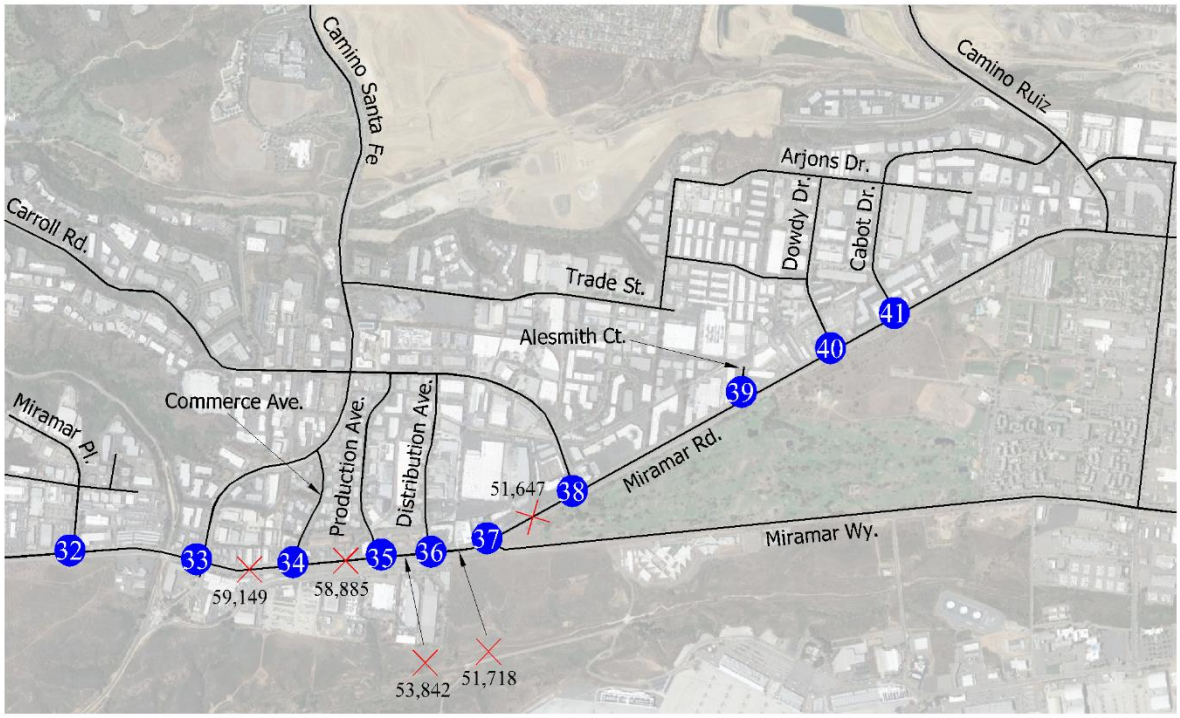
= Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

Figure 10-1: Horizon Year 2050 With Project ADT Volumes (cont'd)



Legend

× = Study Street Segment

= Study Intersection

XX,XXX = ADT Number

N
NO SCALE

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Table 10-1: Horizon Year 2050 With Project Roadway Segment Analysis

Road	Segment	Standard	# of Ln.	Roadway Classification	Capacity	Volume	V/C	LOS
Towne Centre Drive	Northern Terminus - Westerra Court	SD	2	2-C (w/o TWLTL)	8,000	16,200	2.025	F
Towne Centre Drive	Westerra Court - Eastgate Mini Park	SD	2	2-C (w/o TWLTL)	8,000	18,138	2.267	F
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	SD	2	2-C (w/ TWLTL)	15,000	18,138	1.209	F
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	SD	2	2-C (w/ TWLTL)	15,000	16,305	1.087	F
Eastgate Mall	Regents Road - Genesee Avenue	SD	2	2-C (w/ TWLTL)	15,000	9,272	0.618	C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	SD	4	4-C (w/ TWLTL)	30,000	19,017	0.634	C
Eastgate Mall	I-805 Overpass - Operation Boulevard	SD	2	2-C (w/o fronting property)	10,000	15,021	1.502	F
Eastgate Mall	Operation Boulevard - Olson Drive	SD	2	2-C (w/ TWLTL)	15,000	17,307	1.154	F
Eastgate Mall	Olson Drive - Autoport Mall	SD	2	2-C (w/ TWLTL)	15,000	18,339	1.223	F
Eastgate Mall	Autoport Mall - Miramar Road	SD	2	2-C (w/ TWLTL)	15,000	18,339	1.223	F
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	SD	6	6-MA	50,000	59,149	1.183	F
Miramar Road	Commerce Avenue - Production Avenue	SD	6	6-MA	50,000	58,885	1.178	F
Miramar Road	Production Avenue - Distribution Avenue	SD	6	6-MA	50,000	53,842	1.077	F
Miramar Road	Distribution Avenue - Miramar Way	SD	6	6-MA	50,000	51,718	1.034	F
Miramar Road	Miramar Way - Carroll Road	SD	6	6-MA	50,000	51,647	1.033	F
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	SD	8	7-MA	55,000	73,943	1.344	F

Legend:

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane

2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane

2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane

2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Table 10-2: Horizon Year 2050 and Horizon Year 2050 With Project Roadway Segment Analysis Comparison

Road	Segment	# of Ln.	Capacity	Roadway Classification	Year 2050			Year 2050 + Project			ΔV/C	% of Total ADT	Does the Segment have identified improvements in Community Plan?	Source of Identified Improvement	Identified Improvement
					LOS	Volume	V/C	LOS	Volume	V/C					
Towne Centre Drive	Northern Terminus - Westerra Court	2	8,000	2-C (w/o TWLTL)	F	11,677	1.460	F	16,200	2.025	0.565	27.9%	**No**	-	-
Towne Centre Drive	Westerra Court - Eastgate Mini Park	2	8,000	2-C (w/o TWLTL)	F	11,677	1.460	F	18,138	2.267	0.808	35.6%	**No**	-	-
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	2	15,000	2-C (w/ TWLTL)	D	11,677	0.778	F	18,138	1.209	0.431	35.6%	**Yes**	University Community Plan (Fig. 20)	4-MA
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	2	15,000	2-C (w/ TWLTL)	D	9,844	0.656	F	16,305	1.087	0.431	39.6%	**Yes**	University Community Plan (Fig. 20)	4-MA
Eastgate Mall	Regents Road - Genesee Avenue	2	15,000	2-C (w/ TWLTL)	C	8,497	0.566	C	9,272	0.618	0.052	8.4%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	4	30,000	4-C (w/ TWLTL)	C	16,885	0.563	C	19,017	0.634	0.071	11.2%	**Yes**	University Community Plan (Fig. 20)	4-M
Eastgate Mall	I-805 Overpass - Operation Boulevard	2	10,000	2-C (w/o fronting property)	F	13,922	1.392	F	15,021	1.502	0.110	7.3%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Operation Boulevard - Olson Drive	2	15,000	2-C (w/ TWLTL)	F	16,274	1.085	F	17,307	1.154	0.069	6.0%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Olson Drive - Autoport Mall	2	15,000	2-C (w/ TWLTL)	F	17,305	1.154	F	18,339	1.223	0.069	5.6%	**Yes**	University Community Plan (Fig. 20)	4-C
Eastgate Mall	Autoport Mall - Miramar Road	2	15,000	2-C (w/ TWLTL)	F	17,305	1.154	F	18,339	1.223	0.069	5.6%	**Yes**	University Community Plan (Fig. 20)	4-C
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	6	50,000	6-MA	F	58,503	1.170	F	59,149	1.183	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Commerce Avenue - Production Avenue	6	50,000	6-MA	F	58,239	1.165	F	58,885	1.178	0.013	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Production Avenue - Distribution Avenue	6	50,000	6-MA	F	53,260	1.065	F	53,842	1.077	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Distribution Avenue - Miramar Way	6	50,000	6-MA	F	51,137	1.023	F	51,718	1.034	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
Miramar Road	Miramar Way - Carroll Road	6	50,000	6-MA	F	51,066	1.021	F	51,647	1.033	0.012	1.1%	**Yes**	Mira Mesa Community Plan (Fig. 10)	8-PA
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	8	55,000	7-MA	F	71,617	1.302	F	73,943	1.344	0.042	3.1%	**Yes**	University Community Plan (Fig. 20)	8-PA

Legend:

LOS= Level of Service
V/C= Volume to Capacity Ratio
ΔV/C= Change in V/C ratio
7-MA = 7-Lane Major Arterial
6-MA = 6-Lane Major Arterial
4-C (w/ TWLTL) = 4-Lane Collector with Two-Way Left-Turn Lane
2-C (w/ TWLTL) = 2-Lane Collector with Two-Way Left-Turn Lane
2-C (w/o TWLTL) = 2-Lane Collector without Two-Way Left-Turn Lane
2-C (w/o fronting property) = 2-Lane Collector with no fronting property

Notes:

Identified improvements in the Community Plans have been referenced from the following sources:

A) Mira Mesa Community Plan (*April 2011*)
B) University Community Plan (*November 2019*)

10.5 Intersections

Changes are assumed within the Project vicinity between Horizon Year 2050 and Horizon Year 2050 With Project conditions for the intersection of Towne Centre Drive at Westerra Court. This "t-shaped" intersection currently operates as a two-way stop-controlled intersection with stop-control for the south leg of the intersection along Westerra Court. The Project will vacate the portion of Towne Center Drive from Westerra Court to the existing cul-de-sac at the end of Towne Center Drive. The existing terminus to Towne Centre Drive within the Project site will be removed and the public right-of-way, west of Westerra Court, will become part of the Project site. The intersection of Towne Centre Drive and Westerra Court will be modified, as necessary to accommodate vehicular and emergency access, but the lane configuration and intersection control will remain the same as the existing configuration.

Intersection peak hour traffic volumes for Horizon Year 2050 With Project conditions at the studied intersections are shown in **Figure 10-2**.

Table 10-3 shows the Horizon Year 2050 With Project intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

- Towne Centre Dr. / Towne Centre Ct.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*
- Towne Centre Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

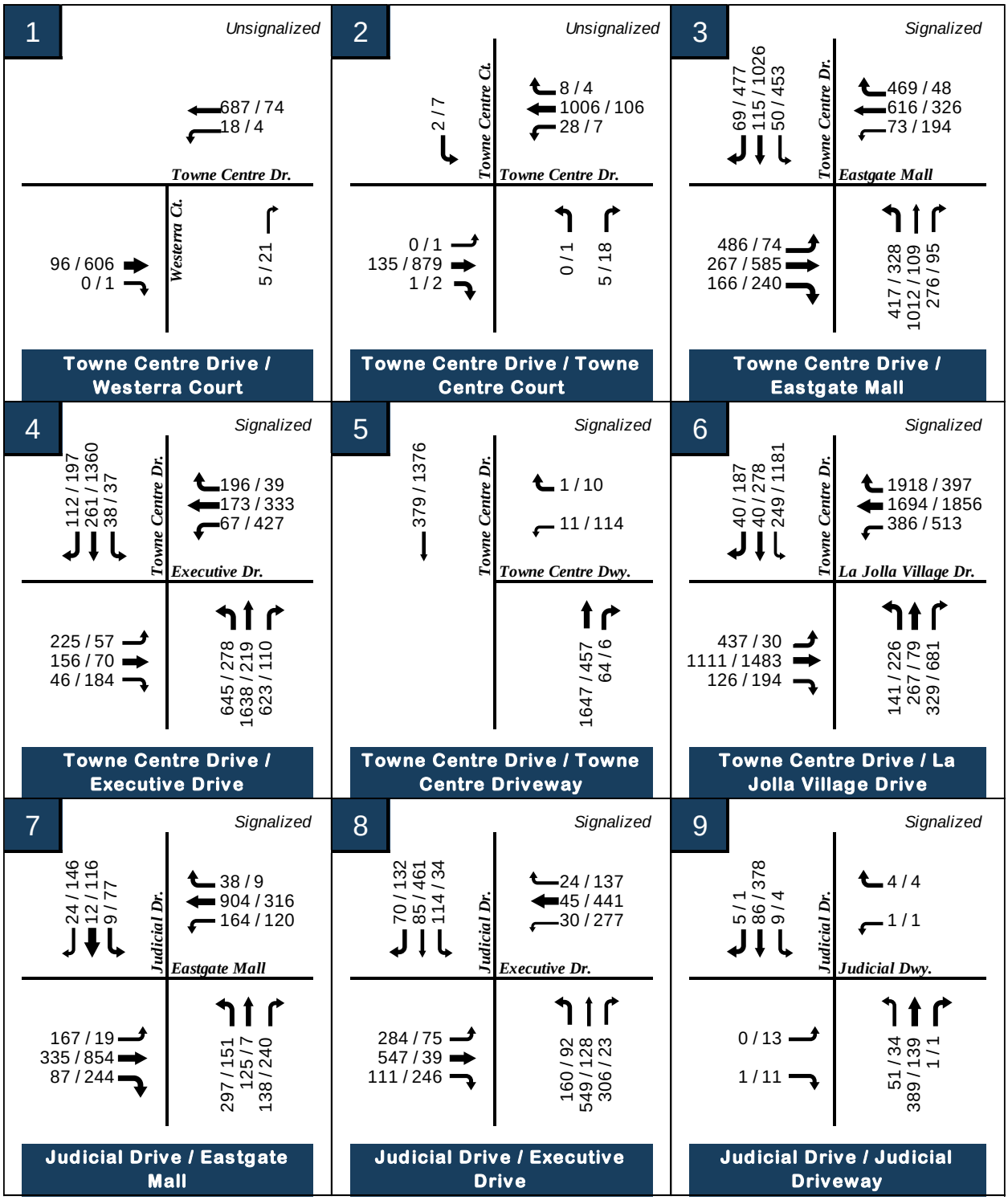
- Towne Centre Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS E*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Eastgate Mall
    - PM Peak Hour – *LOS F*
- Regents Rd. / Executive Dr.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Regents Park Row
    - PM Peak Hour – *LOS F*
- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

- Eastgate Mall / Eastgate Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Eastgate Mall
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Miramar Pl.
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

Table 10-4 shows the intersection AM / PM Peak Hour LOS comparison table for Horizon Year 2050 and Horizon Year 2050 With Project conditions.

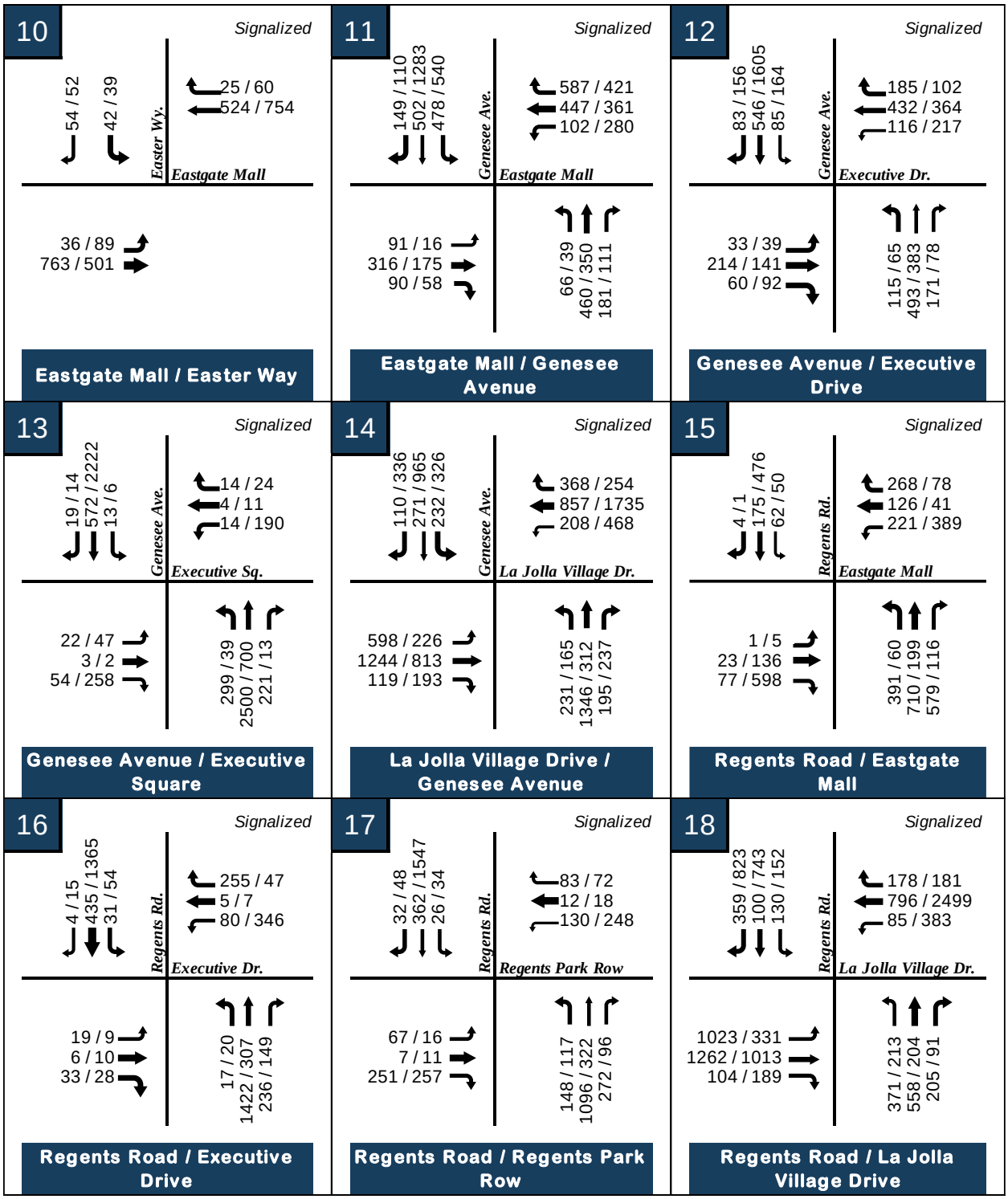
Refer to **Appendix M** for the Synchro worksheets of Horizon Year 2050 With Project conditions.

Figure 10-2: Horizon Year 2050 With Project AM/PM Peak Hour Volumes



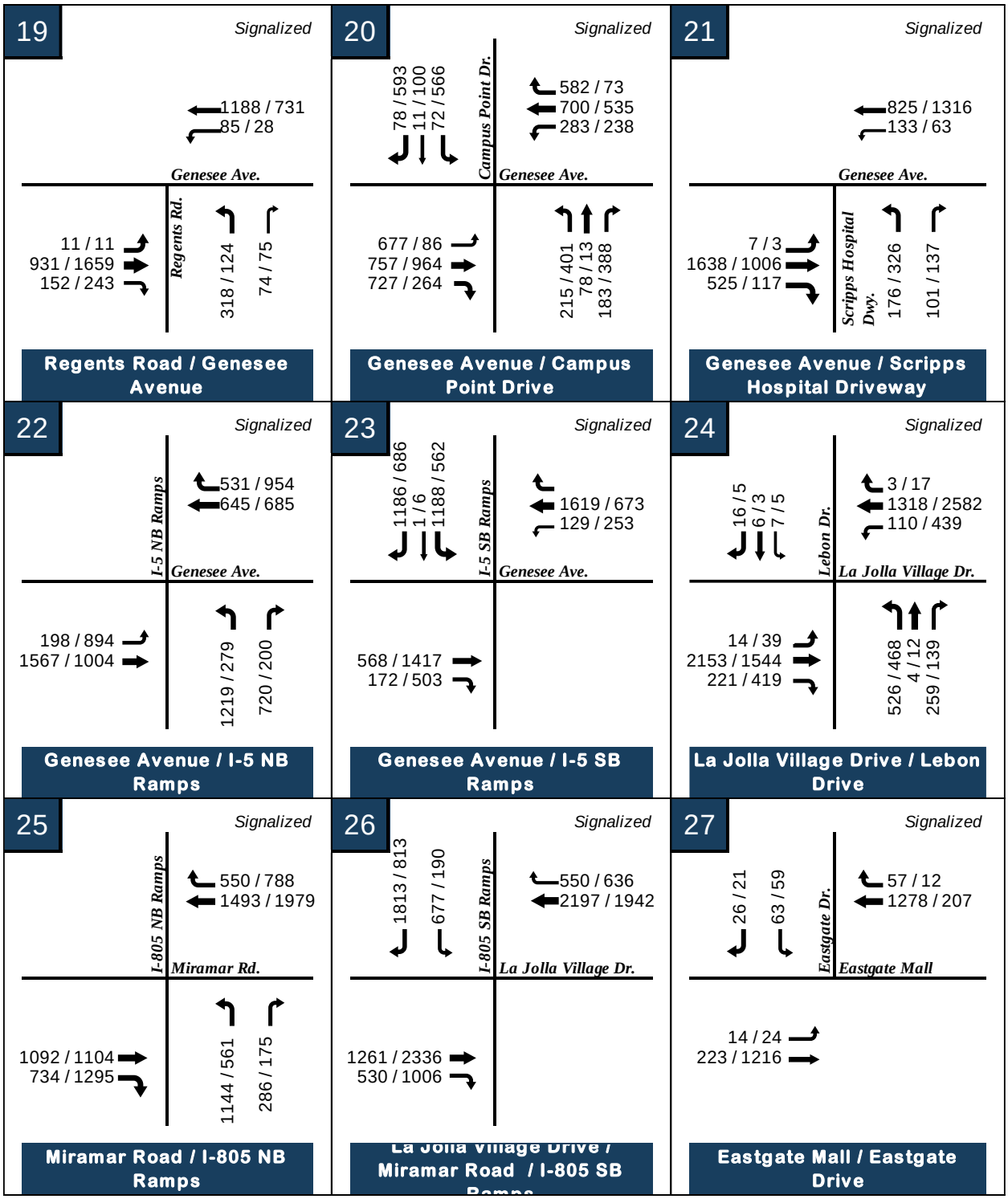
XX / XX = AM / PM Peak hour volumes

Figure 10-2: Horizon Year 2050 With Project AM / PM Peak Hour Volumes (cont'd)



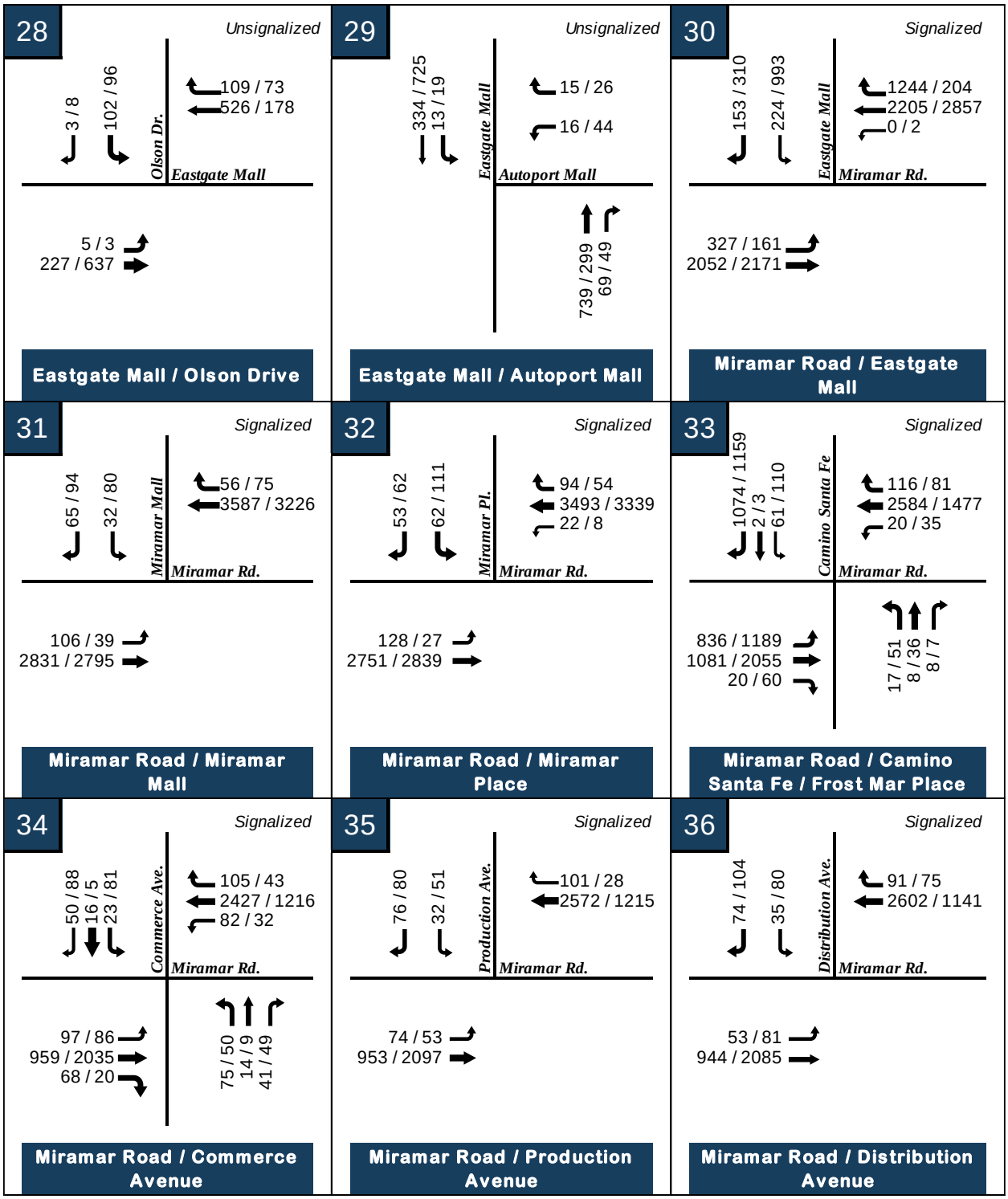
XX / XX = AM / PM Peak hour volumes

Figure 10-2: Horizon Year 2050 With Project AM / PM Peak Hour Volumes (cont'd)



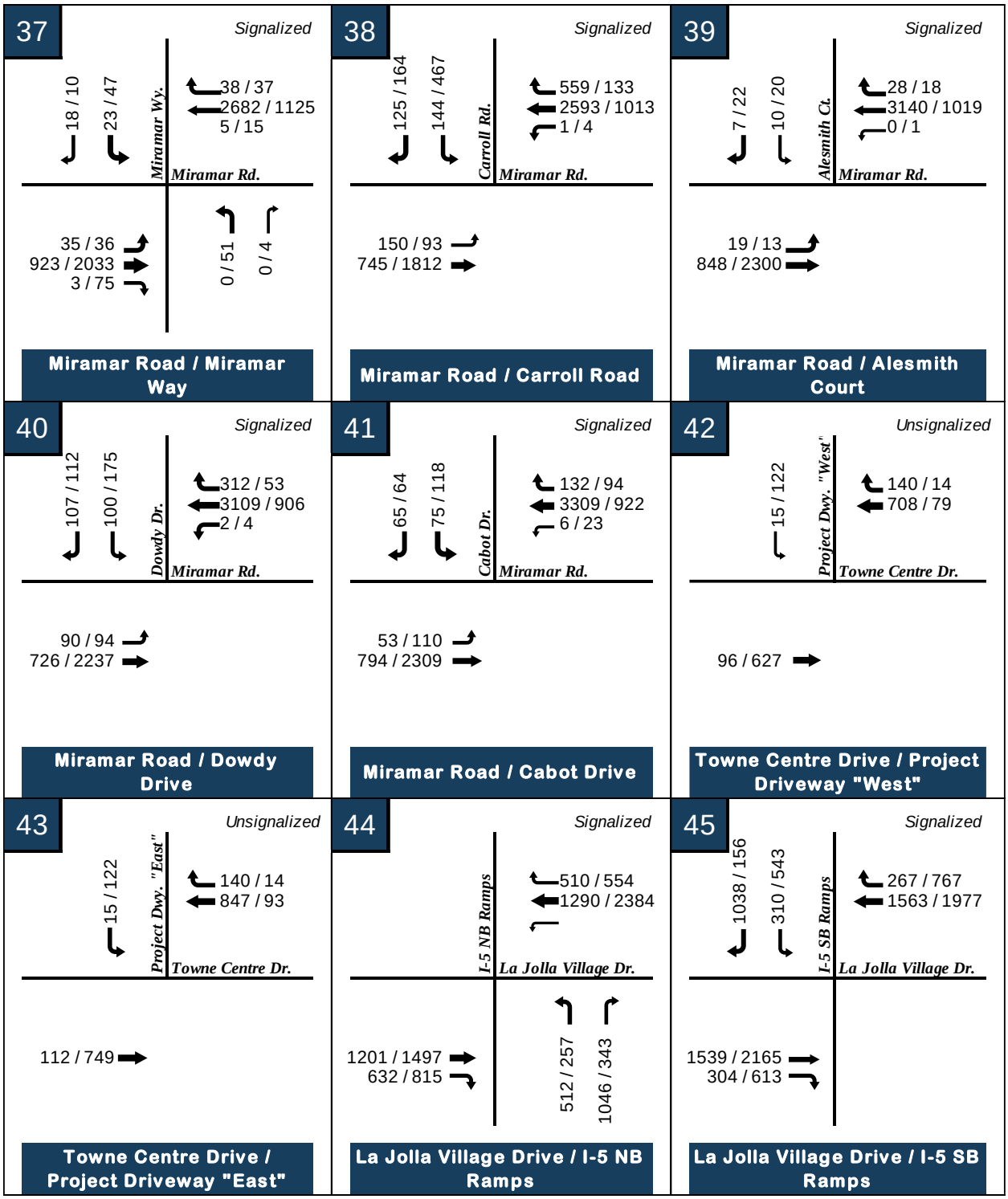
XX / XX = AM / PM Peak hour volumes

Figure 10-2: Horizon Year 2050 With Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 10-2: Horizon Year 2050 With Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Table 10-3: Horizon Year 2050 With Project Intersection Peak Hour Analysis

#	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Towne Centre Drive / Westerra Court	Unsignalized	9.1	A	17.1	C
2	Towne Centre Drive / Towne Centre Court	Unsignalized	47.8	E	39.0	E
3	Towne Centre Drive / Eastgate Mall	Signalized	99.0	F	156.2	F
4	Towne Centre Drive / Executive Drive	Signalized	99.5	F	194.2	F
5	Towne Centre Drive / Towne Centre Driveway	Signalized	8.0	A	6.8	A
6	Towne Centre Drive / La Jolla Village Drive	Signalized	89.6	F	138.1	F
7	Judicial Drive / Eastgate Mall	Signalized	239.5	F	71.5	E
8*	Judicial Drive / Executive Drive	Signalized	93.1	F	102.0	F
9	Judicial Drive / Judicial Driveway	Signalized	7.0	A	7.5	A
10	Eastgate Mall / Easter Way	Signalized	5.1	A	5.6	A
11	Eastgate Mall / Genesee Avenue	Signalized	77.2	E	44.1	D
12	Genesee Avenue / Executive Drive	Signalized	33.3	C	25.4	C
13	Genesee Avenue / Executive Square	Signalized	34.9	C	52.8	D
14	La Jolla Village Drive / Genesee Avenue	Signalized	54.7	D	39.6	D
15	Regents Road / Eastgate Mall	Signalized	40.6	D	94.7	F
16	Regents Road / Executive Drive	Signalized	66.9	E	20.2	C
17	Regents Road / Regents Park Row	Signalized	34.0	C	87.1	F
18	Regents Road / La Jolla Village Drive	Signalized	87.8	F	113.8	F
19	Regents Road / Genesee Avenue	Signalized	23.8	C	22.3	C
20*	Genesee Avenue / Campus Point Drive	Signalized	53.9	D	49.9	D
21**	Genesee Avenue / Scripps Hospital Driveway	Signalized	17.0	B	16.5	B
22	Genesee Avenue / I-5 NB Ramps	Signalized	33.0	C	49.5	D
23	Genesee Avenue / I-5 SB Ramps	Signalized	26.7	C	24.4	C
24*	La Jolla Village Drive / Lebon Drive	Signalized	42.2	D	41.6	D
25	Miramar Road / I-805 NB Ramps	Signalized	18.4	B	14.5	B
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramp	Signalized	50.7	D	11.5	B
27	Eastgate Mall / Eastgate Drive	Signalized	106.3	F	64.5	E
28	Eastgate Mall / Olson Drive	Unsignalized	27.8	D	27.7	D
29	Eastgate Mall / Autoport Mall	Unsignalized	19.0	C	16.3	C
30**	Miramar Road / Eastgate Mall	Signalized	77.8	E	53.8	D
31	Miramar Road / Miramar Mall	Signalized	42.4	D	37.7	D
32**	Miramar Road / Miramar Place	Signalized	62.2	E	20.2	C
33*	Miramar Road / Camino Santa Fe / Frost Mar Place	Signalized	162.4	F	90.2	F
34	Miramar Road / Commerce Avenue	Signalized	17.7	B	32.2	C
35	Miramar Road / Production Avenue	Signalized	23.1	C	26.7	C
36	Miramar Road / Distribution Avenue	Signalized	17.1	B	18.4	B
37	Miramar Road / Miramar Way	Signalized	47.7	D	45.9	D
38**	La Jolla Village Drive / I-5 NB Ramps	Signalized	17.8	B	22.8	C
39**	La Jolla Village Drive / I-5 SB Ramps	Signalized	28.6	C	13.9	B
40**	Miramar Road / Dowdy Drive	Signalized	20.1	C	18.9	B
41**	Miramar Road / Cabot Drive	Signalized	50.8	D	21.3	C
42	Towne Centre Drive / Project Driveway "West"	Unsignalized	18.2	C	20.3	C
43	Towne Centre Drive / Project Driveway "East"	Unsignalized	21.9	C	26.3	D
44	La Jolla Village Drive / I-5 NB Ramps	Signalized	47.7	D	43.6	D
45	La Jolla Village Drive / I-5 SB Ramps	Signalized	34.3	C	42.5	D

Notes:

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

*Intersection phasing has been modified to allow the intersection to be analyzed with HCM 6th Methodology.

**Dummy intersection legs have been added to the intersection to allow U-turn movements to be analyzed as left-turn movements

Table 10-4: Horizon Year 2050 and Horizon Year 2050 With Project Intersection Peak Hour Analysis Comparison

#	Intersection	Year 2050				Year 2050 + Project						Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?	***Not within a 1/2-mile distance of a Major Transit Stop*:** Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	PM Peak Hour		Δ			
		D	LOS	D	LOS	D	LOS		D	LOS				
1	Towne Centre Drive / Westerra Court	8.5	A	8.7	A	9.1	A	0.6	17.1	C	8.4	No	-	No / No
2	Towne Centre Drive / Towne Centre Court	10.2	B	9.7	A	47.8	E	37.6	39.0	E	29.3	No	-	Yes / No
3	Towne Centre Drive / Eastgate Mall	42.9	D	77.9	E	99.0	F	56.1	156.2	F	78.3	No	-	Yes / Yes
4	Towne Centre Drive / Executive Drive	67.4	E	137.7	F	99.5	F	32.1	194.2	F	56.5	Yes	Yes / Yes	-
5	Towne Centre Drive / Towne Centre Driveway	5.0	A	5.6	A	8.0	A	3.0	6.8	A	1.2	Yes	No / No	-
6	Towne Centre Drive / La Jolla Village Drive	56.2	E	103.7	F	89.6	F	33.4	138.1	F	34.4	Yes	Yes / Yes	-
7	Judicial Drive / Eastgate Mall	171.2	F	65.2	E	239.5	F	68.3	71.5	E	6.3	No	-	No / Yes
8	Judicial Drive / Executive Drive	90.3	F	98.0	F	93.1	F	2.8	102.0	F	4.0	No	-	No / Yes
9	Judicial Drive / Judicial Driveway	7.2	A	7.6	A	7.0	A	-0.2	7.5	A	-0.1	No	-	No / No
10	Eastgate Mall / Easter Way	5.1	A	5.4	A	5.1	A	0.0	5.6	A	0.2	Yes	No / No	-
11	Eastgate Mall / Genesee Avenue	58.8	E	43.6	D	77.2	E	18.4	44.1	D	0.5	Yes	No / No	-
12	Genesee Avenue / Executive Drive	33.3	C	24.5	C	33.3	C	0.0	25.4	C	0.9	Yes	No / No	-
13	Genesee Avenue / Executive Square	29.7	C	45.1	D	34.9	C	5.2	52.8	D	7.7	Yes	No / No	-
14	La Jolla Village Drive / Genesee Avenue	53.4	D	39.1	D	54.7	D	1.3	39.6	D	0.5	Yes	No / No	-
15	Regents Road / Eastgate Mall	36.4	D	75.0	E	40.6	D	4.2	94.7	F	19.7	Yes	Yes / No	-
16	Regents Road / Executive Drive	51.8	D	18.4	B	66.9	E	15.1	20.2	C	1.8	Yes	No / No	-
17	Regents Road / Regents Park Row	24.2	C	73.5	E	34.0	C	9.8	87.1	F	13.6	Yes	Yes / No	-
18	Regents Road / La Jolla Village Drive	75.5	E	101.8	F	87.8	F	12.3	113.8	F	12.0	Yes	Yes / Yes	-
19	Regents Road / Genesee Avenue	23.6	C	21.8	C	23.8	C	0.2	22.3	C	0.5	Yes	No / No	-
20	Genesee Avenue / Campus Point Drive	51.9	D	49.7	D	53.9	D	2.0	49.9	D	0.2	Yes	No / No	-
21	Genesee Avenue / Scripps Hospital Driveway	16.5	B	16.1	B	17.0	B	0.5	16.5	B	0.4	Yes	No / No	-
22	Genesee Avenue / I-5 NB Ramps	32.6	C	43.8	D	33.0	C	0.4	49.5	D	5.7	No	-	-
23	Genesee Avenue / I-5 SB Ramps	26.5	C	24.3	C	26.7	C	0.2	24.4	C	0.1	No	-	-
24	La Jolla Village Drive / Lebon Drive	39.8	D	40.3	D	42.2	D	2.4	41.6	D	1.3	No	-	-
25	Miramar Road / I-805 NB Ramps	16.2	B	13.0	B	18.4	B	2.2	14.5	B	1.5	No	-	-
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	38.4	D	11.1	B	50.7	D	12.3	11.5	B	0.4	No	-	-
27	Eastgate Mall / Eastgate Drive	61.2	E	34.4	C	106.3	F	45.1	64.5	E	30.1	No	-	Yes / Yes
28	Eastgate Mall / Olson Drive	19.9	C	21.0	C	27.8	D	7.9	27.7	D	6.7	No	-	-
29	Eastgate Mall / Autoport Mall	15.8	C	14.9	B	19.0	C	3.2	16.3	C	1.4	No	-	No / No
30	Miramar Road / Eastgate Mall	58.0	E	43.7	D	77.8	E	19.8	53.8	D	10.1	No	-	No / Yes
31	Miramar Road / Miramar Mall	32.2	C	26.7	C	42.4	D	10.2	37.7	D	11.0	No	-	No / No
32	Miramar Road / Miramar Place	52.5	D	19.9	B	62.2	E	9.7	20.2	C	0.3	No	-	Yes / No
33	Miramar Road / Camino Santa Fe / Frost Mar Place	148.9	F	85.5	F	162.4	F	13.5	90.2	F	4.7	No	-	No / Yes
34	Miramar Road / Commerce Avenue	17.6	B	32.1	C	17.7	B	0.1	32.2	C	0.1	No	-	No / No
35	Miramar Road / Production Avenue	22.0	C	25.8	C	23.1	C	1.1	26.7	C	0.9	No	-	No / No
36	Miramar Road / Distribution Avenue	16.5	B	11.5	B	17.1	B	0.6	18.4	B	6.9	No	-	No / No
37	Miramar Road / Miramar Way	42.5	D	43.9	D	47.7	D	5.2	45.9	D	2.0	No	-	No / No
38	Miramar Road / Carroll Road	17.0	B	22.5	C	17.8	B	0.8	22.8	C	0.3	No	-	No / No
39	Miramar Road / Alesmith Court	24.4	C	13.7	B	28.6	C	4.2	13.9	B	0.2	No	-	No / No
40	Miramar Road / Dowdy Drive	19.1	B	18.9	B	20.1	C	1.0	18.9	B	0.0	No	-	No / No
41	Miramar Road / Cabot Drive	46.2	D	21.1	C	50.8	D	4.6	21.3	C	0.2	No	-	No / No
42	Towne Centre Drive / Project Driveway "West"	0.0	A	0.0	A	18.2	C	18.2	20.3	C	20.3	No	-	No / No
43	Towne Centre Drive / Project Driveway "East"	0.0	A	0.0	A	21.9	C	21.9	26.3	D	26.3	No	-	No / No
44	La Jolla Village Drive / I-5 NB Ramps	41.8	D	42.7	D	47.7	D	5.9	43.6	D	0.9	Yes	No / No	-
45	La Jolla Village Drive / I-5 SB Ramps	34.3	C	38.5	D	34.3	C	0.0	42.5	D	4.0	Yes	No / No	-

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

DNE = Driveway does not exist

11.0 PROJECT EFFECTS AND OFF-SITE IMPROVEMENTS

11.1 Pedestrian Facilities

As shown in **Table 5-1** and **Table 5-2**, there are immediately adjacent intersections and roadway segments with missing sidewalk gaps, obstructions, and/or absence of curb ramps.

As shown in **Table 5-1**, roadway segments within a ½-mile walking distance from the project site provide pedestrian users with pedestrian accommodations, except for Westerra Court south of Towne Centre Drive where no sidewalk exists on the west side of the roadway.

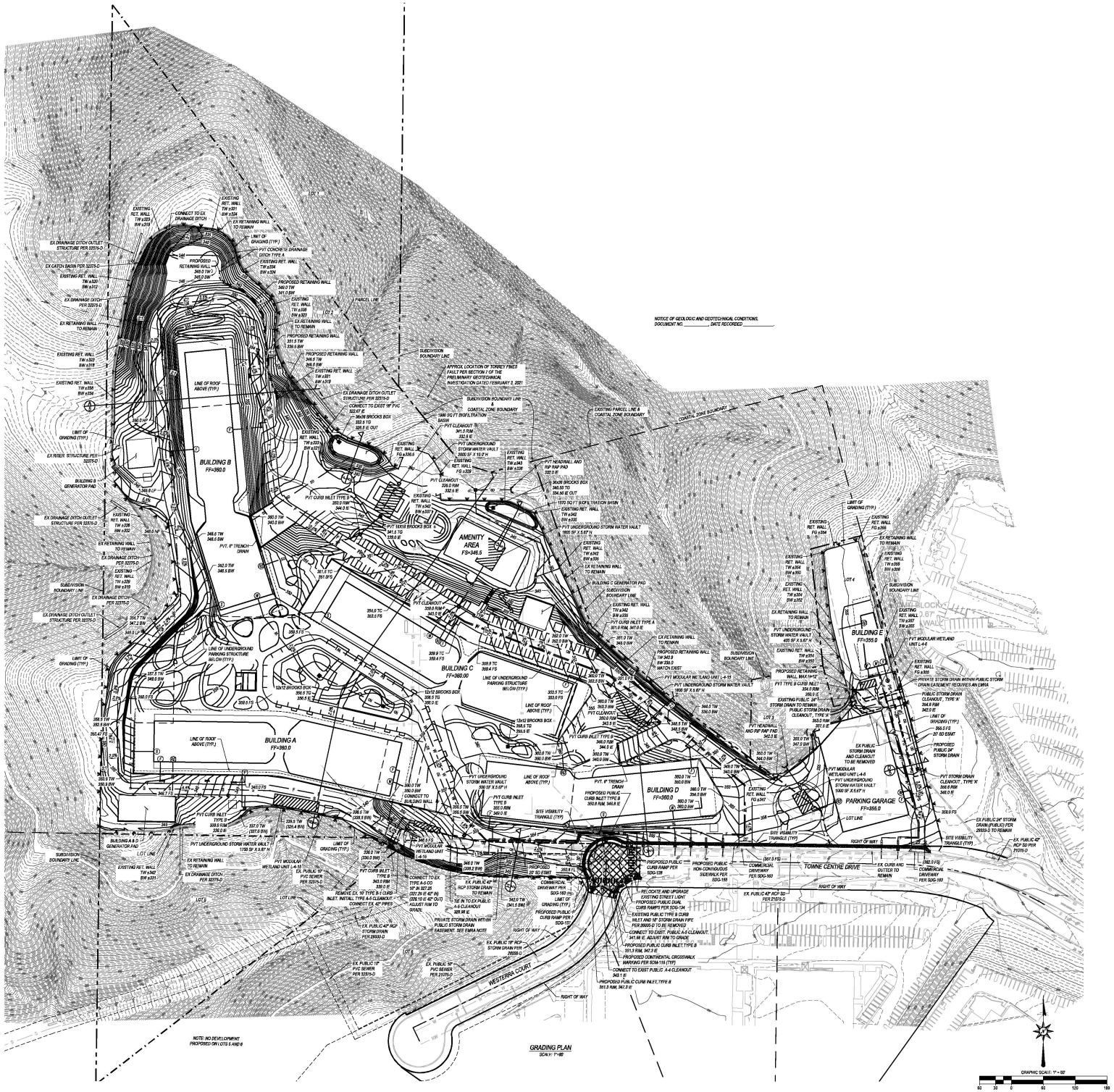
As shown in **Table 5-2**, intersections within a ½-mile walking distance from the project site provide pedestrian users with pedestrian accommodations, except for a few highlighted locations that are missing marked crosswalks and truncated domes at the curb ramps, including the following intersections:

- Towne Centre Drive / Westerra Court
- Towne Centre Drive / Towne Centre Court

As shown in the Grading Plan included in **Figure 11-1**, the Project will improve the intersection of Towne Centre Drive at Westerra Court to current standards for pedestrian travel and connectivity to pedestrian facilities adjacent to the project site. These improvements include continental crosswalk markings for the south and east intersection approaches, directional curb ramps to the southwest, southeast, and northwest corners of the intersection, and a proposed non-contiguous sidewalk on the north side of the street along Towne Centre Drive extending the entire frontage of the project site.

Figure 11-1: Project Grading Plan

Provided on the following page. The page is intentionally left blank.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BUILDING D FF=392.0
BUILDING E FF=355.0
PARKING GARAGE FF=355.0
AMENITY AREA FS=346.5
TOWNE CENTRE DRIVE
WESTERRA COURT
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
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LOT

11.2 Bicycle Facilities

As shown in **Table 5-3**, there are immediately adjacent roadway segments that have been identified within the City of San Diego Bicycle Master Plan (*12/2013*) with planned bicycle facilities and are not yet implemented.

The Draft University Community Plan Update Recommended Mobility Network (*February 2021*) identifies Towne Centre Drive north of Eastgate Mall as a facility with a proposed Class II Buffered Bike Lane between Eastgate Mall and 9540 Towne Centre Drive driveway. The segment north of 9540 Towne Centre driveway is not classified is not classified in the University Community Plan and the University Community Plan Update Mobility Corridor Concepts show draft cross sections for this roadway at a 2-lane cross-section as a bicycle boulevard.

No off-site bicycle facility improvements are proposed by the Project.

11.3 Transit Facilities

As shown in **Figure 5-3**, four (4) existing transit stops have been identified within 1.0-mile walking distance of the Project site. Additionally, the two (2) nearest trolley stations have also been identified. These trolley stations are part of the Mid-Coast Corridor Transit project, which began service on November 21st, 2021. The locations of these existing transit stops are listed below:

1. Southwest corner of Towne Centre Dr. / Eastgate Mall
2. Northwest corner of Eastgate Mall / Judicial Dr.
3. Northwest corner of Towne Centre Dr. / Executive Dr.
4. Southwest corner of Eastgate Mall / Easter Wy.

5. UCSD Health La Jolla Station (*Mid-Coast Trolley Transit Station*)
6. Executive Drive Station (*Mid-Coast Trolley Transit Station*)

In addition, the SANDAG 2021 Regional Plan (*December 2021*) identifies several future planned improvements that will result in transit network changes by Year 2050. These planned improvements within the study area include the following:

- **MTS Route 870**: is planned to provide Bus Rapid Transit (BRT) service between EL Cajon and UTC/Campus Point during peak hours and would extend the existing Route 870, serving the University community. The expected Year for completion of this improvement is Year 2035.
- **MTS Route 41**: is a planned conversion of the existing MTS Route 41 to a rapid bus route that would connect Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont. The expected year for the completion of this improvement is Year 2035.
- **MTS Route 30**: is a planned addition of a Rapid Bus service to the existing route, providing 10-minute headways and connections between Old Town and Sorrento Mesa including the UTC area. The expected year for completion of this improvement is Year 2035.
- **MTS Route 473**: is a planned Rapid Bus service providing connections between Oceanside and UTC. The expected year for completion of this improvement is Year 2035.

No off-site transit facility improvements are proposed by the Project.

11.4 Unsignalized Intersections

Consistent with the City's TSM criteria for the evaluation of unsignalized intersections, the study area unsignalized intersections have been evaluated to determine whether the project is required to perform an intersection control evaluation that includes a signal warrant analysis and a roundabout LOS analysis.

As shown in **Table 8-4** for Near-Term (Opening Day Year 2027) and **Table 10-4** for Horizon Year 2050, conditions that would warrant the intersection control evaluation of an unsignalized intersection as required by the City's TSM are met for the following analyzed intersection:

- **#2** Towne Centre Dr. / Towne Centre Ct.
    - Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
    - Horizon Year 2050 – AM & *PM Peak Hours*

The following improvements were considered for the unsignalized intersection that has been shown to require improvements.

- Upgrade intersection control from two-way stop-control to a roundabout as required by the City of San Diego TSM.
    - Please refer to **Appendix N** for a concept design of the roundabout that would be required at this intersection. As shown, implementation of a roundabout at this intersection is not feasible due to the following constraints, and therefore, is not proposed:
        - Implementing the roundabout would incur in the requirement for the reconstruction of the eastern leg of

the intersection (private driveway), right-of-way acquisition, and constraints due to the lack of entry flares.

- Upgrade intersection control from two-way stop-control to traffic signalization as required by the City of San Diego TSM.
    - Traffic signal warrants for this intersection are not met as shown in **Appendix O**. Therefore, implementation of a traffic signal at this intersection is not proposed.

11.5 Signalized Intersections

11.5.1 Signal Timing Improvements/Modifications and Turn Lanes

Consistent with the City's TSM criteria for the evaluation of signalized intersections, the study area signalized intersections have been evaluated to determine whether signal timing improvements/ signal modifications and/or the addition/lengthening of turn lanes are required due to the construction of the Project.

As shown in **Table 8-4** for Near-Term (Opening Day Year 2027) and **Table 10-4** for Horizon Year 2050, conditions that would warrant a signal timing improvement/signal modification as required by the City's TSM are met for the following analyzed intersections:

- **#3** Towne Centre Dr. / Eastgate Mall
    - Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
    - Horizon Year 2050 – *AM & PM Peak Hours*

- **#4** Towne Centre Dr. / Executive Dr.
    - Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
    - Horizon Year 2050 – *AM & PM Peak Hours*
- **#6** Towne Centre Dr. / La Jolla Village Dr.
    - Near-Term (Opening Day Year 2027) – *PM Peak Hour*
    - Horizon Year 2050 – *AM & PM Peak Hours*
- **#7** Judicial Dr. / Eastgate Mall
    - Near-Term (Opening Day Year 2027) – *AM Peak Hour*
    - Horizon Year 2050 – *AM & PM Peak Hours*
- **#8** Judicial Dr. / Executive Dr.
    - Near-Term (Opening Day Year 2027) – *AM Peak Hour*
    - Horizon Year 2050 – *AM & PM Peak Hours*
- **#15** Regents Rd. / Eastgate Mall
    - Horizon Year 2050 – *PM Peak Hour*
- **#17** Regents Rd. / Regents Park Row
    - Horizon Year 2050 – *PM Peak Hour*
- **#18** Regents Rd. / La Jolla Village Dr.
    - Horizon Year 2050 – *AM & PM Peak Hours*
- **#27** Eastgate Mall / Eastgate Dr.
    - Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
    - Horizon Year 2050 – *AM & PM Peak Hours*

- **#30** Miramar Rd. / Eastgate Mall
    - Horizon Year 2050 – *AM Peak Hour*
- **#32** Miramar Rd. / Miramar Pl.
    - Near-Term (Opening Day Year 2027) – A*M Peak Hour*
    - Horizon Year 2050 – *AM Peak Hour*
- **#33** Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
    - Horizon Year 2050 – *AM & PM Peak Hours*

The following improvements are proposed for the signalized intersections that have been shown to require signal timing improvements/signal modifications.

A. <u>Towne Centre Dr. / Eastgate Mall</u>

- <u>Near-Term (Opening Day Year 2027) and Horizon Year 2050</u>

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

B. <u>Towne Centre Dr. / Executive Dr.</u>

- <u>Near-Term (Opening Day Year 2027) and Horizon Year 2050</u>

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).

- Implementation of Audible Pedestrian Signals.

C. Towne Centre Dr. / La Jolla Village Dr.

- Near-Term (Opening Day Year 2027) and Horizon Year 2050

The University of California San Diego (UCSD) Long Range Development Plan (LRDP) Environmental Impact Report (EIR) (*10/*2018) identified this intersection as a location with a significant impact. The proposed mitigation measure consists of the implementation of Adaptive Traffic Signal Control on the La Jolla Village Drive corridor between Torrey Pines Road and I-805 NB Ramps. The Project proposes to engage in a private agreement with UCSD to contribute a 31.6% fair share towards the implementation of this improvement at this intersection.

D. Judicial Dr. / Eastgate Mall

- Near-Term (Opening Day Year 2027) and Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

E. Judicial Dr. / Executive Dr.

- Near-Term (Opening Day Year 2027) and Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).

- Implementation of Audible Pedestrian Signals.

F. Regents Rd. / Eastgate Mall

- Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

G. Regents Rd. / Regents Park Row

- Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

H. Regents Rd. / La Jolla Village Dr.

- Horizon Year 2050

The UCSD LRDP EIR identified this intersection as a location with a significant impact. The proposed mitigation measure consists of the implementation of Adaptive Traffic Signal Control on the La Jolla Village Drive corridor between Torrey Pines Road and I-805 NB Ramps. The Project proposes to engage in a private agreement with UCSD to contribute a 16.8% fair share towards the implementation of this improvement at this intersection.

I. Eastgate Mall / Eastgate Dr.

- Near-Term (Opening Day Year 2027) and Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

J. Miramar Rd. / Eastgate Mall

- Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals.

K. Miramar Rd. / Miramar Pl.

- Near-Term (Opening Day Year 2027) and Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals

L. Miramar Rd. / Camino Santa Fe / Frost Mar Pl.

- Near-Term (Opening Day Year 2027) and Horizon Year 2050

The project would implement the following ITS improvements for this intersection:

- Upgrade traffic signal controller to a 2070 controller (including software update).
- Implementation of Audible Pedestrian Signals

Refer to **Appendix P** for the calculations conducted for the fair-share payment contributions of the intersections described above.

Furthermore, an assessment of the potential need to expand the available turn lanes of the study area signalized intersections was conducted.

Table 11-1 shows a comparison of the Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study signalized intersections.

Table 11-2 shows a comparison of the Horizon Year 2050 and Horizon Year 2050 With Project AM/PM peak hour volumes for all left-turn and right-turn movements at the study signalized intersections.

As shown in both tables, one (1) intersection has been identified to have turn movements that exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. The affected intersection and turning movement consist of the following:

- Regents Rd. / Eastgate Mall
    - Near-Term (Opening Day Year 2027)
        - WB-L (*PM peak hour*)
    - Horizon Year 2050
        - WB-L (*PM peak hour*)

Additionally, two (2) project driveways have been identified to have turn movements that exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. These turning movements consist of the following:

- Towne Centre Rd. / Project Dwy. "West"
    - Near-Term (Opening Day Year 2027)
        - SB-L (*PM peak hour*)
    - Horizon Year 2050
        - SB-L (*PM peak hour*)
- Towne Centre Rd. / Project Dwy. "East"
    - Near-Term (Opening Day Year 2027)
        - SB-L (*PM peak hour*)
    - Horizon Year 2050
        - SB-L (*PM peak hour*)

Considering the factors above, and the City's TSM criteria, the Project considered the following improvements:

- Regents Rd. / Eastgate Mall – WB-L
    - The Project evaluated the addition of a second exclusive left-turn lane for the westbound approach. The addition of this turn lane is deemed not feasible due to

the alignment offsets between the east and west intersection legs and the removal of existing on-street parking along Eastgate Mall between Genesee Avenue and Regents Road. Therefore, the improvement is not proposed.

- Please refer to **Appendix N** for a concept design of the evaluated improvement.

- Towne Centre Rd. / Project Dwy. “West” – SB-L
  - The Project does not propose the addition of any turn lanes for this movement as this turning movement is part of a Project driveway.
- Towne Centre Rd. / Project Dwy. “East” – SB-L
  - The Project does not propose the addition of any turn lanes for this movement as this turning movement is part of a Project driveway.

Table 11-1: Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project Intersection Peak Hour Turning Movement Volume Comparison

Provided on the following page. The page is intentionally left blank.

Near-Term & Near-Term + Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*** **: Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*** **: Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**	NB Approach												SB Approach											
					Near-Term						Near-Term + Project						Near-Term						Near-Term + Project					
					Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
					Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	No	-	No / No	0	0	0	0	4	17	0	0	0	0	4	17	-	0	0	-	0	0	-	0	0	-	0	0
2	Towne Centre Drive / Towne Centre Court	No	-	Yes / No	0	0	1	0	5	18	0	0	1	0	5	18	0	2	7	0	0	0	0	2	7	0	0	0
3	Towne Centre Drive / Eastgate Mall	No	-	Yes / Yes	2	390	328	0	241	95	2	390	328	0	241	95	2	25	257	0	35	208	2	50	453	0	69	477
4	Towne Centre Drive / Executive Drive	Yes	Yes / Yes	-	1	498	205	1	448	79	1	498	205	1	448	79	1	38	37	0	83	134	1	38	37	0	86	158
5	Towne Centre Drive / Towne Centre Driveway	Yes	No / No	-	0	0	0	0	64	6	0	0	0	0	64	6	0	0	0	-	0	0	0	0	0	-	0	0
6	Towne Centre Drive / La Jolla Village Drive	Yes	No / Yes	-	2	140	226	2	316	654	2	140	226	2	316	654	2	212	888	1	40	187	2	249	1181	1	40	187
7	Judicial Drive / Eastgate Mall	No	-	No / Yes	1	232	129	1	124	220	1	297	135	1	124	220	1	8	66	0	20	125	1	8	66	0	20	125
8	Judicial Drive / Executive Drive	No	-	No / Yes	1	160	72	0	192	14	1	160	72	0	192	14	1	74	34	0	70	132	1	74	34	0	70	132
9	Judicial Drive / Judicial Driveway	No	-	No / No	1	51	34	0	1	1	1	51	34	0	1	1	1	9	4	0	5	1	1	9	4	0	5	1
10	Eastgate Mall / Easter Way	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	0	42	35	0	52	51	0	42	35	0	52	51
11	Eastgate Mall / Genesee Avenue	Yes	No / No	-	1	52	30	0	97	103	1	52	30	0	181	111	2	376	530	0	116	86	2	478	540	0	116	86
12	Genesee Avenue / Executive Drive	Yes	No / No	-	1	82	47	0	132	63	1	82	47	0	141	64	1	75	164	0	59	112	1	75	164	0	60	120
13	Genesee Avenue / Executive Square	Yes	No / No	-	1	299	39	0	221	13	1	299	39	0	221	13	1	13	6	0	19	14	1	13	6	0	19	14
14	La Jolla Village Drive / Genesee Avenue	Yes	No / No	-	2	231	165	1	195	237	2	231	165	1	195	237	2	219	324	1	104	308	2	219	324	1	107	332
15	Regents Road / Eastgate Mall	Yes	No / No	-	1	391	60	1	373	83	1	391	60	1	475	93	1	42	38	0	4	1	1	51	39	0	4	1
16	Regents Road / Executive Drive	Yes	No / No	-	1	17	20	1	168	106	1	17	20	1	168	106	1	22	38	0	3	7	1	22	38	0	4	15
17	Regents Road / Regents Park Row	Yes	No / No	-	1	148	117	1	272	96	1	148	117	1	272	96	1	26	34	0	32	48	1	26	34	0	32	48
18	Regents Road / La Jolla Village Drive	Yes	No / No	-	2	370	213	1	181	87	2	370	213	1	200	89	1	130	152	1	301	639	1	130	152	1	311	721
19	Regents Road / Genesee Avenue	Yes	No / No	-	2	318	124	1	71	70	2	318	124	1	71	70	-	0	0	-	0	0	-	0	0	-	0	0
20	Genesee Avenue / Campus Point Drive	Yes	No / No	-	2	212	395	2	172	378	2	212	395	2	181	379	2	72	566	1	78	593	2	72	566	1	78	593
21	Genesee Avenue / Scripps Hospital Driveway	Yes	No / No	-	2	176	326	1	92	134	2	176	326	1	101	135	-	0	0	-	0	0	-	0	0	-	0	0
22	Genesee Avenue / I-5 NB Ramps	No	-	No / No	1	1,219	279	2	711	199	1	1219	279	2	720	200	-	0	0	-	0	0	-	0	0	-	0	0
23	Genesee Avenue / I-5 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	1141	557	2	1186	686	1	1188	562	2	1186	686
24	La Jolla Village Drive / Lebon Drive	No	-	No / No	2	500	452	1	207	118	2	500	452	1	226	120	0	6	4	1	15	5	0	6	4	1	15	5
25	Miramar Road / I-805 NB Ramps	No	-	No / No	2	916	539	2	286	175	2	1139	561	2	286	175	-	0	0	-	0	0	-	0	0	1	722	1197
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	2	677	190	2	1694	797	2	677	190	2	1806	808
27	Eastgate Mall / Eastgate Drive	No	-	Yes / No	-	0	0	-	0	0	-	0	0	-	0	0	0	61	57	0	15	17	0	61	57	0	24	18
28	Eastgate Mall / Olson Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	88	83	0	3	8	0	88	83	0	3	8
29	Eastgate Mall / Autoport Mall	No	-	No / No	-	0	0	1	69	49	-	0	0	1	69	49	1	13	19	-	0	0	1	13	19	-	0	0
30	Miramar Road / Eastgate Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	2	208	863	1	150	304	2	224	993	1	150	304
31	Miramar Road / Miramar Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	30	77	0	55	90	0	30	77	0	64	91
32	Miramar Road / Miramar Place	No	-	Yes / No	-	0	0	-	0	0	-	0	0	-	0	0	1	62	111	1	51	60	1	62	111	1	51	60
33	Miramar Road / Camino Santa Fe / Frost Mar Place	No	-	No / Yes	1	16	50	0	8	7	1	16	50	0	8	7	1	61	110	2	1027	1154	1	61	110	2	1074	1159
34	Miramar Road / Commerce Avenue	No	-	No / No	0	75	50	0	41	49	0	75	50	0	41	49	0	23	81	1	50	88	0	23	81	1	50	88
35	Miramar Road / Production Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	32	51	1	67	79	1	32	51	1	76	80
36	Miramar Road / Distribution Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	35	80	1	74	104	1	35	80	1	74	104
37	Miramar Road / Miramar Way	No	-	No / No	1	0	51	0	0	4	1	0	51	0	0	4	0	23	47	0	18	10	0	23	47	0	18	10
38	La Jolla Village Drive / I-5 NB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	144	467	1	106	162	1	144	467	1	125	164
39	La Jolla Village Drive / I-5 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	10	20	1	7	22	1	10	20	1	7	22
40	Miramar Road / Dowdy Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	100	175	1	107	112	1	100	175	1	107	112
41	Miramar Road / Cabot Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	75	118	0	65	64	1	75	118	0	65	64
42	Towne Centre Drive / Project Driveway "West"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
43	Towne Centre Drive / Project Driveway "East"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
44	La Jolla Village Drive / I-5 NB Ramps	Yes	No / No	-	2	508	255	2	947	320	2	508	255	2	994	325	-	0	0	-	0	0	-	0	0	-	0	0
45	La Jolla Village Drive / I-5 SB Ramps	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	2	310	543	2	1023	154	2	270	502	2	1023	154

#	Intersection	EB Approach												WB Approach											
		Near-Term						Near-Term + Project						Near-Term						Near-Term + Project					
		Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
		Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	-	0	0	0	0	1	-	0	0	0	0	1	0	18	4	-	0	0	0	18	4	-	0	0
2	Towne Centre Drive / Towne Centre Court	0	0	1	0	1	2	1	0	1	0	1	2	1	28	7	0	8	4	0	28	7	0	8	4
3	Towne Centre Drive / Eastgate Mall	2	486	74	0	166	209	2	486	74	0	166	209	1	63	167	0	246	26	1	63	167	0	469	48
4	Towne Centre Drive / Executive Drive	1	225	57	0	39	178	1	225	57	0	39	178	1	66	427	0	196	39	1	66	427	0	196	39
5	Towne Centre Drive / Towne Centre Driveway	-	0	0	-	0	0	-	0	0	-	0	0	1	9	91	1	1	8	1	9	91	1	1	8
6	Towne Centre Drive / La Jolla Village Drive	2	366	30	1	126	194	2	366	30	1	126	194	2	386	513	2	1444	317	2	386	513	2	1779	349
7	Judicial Drive / Eastgate Mall	1	152	17	0	56	130	1	152	17	0	63	187	1	145	94	0	34	8	1	145	94	0	34	8
8	Judicial Drive / Executive Drive	2	196	52	1	84	223	2	196	52	1	84	223	0	21	195	0	24	97	0	21	195	0	24	97
9	Judicial Drive / Judicial Driveway	0	0	9	0	1	8	0	0	9	0	1	8	0	1	1	0	3	3	0	1	1	0	3	3
10	Eastgate Mall / Easter Way	-	0	0	-	0	0	1	29	72	-	0	0	-	0	0	0	21	57	-	0	0	0	21	57
11	Eastgate Mall / Genesee Avenue	1	85	15	1	78	50	1	85	15	1	78	50	1	92	207	1	576	331	1	101	280	1	587	421
12	Genesee Avenue / Executive Drive	1	24	32	0	48	73	1	33	33	0	48	73	2	91	165	0	185	93	2	92	173	0	185	93
13	Genesee Avenue / Executive Square	0	17	37	1	45	213	0	17	37	1	45	213	0	11	157	0	11	19	0	11	157	0	11	19
14	La Jolla Village Drive / Genesee Avenue	2	488	198	1	119	183	2	516	201	1	119	183	2	208	468	1	325	212	2	208	468	1	325	212
15	Regents Road / Eastgate Mall	1	1	4	1	62	482	1	1	4	1	62	482	1	169	241	0	198	52	1	180	331	0	199	60
16	Regents Road / Executive Drive	1	8	6	0	27	23	1	17	7	0	27	23	1	67	289	1	206	37	1	67	289	1	206	37
17	Regents Road / Regents Park Row	1	56	13	0	210	215	1	56	13	0	210	215	1	108	207	0	69	60	1	108	207	0	69	60
18	Regents Road / La Jolla Village Drive	2	776	268	0	104	189	2	869	277	0	104	189	2	83	367	1	152	165	2	85	383	1	152	165
19	Regents Road / Genesee Avenue	1	11	11	-	152	243	1	11	11	-	152	243	1	85	28	1	0	0	1	85	28	1	0	0
20	Genesee Avenue / Campus Point Drive	2	677	86	1	563	205	2	677	86	1	563	205	2	219	181	1	582	73	2	220	189	1	582	73
21	Genesee Avenue / Scripps Hospital Driveway	1	7	3	1	525	117	1	7	3	1	525	117	1	132	55	-	0	0	1	133	63	-	0	0
22	Genesee Avenue / I-5 NB Ramps	2	198	894	-	0	0	2	198	894	-	0	0	-	0	0	2	526	913	-	0	0	2	531	954
23	Genesee Avenue / I-5 SB Ramps	-	0	0	2	172	503	-	0	0	2	172	503	2	128	245	-	0	0	2	129	253	-	0	0
24	La Jolla Village Drive / Lebon Drive	1	14	39	1	221	419	1	14	39	1	221	419	2	108	423	0	3	17	2	110	439	0	3	17
25	Miramar Road / I-805 NB Ramps	-	0	0	1	734	1295	-	0	0	1	734	1295	-	0	0	1	550	788	-	0	0	1	550	788
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	0	0	2	523	1006	-	0	0	2	523	1006	-	0	0	1	550	622	-	0	0	1	550	622
27	Eastgate Mall / Eastgate Drive	1	14	24	-	0	0	1	14	24	-	0	0	-	0	0	0	57	12	-	0	0	0	57	12
28	Eastgate Mall / Olson Drive	1	5	3	-	0	0	1	5	3	-	0	0	-	0	0	0	109	73	-	0	0	0	109	73
29	Eastgate Mall / Autoport Mall	-	0	0	-	0	0	-	0	0	-	0	0	0	14	37	0	13	22	0	14	37	0	13	22
30	Miramar Road / Eastgate Mall	2	281	139	-	0	0	2	281	139	-	0	0	1	0	2	1	994	190	1	0	2	1	1143	204
31	Miramar Road / Miramar Mall	1	106	39	-	0	0	1	106	39	-	0	0	0	0	0	1	56	75	0	0	0	1	56	75
32	Miramar Road / Miramar Place	1	128	27	-	0	0	1	128	27	-	0	0	1	22	8	0	94	54	1	22	8	0	94	54
33	Miramar Road / Camino Santa Fe / Frost Mar Place	2	831	1148	0	20	60	2	836	1189	0	20	60	2	20	35	0	106	74	2	20	35	0	106	74
34	Miramar Road / Commerce Avenue	2	97	86	0	68	20	2	97	86	0	68	20	1	82	32	0	105	43	1	82	32	0	105	43
35	Miramar Road / Production Avenue	1	74	53	-	0	0	1	74	53	-	0	0	0	0	0	0	101	28	0	0	0	0	101	28
36	Miramar Road / Distribution Avenue	1	53	81	-	0	0	1	53	81	-	0	0	0	0	0	0	91	75	0	0	0	0	91	75
37	Miramar Road / Miramar Way	1	35	36	0	3	75	1	35	36	0	3	75	1	5	15	0	38	37	1	5	15	0	38	37
38	La Jolla Village Drive / I-5 NB Ramps	1	150	93	-	0	0	1	150	93	-	0	0	1	1	4	1	559	133	1	1	4	1	559	133
39	La Jolla Village Drive / I-5 SB Ramps	1	19	13	-	0	0	1	19	13	-	0	0	1	0	1	0	28	18	1	0	1	0	28	18
40	Miramar Road / Dowdy Drive	1	90	94	-	0	0	1	90	94	-	0	0	1	2	4	0	312	53	1	2	4	0	312	53
41	Miramar Road / Cabot Drive	1	53	110	-	0	0	1	53	110	-	0	0	1	6	23	0	132	94	1	6	23	0	132	94
42	Towne Centre Drive / Project Driveway "West"	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
43	Towne Centre Drive / Project Driveway "East"	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
44	La Jolla Village Drive / I-5 NB Ramps	2	632	815	-	0	0	2	632	815	-	0	0	1	510	554	-	0	0	1	471	513			
45	La Jolla Village Drive / I-5 SB Ramps	1	277	559	-	0	0	1	277	559	-	0	0	1	231	641	-	0	0	1	236	682			

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

Exceeds threshold and Project contributes peak hour traffic volume to the turning movement.

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles; 1 Lane < 100 ≥ 300 vehicles; 2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles; 1 Lane < 500 ≥ 800 vehicles; 2 Lanes < 800 vehicles

Table 11-2: Horizon Year 2050 and Horizon Year 2050 With Project Intersection Peak Hour Turning Movement Volume Comparison

Provided on the following page. The page is intentionally left blank.

Year 2050 & Year 2050 + Project Intersection Peak Hour Turning Movement Volume Comparison

#	Intersection	Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**	NB Approach												SB Approach											
					Year 2050						Year 2050 + Project						Year 2050						Year 2050 + Project					
					Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
					Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	No	-	No / No	0	0	0	0	5	21	0	0	0	0	5	21	-	0	0	-	0	0	-	0	0	-	0	0
2	Towne Centre Drive / Towne Centre Court	No	-	Yes / No	0	0	1	0	5	18	0	0	1	0	5	18	0	2	7	0	0	0	0	2	7	0	0	0
3	Towne Centre Drive / Eastgate Mall	No	-	Yes / Yes	2	417	328	0	276	95	2	417	328	0	276	95	2	25	257	0	35	208	2	50	453	0	69	477
4	Towne Centre Drive / Executive Drive	Yes	Yes / Yes	-	1	645	278	1	623	110	1	645	278	1	623	110	1	38	37	0	109	173	1	38	37	0	112	197
5	Towne Centre Drive / Towne Centre Driveway	Yes	No / No	-	0	0	0	0	64	6	0	0	0	0	64	6	0	0	0	-	0	0	0	0	0	-	0	0
6	Towne Centre Drive / La Jolla Village Drive	Yes	Yes / Yes	-	2	141	226	2	329	681	2	141	226	2	329	681	2	212	888	1	40	187	2	249	1181	1	40	187
7	Judicial Drive / Eastgate Mall	No	-	No / Yes	1	232	145	1	138	240	1	297	151	1	138	240	1	9	77	0	24	146	1	9	77	0	24	146
8	Judicial Drive / Executive Drive	No	-	No / Yes	1	160	92	0	306	23	1	160	92	0	306	23	1	114	34	0	70	132	1	114	34	0	70	132
9	Judicial Drive / Judicial Driveway	No	-	No / No	1	51	34	0	1	1	1	51	34	0	1	1	1	9	4	0	5	1	1	9	4	0	5	1
10	Eastgate Mall / Easter Way	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	0	42	39	0	54	52	0	42	39	0	54	52
11	Eastgate Mall / Genesee Avenue	Yes	No / No	-	1	66	39	0	97	103	1	66	39	0	181	111	2	376	530	0	149	110	2	478	540	0	149	110
12	Genesee Avenue / Executive Drive	Yes	No / No	-	1	115	65	0	162	77	1	115	65	0	171	78	1	85	164	0	82	148	1	85	164	0	83	156
13	Genesee Avenue / Executive Square	Yes	No / No	-	1	299	39	0	221	13	1	299	39	0	221	13	1	13	6	0	19	14	1	13	6	0	19	14
14	La Jolla Village Drive / Genesee Avenue	Yes	No / No	-	2	231	165	1	195	237	2	231	165	1	195	237	2	232	326	1	107	312	2	232	326	1	110	336
15	Regents Road / Eastgate Mall	Yes	Yes / No	-	1	391	60	1	579	116	1	391	60	1	579	116	1	53	49	0	4	1	1	62	50	0	4	1
16	Regents Road / Executive Drive	Yes	No / No	-	1	17	20	1	236	149	1	17	20	1	236	149	1	31	54	0	3	7	1	31	54	0	4	15
17	Regents Road / Regents Park Row	Yes	Yes / No	-	1	148	117	1	272	96	1	148	117	1	272	96	1	26	34	0	32	48	1	26	34	0	32	48
18	Regents Road / La Jolla Village Drive	Yes	Yes / Yes	-	2	371	213	1	186	89	2	371	213	1	205	91	1	130	152	1	349	741	1	130	152	1	359	823
19	Regents Road / Genesee Avenue	Yes	No / No	-	2	318	124	1	74	75	2	318	124	1	74	75	-	0	0	-	0	0	-	0	0	-	0	0
20	Genesee Avenue / Campus Point Drive	Yes	No / No	-	2	215	401	2	174	387	2	215	401	2	183	388	2	72	566	1	78	593	2	72	566	1	78	593
21	Genesee Avenue / Scripps Hospital Driveway	Yes	No / No	-	2	176	326	1	92	136	2	176	326	1	101	137	-	0	0	-	0	0	-	0	0	-	0	0
22	Genesee Avenue / I-5 NB Ramps	No	-	-	1	1,219	279	2	711	199	1	1219	279	2	720	200	-	0	0	-	0	0	-	0	0	-	0	0
23	Genesee Avenue / I-5 SB Ramps	No	-	-	-	0	0	-	0	0	-	0	0	-	0	0	1	1141	557	2	1186	686	1	1188	562	2	1186	686
24	La Jolla Village Drive / Lebon Drive	No	-	-	2	526	468	1	240	137	2	526	468	1	259	139	0	7	5	1	16	5	0	7	5	1	16	5
25	Miramar Road / I-805 NB Ramps	No	-	-	2	921	539	2	286	175	2	1144	561	2	286	175	-	0	0	-	0	0	-	0	0	-	0	0
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	No	-	-	-	0	0	-	0	0	-	0	0	-	0	0	2	677	190	2	1701	802	2	677	190	2	1813	813
27	Eastgate Mall / Eastgate Drive	No	-	Yes / Yes	-	0	0	-	0	0	-	0	0	-	0	0	0	63	59	0	17	20	0	63	59	0	26	21
28	Eastgate Mall / Olson Drive	No	-	-	-	0	0	-	0	0	-	0	0	-	0	0	0	102	96	0	3	8	0	102	96	0	3	8
29	Eastgate Mall / Autoport Mall	No	-	No / No	-	0	0	1	69	49	-	0	0	1	69	49	1	13	19	-	0	0	1	13	19	-	0	0
30	Miramar Road / Eastgate Mall	No	-	No / Yes	-	0	0	-	0	0	-	0	0	-	0	0	2	208	863	1	153	310	2	224	993	1	153	310
31	Miramar Road / Miramar Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	32	80	0	56	93	0	32	80	0	65	94
32	Miramar Road / Miramar Place	No	-	Yes / No	-	0	0	-	0	0	-	0	0	-	0	0	1	62	111	1	53	62	1	62	111	1	53	62
33	Miramar Road / Camino Santa Fe / Frost Mar Place	No	-	No / Yes	1	17	51	0	8	7	1	17	51	0	8	7	1	61	110	2	1027	1154	1	61	110	2	1074	1159
34	Miramar Road / Commerce Avenue	No	-	No / No	0	75	50	0	41	49	0	75	50	0	41	49	0	23	81	1	50	88	0	23	81	1	50	88
35	Miramar Road / Production Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	32	51	1	67	79	1	32	51	1	76	80
36	Miramar Road / Distribution Avenue	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	35	80	1	74	104	1	35	80	1	74	104
37	Miramar Road / Miramar Way	No	-	No / No	1	0	51	0	0	4	1	0	51	0	0	4	0	23	47	0	18	10	0	23	47	0	18	10
38	La Jolla Village Drive / I-5 NB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	144	467	1	106	162	1	144	467	1	125	164
39	La Jolla Village Drive / I-5 SB Ramps	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	10	20	1	7	22	1	10	20	1	7	22
40	Miramar Road / Dowdy Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	100	175	1	107	112	1	100	175	1	107	112
41	Miramar Road / Cabot Drive	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	1	75	118	0	65	64	1	75	118	0	65	64
42	Towne Centre Drive / Project Driveway "West"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
43	Towne Centre Drive / Project Driveway "East"	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	15	122	0	0	0
44	La Jolla Village Drive / I-5 NB Ramps	Yes	No / No	-	2	512	257	2	999	338	2	512	257	2	1046	343	-	0	0	-	0	0	-	0	0	-	0	0
45	La Jolla Village Drive / I-5 SB Ramps	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	2	310	543	2	1038	156	2	310	543	2	1038	156

#	Intersection	Is the intersection within 1/2-mile path of travel of a *Major Transit Stop*?	***Within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS F? / Does the project add traffic to a signal already operating at LOS F?**	***Not within a 1/2-mile distance of a Major Transit Stop*** **:** **Does the Project cause the intersection to degrade to LOS E or F? / Does the project add traffic to a signal already operating at LOS E or F?**	EB Approach												WB Approach											
					Year 2050						Year 2050 + Project						Year 2050						Year 2050 + Project					
					Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
					Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.	Lanes	AM Vol.	PM Vol.
1	Towne Centre Drive / Westerra Court	No	-	No / No	-	0	0	0	0	1	-	0	0	0	0	1	0	18	4	-	0	0	0	18	4	-	0	0
2	Towne Centre Drive / Towne Centre Court	No	-	Yes / No	1	0	1	0	1	2	1	0	1	0	1	2	1	28	7	0	8	4	0	28	7	0	8	4
3	Towne Centre Drive / Eastgate Mall	No	-	Yes / Yes	1	179	44	0	166	240	2	486	74	0	166	240	1	73	194	0	246	26	1	73	194	0	469	48
4	Towne Centre Drive / Executive Drive	Yes	Yes / Yes	-	1	197	54	0	46	184	1	225	57	0	46	184	1	67	427	0	196	39	1	67	427	0	196	39
5	Towne Centre Drive / Towne Centre Driveway	Yes	No / No	-	-	0	0	-	0	0	-	0	0	-	0	0	1	11	114	1	1	10	1	11	114	1	1	10
6	Towne Centre Drive / La Jolla Village Drive	Yes	Yes / Yes	-	2	437	30	1	126	194	2	437	30	1	126	194	2	386	513	2	1583	365	2	386	513	2	1918	397
7	Judicial Drive / Eastgate Mall	No	-	No / Yes	1	167	19	0	80	187	1	167	19	0	87	244	1	164	120	0	38	9	1	164	120	0	38	9
8	Judicial Drive / Executive Drive	No	-	No / Yes	1	284	75	1	111	246	2	284	75	1	111	246	0	30	277	0	24	137	0	30	277	0	24	137
9	Judicial Drive / Judicial Driveway	No	-	No / No	0	0	13	0	1	11	0	0	13	0	1	11	0	1	1	0	4	4	0	1	1	0	4	4
10	Eastgate Mall / Easter Way	Yes	No / No	-	-	0	0	-	0	0	1	36	89	-	0	0	-	0	0	0	25	60	-	0	0	0	25	60
11	Eastgate Mall / Genesee Avenue	Yes	No / No	-	1	91	16	1	90	58	1	91	16	1	90	58	1	93	207	1	576	331	1	102	280	1	587	421
12	Genesee Avenue / Executive Drive	Yes	No / No	-	1	33	39	0	60	92	2	115	209	0	185	102	2	116	217	0	185	102	2	116	217	0	185	102
13	Genesee Avenue / Executive Square	Yes	No / No	-	1	54	258	0	22	47	1	54	258	0	14	190	0	14	24	0	14	24	0	14	190	0	14	24
14	La Jolla Village Drive / Genesee Avenue	Yes	No / No	-	2	598	226	1	119	193	2	598	226	1	119	193	2	208	468	1	368	254	2	208	468	1	368	254
15	Regents Road / Eastgate Mall	Yes	Yes / No	-	1	77	598	1	5	1	1	77	598	1	5	1	1	210	299	0	267	70	1	221	389	0	268	78
16	Regents Road / Executive Drive	Yes	No / No	-	1	33	28	1	19	9	0	33	28	1	19	9	1	80	346	1	255	47	1	80	346	1	255	47
17	Regents Road / Regents Park Row	Yes	Yes / No	-	1	251	257	1	67	16	0	251	257	1	67	16	1	130	248	0	83	72	1	130	248	0	83	72
18	Regents Road / La Jolla Village Drive	Yes	Yes / Yes	-	2	1023	331	0	104	189	2	83	367	1	178	181	2	85	383	1	178	181	2	85	383	1	178	181
19	Regents Road / Genesee Avenue	Yes	No / No	-	1	11	11	-	152	243	1	11	11	-	152	243	1	85	28	1	0	0	1	85	28	1	0	0
20	Genesee Avenue / Campus Point Drive	Yes	No / No	-	2	677	86	1	727	264	2	677	86	1	727	264	2	282	230	1	582	73	2	283	238	1	582	73
21	Genesee Avenue / Scripps Hospital Driveway	Yes	No / No	-	1	7	3	1	525	117	1	7	3	1	525	117	1	132	55	-	0	0	1	133	63	-	0	0
22	Genesee Avenue / I-5 NB Ramps	No	-	-	2	198	894	-	0	0	2	198	894	-	0	0	-	0	0	2	526	913	-	0	0	2	531	954
23	Genesee Avenue / I-5 SB Ramps	No	-	-	0	0	0	2	172	503	-	0	0	2	172	503	2	128	245	-	0	0	2	129	253	-	0	0
24	La Jolla Village Drive / Lebon Drive	No	-	-	1	14	39	1	221	419	1	14	39	1	221	419	2	108	423	0	3	17	2	110	439	0	3	17
25	Miramar Road / I-805 NB Ramps	No	-	-	0	0	1	722	1197	-	0	0	1	734	1295	-	0	0	1	550	788	-	0	0	1	550	788
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	No	-	-	0	0	2	505	810	-	0	0	2	530	1006	-	0	0	1	550	636	-	0	0	1	550	636
27	Eastgate Mall / Eastgate Drive	No	-	Yes / Yes	0	0	0	-	0	0	1	14	24	-	0	0	-	0	0	0	57	12	-	0	0	0	57	12
28	Eastgate Mall / Olson Drive	No	-	-	1	5	3	-	0	0	1	5	3	-	0	0	-	0	0	0	109	73	-	0	0	0	109	73
29	Eastgate Mall / Autoport Mall	No	-	No / No	-	0	0	-	0	0	-	0	0	-	0	0	0	16	44	0	15	26	0	16	44	0	15	26
30	Miramar Road / Eastgate Mall	No	-	No / Yes	2	327	161	-	0	0	2	327	161	-	0	0	1	0	2	1	1095	190	1	0	2	1	1244	204
31	Miramar Road / Miramar Mall	No	-	No / No	1	106	39	-	0	0	1	106	39	-	0	0	0	0	0	1	56	75	0	0	0	1	56	75
32	Miramar Road / Miramar Place	No	-	Yes / No	1	128	27	-	0	0	1	128	27	-	0	0	1	22	8	0	94	54	1	22	8	0	94	54
33	Miramar Road / Camino Santa Fe / Frost Mar Place	No	-	No / Yes	2	831	1148	0	20	60	2	836	1189	0	20	60	2	20	35	0	116	81	2	20	35	0	116	81
34	Miramar Road / Commerce Avenue	No	-	No / No	2	97	86	0	68	20	2	97	86	0	68	20	1	82	32	0	105	43	1	82	32	0	105	43
35	Miramar Road / Production Avenue	No	-	No / No	-	0	0	-	0	0	1	74	53	-	0	0	0	0	0	0	101	28	0	0	0	0	101	28
36	Miramar Road / Distribution Avenue	No	-	No / No	1	53	81	-	0	0	1	53	81	-	0	0	0	0	0	0	91	75	0	0	0	0	91	75
37	Miramar Road / Miramar Way	No	-	No / No	1	35	36	0	3	75	1	35	36	0	3	75	1	5	15	0	38	37	1	5	15	0	38	37
38	La Jolla Village Drive / I-5 NB Ramps	No	-	No / No	1	150	93	-	0	0	1	150	93	-	0	0	1	1	4	1	559	133	1	1	4	1	559	133
39	La Jolla Village Drive / I-5 SB Ramps	No	-	No / No	1	19	13	-	0	0	1	19	13	-	0	0	1	0	1	0	28	18	1	0	1	0	28	18
40	Miramar Road / Dowdy Drive	No	-	No / No	1	90	94	-	0	0	1	90	94	-	0	0	1	2	4	0	312	53	1	2	4	0	312	53
41	Miramar Road / Cabot Drive	No	-	No / No	1	53	110	-	0	0	1	53	110	-	0	0	1	6	23	0	132	94	1	6	23	0	132	94
42	Towne Centre Drive / Project Driveway "West"	No	-	No / No	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
43	Towne Centre Drive / Project Driveway "East"	No	-	No / No	0	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	140	14
44	La Jolla Village Drive / I-5 NB Ramps	Yes	No / No	-	2	632	815	-	0	0	2	632	815	-	0	0	1	510	554	-	0	0	1	510	554	-	0	0
45	La Jolla Village Drive / I-5 SB Ramps	Yes	No / No	-	1	304	613	-	0	0	1	304	613	-	0	0	1	262	726	-	0	0	1	267	767	-	0	0

Notes:

LOS = Level of Service

D = Delay (in sec.)

Δ = Change in Delay (in sec.)

Exceeds threshold and Project contributes peak hour traffic volume to the turning movement.

Legend:

Signalized Intersections

Left-Turn Lane: 0 Lanes ≤ 100 vehicles; 1 Lane < 100 ≥ 300 vehicles; 2 Lanes < 300 vehicles

Right-Turn Lane: 0 Lanes ≤ 500 vehicles; 1 Lane < 500 ≥ 800 vehicles; 2 Lanes < 800 vehicles

11.5.2 Queueing

Queuing analysis for existing turn pockets of the intersections within the study area has been analyzed for 95th percentile expected queues. The queueing at the study intersections in the AM and PM peak hours was analyzed using a software package extension of Synchro 10 called SimTraffic, which is an application of the Highway Capacity Manual methodology.

SimTraffic worksheets for the 95th percentile queuing evaluation of Existing, Near-Term (Opening Day Year 2027), Near-Term (Opening Day Year 2027) With Project, Horizon Year 2050, and Horizon Year 2050 With Project conditions are provided in **Appendix Q**.

SimTraffic summary tables for the 95th percentile queuing evaluation of Existing, Near-Term (Opening Day Year 2027), Near-Term (Opening Day Year 2027) With Project, Horizon Year 2050, and Horizon Year 2050 With Project conditions are provided in **Appendix R**.

Note: *The queueing results presented in this section may yield a decrease in queue length between "Without" and "With" Project conditions at a turn-lane with an increase in delay between the two analyzed conditions. Increasing volume on a turning movement wouldn't always result in a queue increase if a turning movement is allocated more green time. Due to this reallocation of green time, queue results for a movement with increased volumes may decrease or remain the same as the "Without" Project scenario.*

Table 11-3 provides a summary of the queueing results at the study intersections showing a comparison of the "Without Project" and "With Project" conditions of Near-Term (Opening Day Year 2027) and Horizon Year 2050 scenarios.

As shown in **Appendix R** and **Table 11-3** several turning movements at the study intersections result in a 95th percentile queue that exceeds their available storage length. The turning movements to which the Project does not contribute peak hour traffic are denoted with a red font indicating that the queue exceeds the available storage length. Intersection turning movements to which the Project contributes peak hour traffic and result in a 95th percentile queue exceeding the available storage length are denoted with a red font and highlighted in yellow color.

Listed below are turning movements at the study intersections for which a 95th percentile queue exceeds the available storage capacity and to which the Project contributes peak hour traffic:

- **#3** Towne Centre Dr. / Eastgate Mall
    - Near-Term (Opening Day Year 2027) With Project
        - SB-L (*PM peak hour*)
    - Horizon Year 2050 With Project
        - SB-L (*PM peak hour*)
- **#4** Towne Centre Dr. / Executive Dr.
    - Near-Term (Opening Day Year 2027) With Project
        - EB-L (*AM peak hour*)
    - Horizon Year 2050 With Project
        - EB-L (*AM peak hour*)
- **#6** Towne Centre Dr. / La Jolla Village Dr.
    - Near-Term (Opening Day Year 2027) With Project
        - WB-R (*AM peak hour*)

        - SB-L (*PM peak hour*)
    - Horizon Year 2050 With Project
        - WB-R (*AM peak hour*)
        - SB-L (*PM peak hour*)
- **#7** Judicial Dr. / Eastgate Mall
    - Near-Term (Opening Day Year 2027) With Project
        - NB-L (*AM & PM peak hours*)
    - Horizon Year 2050 With Project
        - NB-L (*AM & PM peak hours*)
- **#11** Eastgate Mall / Genesee Ave.
    - Near-Term (Opening Day Year 2027) With Project
        - WB-L (*AM & PM peak hours*)
        - WB-R (*AM & PM peak hours*)
    - Horizon Year 2050 With Project
        - WB-L (*AM & PM peak hours*)
        - WB-R (*AM & PM peak hours*)
- **#14** Genesee Ave. / La Jolla Village Dr.
    - Near-Term (Opening Day Year 2027) With Project
        - SB-R (*PM peak hour*)
    - Horizon Year 2050 With Project
        - EB-L (*AM peak hour*)
        - SB-R (*PM peak hour*)

- **#15** Regents Rd. / Eastgate Mall
    - Near-Term (Opening Day Year 2027) With Project
        - WB-L (*AM & PM peak hours*)
    - Horizon Year 2050 With Project
        - WB-L (*AM & PM peak hours*)
        - SB-L (*PM peak hour*)
        - NB-R (*AM peak hour*)
- **#18** Regents Rd. / La Jolla Village Dr.
    - Near-Term (Opening Day Year 2027) With Project
        - EB-L (*AM & PM peak hours*)
        - WB-L (*PM peak hour*)
        - SB-R (*AM & PM peak hours*)
        - NB-R (*AM peak hour*)
    - Horizon Year 2050 With Project
        - EB-L (*AM & PM peak hours*)
        - WB-L (*PM peak hour*)
        - SB-R (*AM & PM peak hours*)
        - NB-R (*AM peak hour*)
- **#22** Genesee Ave. / I-5 NB Ramps
    - Near-Term (Opening Day Year 2027) With Project
        - NB-R (*AM peak hour*).

    - Horizon Year 2050 With Project
        - NB-R (*AM peak hour*)

- **#23** Genesee Ave. / I-5 SB Ramps
    - Near-Term (Opening Day Year 2027) With Project
        - SB-L (*AM peak hour*)
    - Horizon Year 2050 With Project
        - SB-L (*AM peak hour*)
- **#24** La Jolla Village Dr. / Lebon Dr.
    - Near-Term (Opening Day Year 2027) With Project
        - WB-L (*PM peak hour*)
    - Horizon Year 2050 With Project
        - NB-R (*AM peak hour*)
- **#26** La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
    - Near-Term (Opening Day Year 2027) With Project
        - SB-R (*AM peak hour*)
    - Horizon Year 2050 With Project
        - SB-R (*AM peak hour*)
- **#27** Eastgate Mall / Eastgate Drive
    - Near-Term (Opening Day Year 2027) With Project
        - EB-L (P*M peak hour*)
- **#30** Miramar Rd. / Eastgate Mall
    - Near-Term (Opening Day Year 2027) With Project

        - WB-R (*AM & PM peak hours*)
        - SB-L (*PM peak hour*)
    - Horizon Year 2050 With Project
        - WB-R (*AM & PM peak hours*)
        - SB-L (*PM peak hour*)
- **#31** Miramar Rd. / Miramar Mall
    - Near-Term (Opening Day Year 2027) With Project
        - EB-L (*AM peak hour*)
    - Horizon Year 2050 With Project
        - EB-L (*AM peak hour*)
- **#33** Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - Near-Term (Opening Day Year 2027) With Project
        - EB-L (*AM & PM peak hours*)
        - SB-R (*AM & PM peak hours*)
    - Horizon Year 2050 With Project
        - EB-L (*AM & PM peak hours*)
        - SB-R (*AM & PM peak hours*)
- **#38** Miramar Rd. / Carroll Rd.
    - Near-Term (Opening Day Year 2027) With Project
        - EB-L (*AM & PM peak hours*)
    - Horizon Year 2050 With Project
        - EB-L (*AM & PM peak hours*)

- **#44** La Jolla Village Dr. / I-5 NB Ramps
    - Near-Term (Opening Day Year 2027) With Project
        - NB-R (*AM peak hour*)
    - Horizon Year 2050 With Project
        - NB-R (*AM peak hour*)

All the intersections and turning movements listed above, except for intersection 27, are anticipated to result in a 95th percentile queue that exceeds the capacity of the turn lane without the addition of Project traffic and not as a result of adding Project traffic. The queue exceedance at the eastbound left turn lane at Intersection 27 will be accommodated by the existing two-way left turn lane. Therefore, no off-site improvements to lengthen turn pockets are proposed as a result of the 95th percentile queueing evaluation.

Table 11-3: 95th Percentile Queueing Analysis for Near-Term (Opening Day Year 2027) and Horizon Year 2050 Comparison

Provided on the following page. The page is intentionally left blank.

95th Percentile Queueing Summary Results

#	Intersection	EB Approach												WB Approach												NB Approach												SB Approach											
		Near-Term (OY 2027)						Near-Term (OY 2027) + Project						Year 2050						Year 2050 + Project						Near-Term (OY 2027)						Near-Term (OY 2027) + Project						Year 2050						Year 2050 + Project						Near-Term (OY 2027)						Near-Term (OY 2027) + Project						Year 2050						Year 2050 + Project					
		Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn			Left-Turn			Right-Turn		
		Storage (in ft.)	AM Queue	PM Queue	Storage (in ft.)	AM Queue	PM Queue	Storage (in ft.)	AM Queue	PM Queue

11.6 Roadway Segments

As a result of the roadway segment analysis in **Chapter 8.4** (Near-Term Opening Day Year 2027) and **Chapter 10.4** (Horizon Year 2050) of this report, and consistent with the City's TSM criteria for identifying off-site improvements for roadway segments, the following off-site improvements are proposed:

- **Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)**

➢ The Project adds greater than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. This segment is not classified in the University Community Plan and the University Community Plan Update Mobility Corridor Concepts show draft cross sections for this roadway at a 2-lane cross-section as a bicycle boulevard. Therefore, no additional widening is identified or planned.

- **Eastgate Mall (I-805 Overpass – Operation Blvd.)**

➢ The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The Project would pay a 34.1% fair share contribution towards the widening of the roadway from a 2-lane Collector without fronting property to a 4-lane Collector with a continuous left-turn lane per University Facilities Financing Program (PFFP *2013*) Project NUC-34.

- **Eastgate Mall (Operation Blvd. – Olson Dr.)**

➢ The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The Project would pay a 40.6% fair share contribution towards the widening of the roadway from a 2-lane

Collector with a continuous left-turn lane to a 4-lane Collector with a continuous left-turn lane per University PFFP Project NUC-34.

- **Eastgate Mall (Olson Dr. – Autoport Mall)**

➢ The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The Project would pay a 28.5% fair share contribution towards the widening of the roadway from a 2-lane Collector with a continuous left-turn lane to a 4-lane Collector with a continuous left-turn lane per University PFFP Project NUC-34.

- **Eastgate Mall (Autoport Mall. – Miramar Rd.)**

➢ The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The Project would pay a 28.5% fair share contribution towards the widening of the roadway from a 2-lane Collector with a continuous left-turn lane to a 4-lane Collector with a continuous left-turn lane per University PFFP Project NUC-34.

- **La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)**

➢ The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The UCSD LRDP EIR identified this roadway segment as a location with a significant impact. The proposed mitigation measure consists of the implementation of Adaptive Traffic Signal Control on the La Jolla Village Drive corridor between Torrey Pines Road and I-805 NB Ramps. The Project proposes to engage in a private agreement with UCSD to contribute a 24.8% fair share towards the implementation of this improvement.

- **Miramar Road (Camino Santa Fe – Carrol Road)**

➢ The Project adds less than 50% of the total daily vehicle trips on these 5 segments for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. These segments are classified in the Mira Mesa Community Plan as 8-lane prime arterial. However, the Mira Mesa Community Plan Update Draft Mobility Technical Report (June 2022) proposes a 6-lane major arterial classification for these roadway segments under Proposed Plan conditions with no widening planned. Additionally, the Stone Creek TIA (May 2015) identified these roadway segments as locations with a significant impact. The proposed mitigation measure consists of the installation of a raised median and restricting driveway access as necessary along these segments. The Project proposes to contribute fair share contributions towards the implementation of these improvements at the five (5) roadway segments between Camino Santa Fe and Carroll Road as follows:

- **Camino Santa Fe – Commerce Ave.**
  - 41.3% fair-share contribution
- **Commerce Ave. – Production Ave.**
  - 41.3% fair-share contribution
- **Production Ave. – Distribution Ave.**
  - 40.5% fair-share contribution
- **Distribution Ave. – Miramar Wy.**
  - 41.2% fair-share contribution
- **Miramar Wy. – Carroll Rd.**
  - 41.3% fair-share contribution

Refer to **Appendix P** for the calculations conducted for the fair-share payment contributions of the roadway segments described above.

12.0 SITE ACCESS, CIRCULATION, & PARKING

12.1 Access & Circulation

Access to the project site is proposed through three (3) driveways, providing access to parking structures, surface parking, and drop-off areas. Two of the planned project driveways will be located east of the intersection of Towne Centre Drive and Westerra Court, and one will become the west leg of the intersection of Towne Centre Drive at Westerra Court as a result of the proposed street vacation.

As shown in the Project Site Plan in **Figure 2-1**, the easternmost driveway will connect users directly to a parking garage in the eastern corner of the project site. The westernmost driveway will bifurcate into two (2) internal roadways. One of the internal roadways will connect users with a parking garage in the southwest corner of the project site, and another internal roadway will lead users around the complex to various drop-off zones. A separate driveway will connect users to surface parking areas on the north side of the project site.

12.2 Parking

Parking for the project will exceed the minimum parking requirements contained in the City of San Diego Municipal Code and will be accommodated through surface-level spaces, sub-grade-level spaces, and parking structure spaces, which will be accessed through the project driveways discussed in **Chapter 12.1**. The Project will provide parking facilities that will support 2,500 parking spaces, which include the following:

- Total Automobile Parking = **2,500 spaces**
    - Standard = 2,085 spaces
        - ADA = 32 spaces
            - 26 ADA standard spaces
            - 6 ADA van spaces
        - Clean Air / Zero Emission = 233 spaces
        - Electric Vehicle Charging Stations (EVCS) = 150 spaces
            - Standard EVCS = 140 spaces
            - ADA EVCS = 4 spaces
            - Ambulatory EVCS = 4 spaces
            - Van EVCS = 2 spaces
            - Standard ADA EVCS = 5 spaces
            - Ambulatory EVCS = 5 spaces
    - Motorcycle = 49 spaces
    - Bicycle = 170 spaces
        - Short-term = 50 spaces
        - Long-term = 120 spaces

The planned total parking supply of 2,500 automobile parking spaces exceeds the minimum required by the Municipal Code which is shown to be a total of 2,329 parking spaces.

Figure 12-1: Project Parking Tabulations

Parking Type	Requirements SDMC/CBC	CGBSC	CAP	# required	Provided
Automobile[1]	2.1 stalls/1000 GSF	n/a	n/a	2329	2500
Accessible[2]	20, plus 1 for each 100, or fraction thereof, over 1000	n/a	n/a	34	34
Van	*1 of every 6 accessible stalls*	n/a	n/a	6	6
Clean-Air[3,4]	8%	8%	10%	233	233
EVCS/EVSE[5]	n/a	6%	6%	150	150
Ready for Use[6]	n/a	n/a	50%	75	75
Future Use[7]	-	-	-	-	75
EVCS Accessible[8]	per table, see below	-	-	-	-
Standard	3, plus 1 for each 60, or fraction there of, over 100	n/a	n/a	4	4
Ambulatory[9]	3, plus 1 for each 50, or fraction there of, over 100	n/a	n/a	4	4
Van	1, plus 1 for each 300, or fraction there of, over 100	n/a	n/a	2	2
Motorcycle[10]	2% of min. req.	n/a	n/a	47	49
Short-term Bicycle[11]	exempt per use	n/a	>SDMC	1	50
Long-term Bicycle[12]	5% of min. req.	n/a	>SDMC	118	120

[1] Based on area per FAR calculations and below grade, non-parking area (1,108,820 sf); refer to coversheet; excludes motrocycle
[2] Per CBC table 11B.208.2; electric vehicle charging stations excluded from this calculation per 11B-208.1; based on provided stalls
[3] Clean-Air vehicle as defined by CGBSC: carpool, vanpool, low-emissions, and fuel efficient; based on minimum autmobile required
[4] SDMC includes electric and zero-emissions vehicles; CAP requirement does not include electric vehical requirements
[5] Electric Vehicle Charging Station (EVCS) and Electric Vehicle Service Equipment (EVSE) are used interchangably in this document and refer to cabinets, conduit, and boxes required per CGBSC, CEC, and CAP requirements; based on actual provided stall count
[6] CAP requires a minimum quantity ready for use upon construction completion
[7] Future use may qualify as Clean-Air designated stalls
[8] Per CBC table 11B.
[9] Ambulatory stalls defined by 11B-812.6.3
[10] In addition to automobile requirements; based on minimum automobile requirement
[11] Short-term bicycle parking requirements are exempt from industrial uses per 142.0530
[12] Based on minimum required automobile stalls

Location	Total	Typical	Accessible Standard	Accessible Van	Clean Air/ Zero Emmisions	EVCS Typical	EVCS Accessible Standard	EVCS Accessible Ambulatory	EVCS Accessible Van	Motorcycle
Podium	**1872**	**1497**	**21**	**4**	**206**	**135**	**4**	**3**	**2**	**44**
Level P1	*317*	*109*	*21*	*4*	*114*	*60*	*4*	*3*	*2*	*12*
Level P2	*546*	*379*	*0*	*0*	*92*	*75**	*0*	*0*	*0*	*11*
Level P3	*546*	*546*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*11*
Level P4	*463*	*463*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*
Surface	**124**	**120**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**2**
Garage	**504**	**468**	**4**	**1**	**27**	**3**	**0**	**1**	**0**	**3**
Level B1	*17*	*17*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Level 01	*78*	*68*	*4*	*1*	*1*	*3*	*0*	*1*	*0*	*3*
Level 02	*83*	*57*	*0*	*0*	*26*	*0*	*0*	*0*	*0*	*0*
Level 03	*83*	*83*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Level 04	*83*	*83*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Level 05	*83*	*83*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Level 06	*77*	*77*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotals	-	-	26	6	-	140	4	4	2	-
Overall Totals	2500	2085	32		233	150				49

* 75 EVCS stalls located on P2 are designated for future use

13.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is a strategy designed to reduce single-occupant vehicle trips during the AM and PM peak weekday hours. Since most commuting and congestion occur during weekday peak periods, TDM seeks to shift commuters to transportation modes other than single-occupancy vehicles as well as reduce peak hour trips by encouraging commuting in non-peak periods and other strategies.

TDM elements have been incorporated into the design and siting of the project. The TDM measures that would be provided by the Project consist of the following:

A. Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development (to satisfy requirements by CAP Checklist).
B. Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees (to satisfy requirements by CAP Checklist).
C. Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, and gyms, either onsite or within 1,320 feet (1/4-mile) of the structure/use (to satisfy requirements by CAP Checklist).
D. Subsidized transit passes (to satisfy requirements by CAP Checklist).
E. Shuttle service to increase the project site's connectivity within the University City community.
F. More short-term bicycle parking than required (to satisfy requirements by CAP Checklist).
    - *0 spaces required by SDMC for industrial uses*
    - 50 spaces provided
G. More long-term bicycle parking than required (to satisfy requirements by CAP Checklist).
    - *118 spaces required*
    - 120 spaces provided

H. Employee showers and lockers in accordance with the voluntary measures under the California Green Building Standards Code (to satisfy requirements by CAP Checklist).

I. Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles (to satisfy requirements by CAP Checklist).

- *At least 10% of the total number of parking spaces (233 spaces required)*
- 233 carpool/low emission parking spaces + 75 electric vehicle supply equipment (EVSE) spaces and an additional 75 spaces dedicated for future use = 383 spaces

J. Transportation Demand Management (TDM) Program as required mitigation for its significant VMT impact.

- A Transportation Demand Management plan (the "TDM Plan") shall be implemented by the Applicant in order to reduce automobile trips and Vehicle Miles Traveled ("VMT") generated by the proposed development.
    i. TDM Plan. Prior to issuance of the first building permit, the Applicant will submit to the City of San Diego a TDM plan outlining the TDM strategies, approach to implementation, expected VMT reductions, and monitoring program. Prior to Phase 1 building permit, the TDM shall be approved by City of San Diego Development Services Department. If the Project is leased as a multi-tenant campus, the TDM plan may be tailored to each tenant, and monitoring, reporting, and penalties may be assessed to each tenant separately. TDM plan measures will be incorporated into tenant leases to ensure compliance.
    ii. Elements of TDM Plan. As outlined in the VMT Assessment Memo (USAI, April 2022), the following measures shall be included in the TDM Plan and implemented by the project:
        - T-12 Price Workplace Parking
        - T-6 Implement Commute Trip Reduction Program (Mandatory Implementation and Reporting)
        - T-7 Implement Commute Trip Reduction Marketing
        - T-8 Providing Ridesharing Program
        - T-9 Implement Subsidized or Discounted Transit Program

- T-10 Provide End of Trip Bicycle Facilities
- T-11 Provide Employee Sponsored Vanpool
- Supportive but unquantified VMT reduction measures per the VMT Assessment Memo (USAI, April 2022) such as T-44 Provide Shuttles (Gas or Electric) and Passenger Loading Zones

iii. TDM Goals. TDM measures, as outlined in the TDM Plan and evaluated in the VMT Assessment Memo (USAI, April 2022), shall be implemented to reduce the project site VMT by 32.47%. This is established based on the commercial employment VMT significance threshold of 15% below the SANDAG Series 13 Base Year 2012 regional mean VMT, 22.105 VMT per employee, and the Series 13 Year 2025 project VMT of 32.6 VMT per employee that would be expected from the 3,000 employees anticipated from the proposed 1 million square feet of research and development (R&D) use included in the project site. According to the Local Mobility Analysis prepared for the project site, the project will be expected to generate approximately 8,000 vehicular trips per day based on the City of San Diego *Land Development Code Trip Generation Manual (2003*) which is a net increase of 6,461 daily vehicular trips over existing development.

iv. Program Manager. Within three (3) months following approval of the first occupancy permit, the Permittee shall designate an individual to act as the Program Manager ("PM") for the Project, whose responsibility will be to implement the TDM measures, with on-going coordination with the City of San Diego Development Services Department.

v. Monitoring and Reporting. No later than one (1) year following the issuance of the first occupancy permit of the final phase of the project if the Project is being completed in phases or after the final Occupancy Permit if the Project is being constructed in a single phase for one tenant, a monitoring and reporting report will be submitted to the City of San Diego Development Services Department. The effectiveness of the TDM Plan shall be evaluated using surveys and traffic counts. The Permittee

shall coordinate with the City of San Diego with data collected and reported, which will include but may not be limited to:

- Calculating average vehicle occupancy
- Count of daily vehicle trips to and from the site
- Online survey of employees
- Intercept surveys at building entrances
- Documentation of level of daily shuttle usage

Permittee shall submit the results of the data collection to the City of San Diego Development Services Department and shall state whether the TDM goals have been met. Such TDM surveys shall be conducted annually by the Permittee following the initial survey. If the TDM surveys show that the trip reduction objective is being met after a total of five annual surveys, the Permittee shall proceed with the TDM measures as implemented.

vi. Failure to Meet VMT Reduction Goals. In the event the first TDM survey indicates that the VMT goal has not been met, the Permittee shall meet with City of San Diego Development Services Department staff to review the measures in place and to develop modifications to the TDM measures and/or adopt additional TDM measures. If trip reductions are not being met, the City may require that the Permittee provide additional subsidies for transit passes, increase shuttle frequency, or other measures to ensure compliance. If these additional measures do not achieve the required results in two consecutive surveys, the Project will pay a penalty fee, equivalent to 5% of the Complete Communities: Mobility Choices Active Transportation Opt-In Fee, in place at the time of Project approval. The penalty shall be paid annually on January 1st of each year, until the project VMT reduction targets are met.

14.0 SYSTEMIC SAFETY ANALYSIS

A systemic safety review was conducted to determine if any of the study area intersections satisfy hotspot criteria as defined under Appendix C of the City of San Diego's Systemic Safety, The Data-Driven Path To Vision Zero (*April 2019*).

An analysis summary of the study intersections that meet any of the hotspot systemic safety intersection footprints along with existing countermeasures and proposed engineering countermeasures is found in **Table 14-1** (for pedestrians), **Table 14-2** (for bicycles), and **Table 14-3** (for vehicles). As shown in the tables below, the following intersections have been found to match at least one of the hotspot systemic safety intersection footprint criteria along with a requirement for the project to provide the following engineering countermeasures:

- Towne Centre Dr. / Eastgate Mall
  - Backplates with retroreflective borders if asset owner agrees
- Towne Centre Dr. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB approach
  - Backplates with retroreflective borders if asset owner agrees
- Towne Centre Dr. / Towne Centre Dwy.
  - High visibility crosswalks for North and East quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
  - Backplates with retroreflective borders if asset owner agrees
- Towne Centre Dr. / La Jolla Village Dr.
  - Backplates with retroreflective borders if asset owner agrees

- Judicial Dr. / Eastgate Mall
  - High visibility crosswalks for North, East, and West quadrants
- Judicial Dr. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB approach
  - Backplates with retroreflective borders if asset owner agrees
- Judicial Dr. / Judicial Dwy.
  - High visibility crosswalks for North, East, and West quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
- Eastgate Mall / Easter Wy.
  - High visibility crosswalks for East and West quadrants
  - Replace existing bicycle Loop Detector for WB approach
- Eastgate Mall / Genesee Ave.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Executive Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Regents Rd. / Eastgate Mall
  - Replace existing bicycle Loop Detector for NB, SB, and EB approaches
- Regents Rd. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB, SB, and WB approaches
  - Backplates with retroreflective borders if asset owner agrees
- Regents Rd. / Regents Park Row
  - High visibility crosswalks for North, South, East, and West quadrants

- Replace existing bicycle Loop Detector for NB and SB approaches
- Backplates with retroreflective borders if asset owner agrees

- Regents Rd. / La Jolla Village Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Campus Point Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Scripps Hospital Dwy.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / I-5 NB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / I-5 SB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- La Jolla Village Dr. / Lebon Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / I-805 NB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Eastgate Mall
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Carroll Rd.
  - Backplates with retroreflective borders if asset owner agrees

- Miramar Rd. / Camino Ruiz
  - Backplates with retroreflective borders if asset owner agrees

Table 14-1: Systemic Safety Analysis for Pedestrians

Number	Intersection	Pedestrian Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Towne Centre Drive / Westerra Court	-	-	-
2	Towne Centre Drive / Towne Centre Court	-	-	-
3	Towne Centre Drive / Eastgate Mall	-	-	-
4	Towne Centre Drive / Executive Drive	-	-	-
5	Towne Centre Drive / Towne Centre Driveway	Footprint #3	Pedestrian Countdown Signals	High Visibility Crosswalks (N & E quadrants)
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	Judicial Drive / Eastgate Mall	Footprint #2	Pedestrian Countdown Signals & High Visibility Crosswalk (S quadrant)	High Visibility Crosswalks (N, E, & W quadrants)
8	Judicial Drive / Executive Drive	-	-	-
9	Judicial Drive / Judicial Driveway	Footprint #2	Pedestrian Countdown Signals	High Visibility Crosswalks (N, E, & W quadrants)
10	Eastgate Mall / Easter Way	Footprint #2	Pedestrian Countdown Signals & High Visibility Crosswalk (N quadrant)	High Visibility Crosswalks (E & W quadrants)
11	Eastgate Mall / Genesee Avenue	-	-	-
12	Genesee Avenue / Executive Drive	-	-	-
13	Genesee Avenue / Executive Square	-	-	-
14	La Jolla Village Drive / Genesee Avenue	-		
15	Regents Road / Eastgate Mall	-		
16	Regents Road / Executive Drive	Footprint #2 / Footprint #3	Pedestrian Countdown Signals & High Visibility Crosswalk (N, S, E, & W quadrants)	-
17	Regents Road / Regents Park Row	Footprint #2 / Footprint #3	Pedestrian Countdown Signals	High Visibility Crosswalk (N, S, E, & W quadrants)
18	Regents Road / La Jolla Village Drive	-	-	-
19	Regents Road / Genesee Avenue	-	-	-
20	Genesee Avenue / Campus Point Drive	-	-	-
21	Genesee Avenue / Scripps Hospital Driveway	-	-	-
22	Genesee Avenue / I-5 NB Ramps	-	-	-
23	Genesee Avenue / I-5 SB Ramps	-	-	-
24	La Jolla Village Drive / Lebon Drive	-	-	-
25	Miramar Road / I-805 NB Ramps	-	-	-
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-
27	Eastgate Mall / Eastgate Drive	-	-	-
28	Eastgate Mall / Olson Drive	-	-	-
29	Eastgate Mall / Autoport Mall	-	-	-
30	Miramar Road / Eastgate Mall	-	-	-
31	Miramar Road / Miramar Mall	-	-	-
32	Miramar Road / Miramar Place	-	-	-
33	Miramar Road / Camino Santa Fe / Frost Mar Place	-	-	-
34	Miramar Road / Commerce Avenue	-	-	-
35	Miramar Road / Production Avenue	-	-	-
36	Miramar Road / Distribution Avenue	-	-	-
37	Miramar Road / Miramar Way	-	-	-
38	Miramar Road / Carroll Road	-	-	-
39	Miramar Road / Alesmith Court	-	-	-
40	Miramar Road / Dowdy Street	-	-	-
41	Miramar Road / Cabot Drive	-	-	-
42	Towne Centre Drive / Proejct Driveway "West"	-	* New Project Driveway	-
43	Towne Centre Drive / Proejct Driveway "East"	-	* New Project Driveway	-
44	La Jolla Village Drive / I-5 NB Ramps	-	-	-
45	La Jolla Village Drive / I-5 SB Ramps	-	-	-

Table 14-2: Systemic Safety Analysis for Bicycles

Number	Intersection	Bicycle Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Towne Centre Drive / Westerra Court	Footprint #2	-	-
2	Towne Centre Drive / Towne Centre Court	Footprint #2	-	-
3	Towne Centre Drive / Eastgate Mall	Footprint #1	-	-
4	Towne Centre Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detector for NB approach
5	Towne Centre Drive / Towne Centre Driveway	Footprint #1	-	Bicycle Loop Detector for NB & SB approaches
6	Towne Centre Drive / La Jolla Village Drive	-	-	-
7	Judicial Drive / Eastgate Mall	Footprint #1	-	-
8	Judicial Drive / Executive Drive	Footprint #1	-	Bicycle Loop Detector for NB approach
9	Judicial Drive / Judicial Driveway	Footprint #1	-	Bicycle Loop Detector for NB & SB approaches
10	Eastgate Mall / Easter Way	Footprint #1	-	Bicycle Loop Detector for WB approach
11	Eastgate Mall / Genesee Avenue	-	-	-
12	Genesee Avenue / Executive Drive	-	-	-
13	Genesee Avenue / Executive Square	-	-	-
14	La Jolla Village Drive / Genesee Avenue	-	-	-
15	Regents Road / Eastgate Mall	Footprint #1	-	Bicycle Loop Detector for NB, SB, & EB approaches
16	Regents Road / Executive Drive	Footprint #1	-	Bicycle Loop Detector for NB, SB, & WB approaches
17	Regents Road / Regents Park Row	Footprint #1	-	Bicycle Loop Detector for NB & SB approaches
18	Regents Road / La Jolla Village Drive	-	-	-
19	Regents Road / Genesee Avenue	-	-	-
20	Genesee Avenue / Campus Point Drive	-	-	-
21	Genesee Avenue / Scripps Hospital Driveway	-	-	-
22	Genesee Avenue / I-5 NB Ramps	-	-	-
23	Genesee Avenue / I-5 SB Ramps	-	-	-
24	La Jolla Village Drive / Lebon Drive	-	-	-
25	Miramar Road / I-805 NB Ramps	-	-	-
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	-	-	-
27	Eastgate Mall / Eastgate Drive	-	-	-
28	Eastgate Mall / Olson Drive	Footprint #2	-	-
29	Eastgate Mall / Autoport Mall	Footprint #2	-	-
30	Miramar Road / Eastgate Mall	-	-	-
31	Miramar Road / Miramar Mall	-	-	-
32	Miramar Road / Miramar Place	-	-	-
33	Miramar Road / Camino Santa Fe / Frost Mar Place	-	-	-
34	Miramar Road / Commerce Avenue	-	-	-
35	Miramar Road / Production Avenue	-	-	-
36	Miramar Road / Distribution Avenue	-	-	-
37	Miramar Road / Miramar Way	-	-	-
38	Miramar Road / Carroll Road	-	-	-
39	Miramar Road / Alesmith Court	-	-	-
40	Miramar Road / Dowdy Street	-	-	-
41	Miramar Road / Cabot Drive	-	-	-
42	Towne Centre Drive / Proejct Driveway "West"	-	* New Project Driveway	-
43	Towne Centre Drive / Proejct Driveway "East"	-	* New Project Driveway	-
44	La Jolla Village Drive / I-5 NB Ramps	-	-	-
45	La Jolla Village Drive / I-5 SB Ramps	-	-	-

Table 14-3: Systemic Safety Analysis for Vehicles

Number	Intersection	Vehicular Matrix Footprint	Existing Countermeasures	Proposed Engineering Countermeasures
1	Towne Centre Drive / Westerra Court	-	-	-
2	Towne Centre Drive / Towne Centre Court	-	-	-
3	Towne Centre Drive / Eastgate Mall	Footprint #3	-	Backplates w/Retroreflective Borders
4	Towne Centre Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
5	Towne Centre Drive / Towne Centre Driveway	Footprint #1	-	Backplates w/Retroreflective Borders
6	Towne Centre Drive / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
7	Judicial Drive / Eastgate Mall	-	-	-
8	Judicial Drive / Executive Drive	Footprint #3	-	Backplates w/Retroreflective Borders
9	Judicial Drive / Judicial Driveway	-	-	-
10	Eastgate Mall / Easter Way	-	-	-
11	Eastgate Mall / Genesee Avenue	Footprint #2	-	Backplates w/Retroreflective Borders
12	Genesee Avenue / Executive Drive	Footprint #2	-	Backplates w/Retroreflective Borders
13	Genesee Avenue / Executive Square	-	-	-
14	La Jolla Village Drive / Genesee Avenue	-	-	-
15	Regents Road / Eastgate Mall	-	-	-
16	Regents Road / Executive Drive	Footprint #1	-	Backplates w/Retroreflective Borders
17	Regents Road / Regents Park Row	Footprint #1	-	Backplates w/Retroreflective Borders
18	Regents Road / La Jolla Village Drive	Footprint #2	-	Backplates w/Retroreflective Borders
19	Regents Road / Genesee Avenue	-	-	-
20	Genesee Avenue / Campus Point Drive	Footprint #2	-	Backplates w/Retroreflective Borders
21	Genesee Avenue / Scripps Hospital Driveway	Footprint #2	-	Backplates w/Retroreflective Borders
22	Genesee Avenue / I-5 NB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
23	Genesee Avenue / I-5 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
24	La Jolla Village Drive / Lebon Drive	Footprint #2	-	Backplates w/Retroreflective Borders
25	Miramar Road / I-805 NB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
26	La Jolla Village Drive / Miramar Road / I-805 SB Ramps	Footprint #2	-	Backplates w/Retroreflective Borders
27	Eastgate Mall / Eastgate Drive	-	-	-
28	Eastgate Mall / Olson Drive	-	-	-
29	Eastgate Mall / Autoport Mall	-	-	-
30	Miramar Road / Eastgate Mall	Footprint #2	-	Backplates w/Retroreflective Borders
31	Miramar Road / Miramar Mall	-	-	-
32	Miramar Road / Miramar Place	-	-	-
33	Miramar Road / Camino Santa Fe / Frost Mar Place	-	-	-
34	Miramar Road / Commerce Avenue	-	-	-
35	Miramar Road / Production Avenue	-	-	-
36	Miramar Road / Distribution Avenue	-	-	-
37	Miramar Road / Miramar Way	-	-	-
38	Miramar Road / Carroll Road	Footprint #2	-	Backplates w/Retroreflective Borders
39	Miramar Road / Alesmith Court	-	-	-
40	Miramar Road / Dowdy Street	-	-	-
41	Miramar Road / Cabot Drive	-	-	-
42	Towne Centre Drive / Proejct Driveway "West"	-	* New Project Driveway	-
43	Towne Centre Drive / Proejct Driveway "East"	-	* New Project Driveway	-
44	La Jolla Village Drive / I-5 NB Ramps	-	-	-
45	La Jolla Village Drive / I-5 SB Ramps	-	-	-

15.0 CONCLUSION

15.1 Project Trip Generation

Trip Generation for the Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates to generate approximately 8,000 daily unadjusted driveway trips with 1,280 (1,152 In / 128 Out) AM peak hour trips and 1,120 (112 In / 1,008 Out) PM peak hour trips.

Since the existing scientific R&D use is the same as the proposed use for the project site, an existing credit can be applied based on trip generation rates, for analysis purposes.

Existing uses onsite have been calculated to generate 1,539 daily unadjusted driveway trips with 246 (221 In / 25 Out) AM peak hour trips and 215 (22 In / 193 Out) PM peak hour trips.

Therefore, the Project would result in a net increase of approximately **6,461** average daily trips (ADT) with **1,034** (931 In / 103 Out) AM peak hour trips and **905** (90 In / 815 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

15.2 Existing

Roadway Segments:

All study roadway segments operate at an acceptable LOS "D" or better in the Existing condition, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
    - *LOS F*

- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
    - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
    - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
    - *LOS E*
- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS E*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS E*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
    - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

Table A shows a summary of the analysis of roadway segments for Existing conditions.

Intersections:

All study intersections operate at an acceptable LOS "D" or better in the Existing condition at both the AM and PM peak hour setting, except for the following:

- Towne Centre Dr. / La Jolla Village Dr.
    - PM Peak Hour – *LOS E*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
- Regents Rd. / La Jolla Village Dr.
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*

Table D shows a summary of the analysis of intersections for Existing conditions.

15.3 Near-Term (Opening Day Year 2027)

Roadway Segments:

All study roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2027), except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
    - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
    - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
    - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
    - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS F*

- Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
    - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

Intersections:

All study intersections are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2027) condition at both the AM and PM peak hour setting, except for the following:

- Towne Centre Dr. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Towne Centre Dr. / Executive Dr.
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - PM Peak Hour – *LOS F*

- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS E*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*
- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

15.4 Near-Term (Opening Day Year 2027) With Project

Roadway Segments:

All study roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2027) With Project conditions, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
    - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
    - *LOS F*
- Towne Centre Dr. (Eastgate Mini Park – Towne Centre Ct.)
    - *LOS F*

- Towne Centre Dr. (Towne Centre Court – 9665 Towne Centre Dr.)
    - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
    - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
    - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS F*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*

- Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
    - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

Table B summarizes the Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project roadway segment LOS comparison.

Intersections:

All study intersections are anticipated to operate at an acceptable LOS "D" or better in the Near-Term (Opening Day Year 2027) With Project condition at both the AM and PM peak hour setting, except for the following:

- Towne Centre Dr. / Towne Centre Ct.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*
- Towne Centre Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS E*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*

- Regents Rd. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*
- Eastgate Mall / Eastgate Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Miramar Pl.
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

Table E summarizes the Near-Term (Opening Day Year 2027) and Near-Term (Opening Day Year 2027) With Project peak hour LOS comparison.

15.5 Horizon Year 2050

Roadway Segments:

All study roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Horizon Year 2050, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
    - *LOS F*

- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
    - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
    - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
    - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS F*
- Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
    - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

<u>Intersections:</u>

All study intersections are anticipated to operate at an acceptable LOS "D" or better in the Horizon Year 2050 condition at both the AM and PM peak hour setting, except for the following:

- Towne Centre Dr. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Towne Centre Dr. / Executive Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS E*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Eastgate Mall
    - PM Peak Hour – *LOS E*
- Regents Rd. / Regents Park Row
    - PM Peak Hour – *LOS E*
- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS F*

- Eastgate Mall / Eastgate Dr.
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Eastgate Mall
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

15.6 Horizon Year 2050 With Project

Roadway Segments:

All study roadway segments are anticipated to operate at an acceptable LOS "D" or better in the Horizon Year 2050 With Project conditions, except for the following:

- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
    - *LOS F*
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
    - *LOS F*
- Towne Centre Dr. (Eastgate Mini Park – Towne Centre Ct.)
    - *LOS F*
- Towne Centre Dr. (Towne Centre Court – 9665 Towne Centre Dr.)
    - *LOS F*
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
    - *LOS F*
- Eastgate Mall (Operation Blvd. – Olson Dr.)
    - *LOS F*
- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS F*

- Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS F*
- Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*
- Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
- Miramar Rd. (Production Ave. – Distribution Ave.)
    - *LOS F*
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - *LOS F*
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - *LOS F*
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - *LOS F*

Table C summarizes the Horizon Year 2050 and Horizon Year 2050 With Project roadway segment LOS comparison.

Intersections:

All study intersections are anticipated to operate at an acceptable LOS "D" or better in the Horizon Year 2050 With Project condition at both the AM and PM peak hour setting, except for the following:

- Towne Centre Dr. / Towne Centre Ct.
    - AM Peak Hour – *LOS E*
    - PM Peak Hour – *LOS E*

- Towne Centre Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS E*
- Judicial Dr. / Executive Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Eastgate Mall / Genesee Ave.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Eastgate Mall
    - PM Peak Hour – *LOS F*
- Regents Rd. / Executive Dr.
    - AM Peak Hour – *LOS E*
- Regents Rd. / Regents Park Row
    - PM Peak Hour – *LOS F*

- Regents Rd. / La Jolla Village Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*
- Eastgate Mall / Eastgate Dr.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS E*
- Miramar Rd. / Eastgate Mall
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Miramar Pl.
    - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
    - AM Peak Hour – *LOS F*
    - PM Peak Hour – *LOS F*

Table F summarizes the Horizon Year 2050 and Horizon Year 2050 With Project peak hour LOS comparison.

15.7 Off-Site Improvements

15.7.1 Signal Timing Improvements/Modifications and Turn Lanes

- The Project would result in conditions that would warrant signal timing improvements/signal modifications consistent with the City's TSM criteria for thirteen (13) of the analyzed intersections including one (1) unsignalized intersection and twelve (12) signalized intersections, consisting of the following:

#2 Towne Centre Dr. / Towne Centre Ct.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – AM & *PM Peak Hours*
  - Direct improvement implementation of traffic signalization is not warranted and roundabout installation is not feasible for the two-way stop-controlled intersection. Therefore, no improvements are proposed.

#3 Towne Centre Dr. / Eastgate Mall

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#4 Towne Centre Dr. / Executive Dr.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#6 Towne Centre Dr. / La Jolla Village Dr.

- Near-Term (Opening Day Year 2027) – *PM Peak Hour*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Fair-share towards improvement implementation of adaptive traffic signal control (ATCS).

#7 Judicial Dr. / Eastgate Mall

- Near-Term (Opening Day Year 2027) – *AM Peak Hour*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#8 Judicial Dr. / Executive Dr.

- Near-Term (Opening Day Year 2027) – *AM Peak Hour*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#15 Regents Rd. / Eastgate Mall

- Horizon Year 2050 – *PM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#17 Regents Rd. / Regents Park Row

- Horizon Year 2050 – *PM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#18 Regents Rd. / La Jolla Village Dr.

- Horizon Year 2050 – *AM & PM Peak Hours*
  - Fair-share towards improvement implementation of adaptive traffic signal control (ATCS).

#27 Eastgate Mall / Eastgate Dr.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#30 Miramar Rd. / Eastgate Mall

- Horizon Year 2050 – *AM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software update) and implementation of audible pedestrian signals.

#32 Miramar Rd. / Miramar Pl.

- Near-Term (Opening Day Year 2027) – A*M Peak Hour*
- Horizon Year 2050 – *AM Peak Hour*
  - Upgrade traffic signal controller to a 2070 controller (including software updates) and implementation of audible pedestrian signals.

#33 Miramar Rd. / Camino Santa Fe / Frost Mar Pl.

- Near-Term (Opening Day Year 2027) – *AM & PM Peak Hours*
- Horizon Year 2050 – *AM & PM Peak Hours*

An assessment of the potential addition of exclusive turn lanes for the study area signalized intersections was conducted. One (1) intersection has been identified to exceed the City's TSM thresholds for peak hour volumes in "With" and "Without" Project conditions. The affected intersection and turning movement consist of the following:

#15 Regents Rd. / Eastgate Mall

- Near-Term (Opening Day Year 2027)
  - WB-L (*PM peak hour*)
- Horizon Year 2050
  - WB-L (*PM peak hour*)
    - The addition of a turn lane is not feasible and therefore, no improvement is proposed for this deficiency. Please refer to **Chapter 11.5** for further detail.

15.7.2 Queueing

- The Project would result in conditions that do not warrant turn lane modifications/improvements as a result of 95th percentile queueing deficiencies.

15.7.3 Roadway Segments

- The Project would result in conditions that would warrant improvements to roadway segments consistent with the City's TSM criteria. Improvement requirements are met for eleven (11) of the analyzed roadway segments, including the following:
  - Towne Centre Dr. (Westerra Ct. –Eastgate Mini Park)
    - This segment is not classified in the University Community Plan and the University Community Plan Update Mobility Corridor Concepts show draft cross sections for this roadway at a 2-lane cross-section as a bicycle boulevard.
      - No additional widening is identified or planned.

- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - Fair-share towards improvement implementation
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - Fair-share towards improvement implementation
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - Fair-share towards improvement implementation
- Eastgate Mall (Autoport Mall – Miramar Rd.)
  - Fair-share towards improvement implementation
- La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
  - Fair-share towards improvement implementation
- Miramar Rd. (Camino Santa Fe – Commerce Ave.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Commerce Ave. – Production Ave.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Production Ave. – Distribution Ave.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Distribution Ave. – Miramar Wy.)
  - Fair-share towards improvement implementation
- Miramar Rd. (Miramar Wy. – Carroll Rd.)
  - Fair-share towards improvement implementation

15.7.4 Systemic Safety

- A systemic safety review was conducted to determine if any of the study area intersections are located within a safety hotspot as defined under Appendix C of the City of San Diego's Systemic Safety, The Data-Driven Path To Vision Zero (*April 2019).* The following intersections have been found to satisfy at least one of the hotspot systemic safety intersection footprint criteria along with a requirement for the project to provide the following engineering countermeasures, if the asset owner agrees:
    - Towne Centre Dr. / Eastgate Mall
        - Backplates with retroreflective borders if asset owner agrees
    - Towne Centre Dr. / Executive Dr.
        - Replace existing bicycle Loop Detector for NB approach
        - Backplates with retroreflective borders if asset owner agrees
    - Towne Centre Dr. / Towne Centre Dwy.
        - High visibility crosswalks for North and East quadrants
        - Replace existing bicycle Loop Detector for NB and SB approaches
        - Backplates with retroreflective borders if asset owner agrees
    - Towne Centre Dr. / La Jolla Village Dr.
        - Backplates with retroreflective borders if asset owner agrees
    - Judicial Dr. / Eastgate Mall
        - High visibility crosswalks for North, East, and West quadrants

- Judicial Dr. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB approach
  - Backplates with retroreflective borders if asset owner agrees
- Judicial Dr. / Judicial Dwy.
  - High visibility crosswalks for North, East, and West quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
- Eastgate Mall / Easter Wy.
  - High visibility crosswalks for East and West quadrants
  - Replace existing bicycle Loop Detector for WB approach
- Eastgate Mall / Genesee Ave.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Executive Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Regents Rd. / Eastgate Mall
  - Replace existing bicycle Loop Detector for NB, SB, and EB approaches
- Regents Rd. / Executive Dr.
  - Replace existing bicycle Loop Detector for NB, SB, and WB approaches
  - Backplates with retroreflective borders if asset owner agrees
- Regents Rd. / Regents Park Row
  - High visibility crosswalks for North, South, East, and West quadrants
  - Replace existing bicycle Loop Detector for NB and SB approaches
  - Backplates with retroreflective borders if asset owner agrees

- Regents Rd. / La Jolla Village Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Campus Point Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / Scripps Hospital Dwy.
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / I-5 NB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- Genesee Ave. / I-5 SB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- La Jolla Village Dr. / Lebon Dr.
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / I-805 NB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- La Jolla Village Dr. / Miramar Rd. / I-805 SB Ramps
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Eastgate Mall
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Carroll Rd.
  - Backplates with retroreflective borders if asset owner agrees
- Miramar Rd. / Camino Ruiz
  - Backplates with retroreflective borders if asset owner agrees

16.0 REFERENCES

- City of San Diego. 2003. San Diego Municipal Code, Land Development Code, Trip Generation Manual. San Diego, California: Development Services Department. May 2003.
- City of San Diego, *Transportation Study Manual.* San Diego, California: Development Services Department September 29, 2020
- City of San Diego. 2016. California Environmental Quality Act, Significance Determination Thresholds. San Diego, California: Development Services Department. July 2016.
- Transportation Research Board. 2016. Highway Capacity Manual 6th *Edition*. Washington, D.C.: Transportation Research Board.

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Jackson Schulz

This report is site and time specific and is intended for a one-time use for this intended project under the conditions described as "Proposed Project". Any changes or delay in implementation may require re-analysis and re-consideration by the public agency granting approvals. California land development planning involves subjective political considerations as well as frequently re-interpreted principals of law as well as changes in regulations, policies, guidelines, and procedures. Urban Systems and their professionals make no warrant, either express or implied, regarding our findings, recommendations, or professional advice as to the ability to successfully accomplish this land development project.

Traffic is a consequence of human behavior and as such is predictable only in a gross cumulative methodology of user opportunities, using accepted standards and following patterns of past behavior and physical constraints attempting to project into a future window of circumstances. Any counts or existing conditions cited are only as reliable as to the time and conditions under which they were recorded. As such the preparer of this analysis is unable to warrant, either express or implied, that any forecasts are statements of actual true conditions which will, in fact, exist at any future date.

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Appendix A: Project Information Form (PIF)

Provided on the following page.

City of San Diego
Project Information Form

Project Information

Project Name:	Towne Centre View				
Project Applicant					
Name:	BRE-BMR Towne Centre Science Park LLC, c/o Project Management Advisors, Inc.				
Address:					
Contact Information	Phone Number:	858-704-1963	Email:	peterj@pmainc.com	
Project Location and Context					
Project Address:	9855, 9865, 9875 Towne Centre Dr				
APN:	343-121-4200, 343-121-4300, 343-121-3500, 343-121-3600, 343-121-3700, 343-312-3900, & 343-312-3800				
Driveway Cross Streets:	Towne Centre Drive				
Please attach a Project Location Map that clearly identifies project driveways and access points.					
Community Plan Area:	University	Land Use Designation:	Industrial	Zoning Designation:	IP-1-1 & RS-1-7

Is any portion of the project located in an RTIP Transit Priority Area?: ☒ Yes ☐ No

Project Description (with Proposed Land Uses and Intensities):

The proposed project would combine four parcels of real property at the end of the Eastgate Technology Park area (but not included in the Eastgate Technology Park), designated for Scientific Research land use, in the University City area of San Diego for the demolition of 199,735 SF of total building area consisting of 192,365 SF of scientific research and development space and 7,370 SF of a covered courtyard (non-trip generating space) for the development of an approximately 1,000,000 SF science, research, development, laboratory, technology, and office campus in six buildings.

Number of Parking Spaces:	Vehicle Spaces	Accessible Spaces	Bicycle Spaces *(racks and secure Storage)*	Motorcycle Spaces
	2500	32	170	49

Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).

Please attach a project site plan that clearly identifies the following:

- Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified.
- Driveway locations and type (full access, partial access, right in/out only) identified.
- Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified.
- Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel).

City of San Diego
Project Information Form

Trip Generation Estimates (calculated using the process described in the TSM):	Unadjusted Driveway Trips		Total Net New Trips	
	Daily:	8,000	Daily:	6,461
	AM Peak Hour:	1,280	AM Peak Hour:	1,034
	PM Peak Hour:	1,120	PM Peak Hour:	905

Preliminary Screening Criteria

	CEQA Transportation Analysis Screening 1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project *(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)*	Screened Out **Yes**	Not Screened Out **No**
☐	1. Redevelopment Project:		
	a. Does the project result in a net decrease in total Project VMT?	○	○
	b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced.	○	○
☐	2. Residential Project:		
	a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)?	○	○
	b. Does the project include Affordable Housing? $\frac{}{Affordable\ Units} + \frac{}{Market\ Rate\ Units} = \frac{}{Total\ Units}$ All affordable units are screened out.	○	○
☐	3. Commercial Employment Project:		
	• Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?)	○	○
☑	4. Industrial Employment Project		
	• Is the project in a VMT/Industrial Employee Efficient Area?	○	◉
☐	5. Retail/Public Facility/Recreational		
	• Is the project locally serving: - Retail OR Public Facility OR Recreational	○	○
☐	6. Small Project		
	• For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation? _____ Is it less than 300 daily trips?	○	○

Local Mobility Analysis			
Is your project's land use consistent with the Community Plan zoning?	◉ Consistent ☐ Generates less than 1,000 daily trips (unadjusted driveway trips)	○ Inconsistent ☐ Generates less than 500 daily trips (unadjusted driveway trips)	
Will project development be phased?	To be determined	In what month are traffic counts planned to be conducted?	To be determined

City of San Diego
Project Information Form

If a project generates 1,000 or more daily trips (consistent with Community Plan Zoning) or 500 or more daily trips (inconsistent with Community Plan zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.

Appendix B: Climate Action Plan Consistency Checklist Form for Towne Centre View

Provided on the following page.

CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- The Checklist is required only for projects subject to CEQA review.[2]
- If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in Chapter 11: Land Development Procedures of the City's Municipal Code.
- The requirements in the Checklist will be included in the project's conditions of approval.
- The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: Towne Centre View

Property Address: 9855, 9865, 9875 Towne Centre Dr & APN: 343-121-42-00 & 343-121-43-00

Applicant Name/Co.: BRE-BMR Towne Centre Science Park LLC, c/o Project Management Advisors, Inc.

Contact Phone: 858-704-1963 Contact Email: peterj@pmainc.com

Was a consultant retained to complete this checklist? ■ Yes ☐ No If Yes, complete the following

Consultant Name: Peter Jones Contact Phone: 858-704-1963

Company Name: Project Management Advisors, Inc. Contact Email: peterj@pmainc.com

Project Information

1. What is the size of the project (acres)? 33.54 gross acres
2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ☐ Residential (indicate # of multi-family units):
   - ☐ Commercial (total square footage):
   - ☐ Industrial (total square footage):
   - ■ Other (describe): 1,000,000 SF of SR, R&D, labs, technology, office, plus associated recreational facilities and amenities.
3. Is the project or a portion of the project located in a Transit Priority Area? ■ Yes ☐ No
4. Provide a brief description of the project proposed:

The requested permits/approvals would allow for the development of a six-building campus consisting of approximately 1,000,000 square feet (sf) of scientific research and development (R&D), laboratories, technology, and office uses, and associated recreational facilities and amenities. The Project site encompasses approximately 25.5-acres, and includes four privately-owned parcels at the current terminus of Towne Centre Drive. The eastern portion of the Project site is currently developed with two scientific research buildings owned by the Project Applicant, with a building area of approximately 200,000 square feet (sf); these buildings would be demolished to implement the Project. The western portion of the Project site (APN 343-121-4200) is entitled for 190,000 square feet of R&D uses, and is currently being used as a staging area for the Mid-Coast Trolley construction. The Project site has an Industrial land use designation, and is zoned IP-1-1 Zone (Industrial Park - research and development uses are allowed with some limited manufacturing).

[2] Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
A. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?;[3] OR,		
B. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA)[4] and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department?; OR,	☑	☐
C. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?		

If "***Yes***," proceed to Step 2 of the Checklist. For question B above, complete Step 3. For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation.

If "***No***," in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

COMMUNITY PLAN: The Project site is designated "Scientific Research" in the University Community Plan. The proposed Project is consistent with this land use designation and therefore, the Project is consistent with the Community Plan. The proposed Plan Amendment will increase the allowed development square footage shown in the development intensity table of the Community Plan by approximately 500,000 square feet. No other changes are proposed.

ZONING: The Project site is zoned IP-1-1. The proposed Project is consistent with the use and development regulations of the IP-1-1 zone, including the FAR regulations (2.0 FAR) which would allow in excess of the 1 million square feet of development proposed on the site.

Project Applicant has filed an application with the City of San Diego for the following key permits/approvals: Community Plan Amendment, Planned Development Permit, Site Development Permit (due to presence of environmentally sensitive lands and location of the site within the Airport Land Use Compatibility Overlay Zone), Tentative Map, and Street Vacation for Towne Centre Drive. Additionally, the San Diego County Regional Airport Authority will review the Project for consistency with the MCAS Miramar Airport Land Use Compatibility Plan, and a Federal Aviation Administration (FAA) Determination of No Hazard to Flight will be required.

[3] This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

[4] This category applies to all projects that answered in the affirmative to question 3 on the previous page: Is the project or a portion of the project located in a transit priority area.

Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.[5] All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the Greenbook (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 1: Energy & Water Efficient Buildings			
1. *Cool/Green Roofs*. • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; OR • Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; OR • Would the project include a combination of the above two options? Check "N/A" only if the project does not include a roof component. The Project's roof materials would have a 3-year aged solar reflection index of 75 or more; this minimum SRI will most likely be achieved through the use of a membrane roof embedded with high-reflective white granules.	☑	☐	☐

[5] Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits or other permits that do not result in the expansion or enlargement of a building (e.g., decks, garages, etc.), and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

2. *Plumbing fixtures and fittings* With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following: Residential buildings: • Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi; • Standard dishwashers: 4.25 gallons per cycle; • Compact dishwashers: 3.5 gallons per cycle; and • Clothes washers: water factor of 6 gallons per cubic feet of drum capacity? Nonresidential buildings: • Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code (See Attachment A); and • Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code (See Attachment A)? Check "N/A" only if the project does not include any plumbing fixtures or fittings. Plumbing fixtures and fittings will not exceed the maximum flow rate specified in Table A5.303.2.3.1 of the California Green Building Standards Code, and Appliances and fixtures will meet the provisions of Sec.A5.303.3 of the California Green Building Standards Code.	☑	☐	☐

Strategy 3: Bicycling, Walking, Transit & Land Use			
3. *Electric Vehicle Charging* • Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents? • Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents? • Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use? Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces. With a total of 2,500 proposed parking stalls, 150 electric vehicle charging stations are required and proposed. Of the required stalls, 50% (75 stalls total) will have the necessary electric vehicle supply equipment installed; the balance are dedicated for future use.	☑	☐	☐

Strategy 3: Bicycling, Walking, Transit & Land Use (Complete this section if project includes non-residential or mixed uses)			
4. *Bicycle Parking Spaces* Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6] Check "N/A" only if the project is a residential project. Yes, the project would provide more short- and long-term bicycle parking spaces than required by the City's municipal code. Municipal code requires zero short-term spaces and project proposes 50 short-term spaces. Municipal code requires 118 long-term spaces and project proposes 120 long-term spaces.	☑	☐	☐

[6] Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

5. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

Yes, the project would include changing/shower facilities in accordance with the voluntary measures under the CA Green Building Standards Code. At an assumed occupancy of 3 tenants per 1,000 SF (3,000 tenants total), project will provide 15 shower stalls and 57 two-tier lockers.

☑	☐	☐

6. *Designated Parking Spaces*

If the project includes a nonresidential use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include nonresidential use in a TPA.

Yes, at least 10% of required parking would be designated for a combination of low-emitting, fuel efficient, and carpool/van pool vehicles. Table above requires 233 designated spaces and project proposes 233 designated spaces.

☑	☐	☐

7. *Transportation Demand Management Program* If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes: At least one of the following components: • Parking cash out program • Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools • Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development And at least three of the following components: • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees • On-site carsharing vehicle(s) or bikesharing • Flexible or alternative work hours • Telework program • Transit, carpool, and vanpool subsidies • Pre-tax deduction for transit or vanpool fares and bicycle commute costs • Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use? Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees). Project will provide: - Unbundled parking - Subsidized / discounted regional adult monthly passes for public transit - Access to services that reduce the need to drive - Commitment to maintaining an employer network in the SANDAG iCommute program	☑	☐	☐

Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option B. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. In general, a project that would result in a reduction in density inside a TPA would not be consistent with Strategy 3.The following questions must each be answered in the affirmative and fully explained.

1. **Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**
   Considerations for this question:
   - Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
   - Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
   - Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. **Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**
   Considerations for this question:
   - Does the proposed project support/incorporate identified transit routes and stops/stations?
   - Does the project include transit priority measures?

3. **Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
   - Does the proposed project urban design include features for walkability to promote a transit supportive environment?

4. **Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
   - Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. **Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**
   Considerations for this question:
   - Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
   - Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
   - Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

6. **Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**
   Considerations for this question:
   - Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
   - Does the proposed project include policies or strategies for preserving existing trees?
   - Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

STEP 3: Project CAP Conformance Evaluation – APPLICANT REPONSES

1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

   The General Plan identifies the University community as a Sub-Regional Employment Area which is made up of high intensity office, commercial, industrial, scientific research, and residential uses. The General Plan defines Sub-Regional Employment Areas as "major employment and/or commercial districts within the region containing corporate or multiple-use office, industrial, and retail uses with some adjacent multifamily residential uses. Existing Sub-Regional Districts include the Mission Valley/Morena/Grantville and University/Sorrento Mesa areas. (Page LU-7.)" The proposed amendment is consistent with General Plan policy LU.A.1.b which states: "Encourage further intensification of employment uses throughout Sub-Regional Employment Districts

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?

   The project's proposed community plan amendment would help provide additional quality job opportunities and secondary employment in an area where a significant investment in transit has been made. This in turn, would help increase employment within a TPA, consistent with CAP Strategies and would further the City's trajectory towards meeting its goals to reduce greenhouse gas emissions.

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?

   The applicant is committed to exploring Transportation Demand Management strategies for employees which may include one or more of the following: privately funded shuttles serving properties along Towne Centre Drive, local shopping areas and local transit stops (Super Loop, Mid-Coast Trolley and Coaster Station).

   Additionally, as part of the project's site design efforts, the Applicant is exploring the inclusion of visual access points to the site's adjacent canyons by one or more of the following: canyon rim walking paths, overlooks, and/or scenic vistas.

4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?

   In accordance with the City's Bicycle Master Plan, the project intends to include bike racks and lockers to accommodate those who are expecting to park their bikes for more than two hours, such as employees and transit commuters. In addition, locker rooms and showers will be included in the project to support the Bicycle Master Plan's goal of providing end-of-trip amenities.

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

   To maximize on-site parking efficiency, the applicant intends to explore measures such as unbundled parking, shared parking agreements, analysis of parking demand in conjunction with upcoming transit opportunities and subsidized transit passes.

In addition, the project's proposed community plan amendment would help provide additional quality job opportunities and secondary employment in an area where a significant investment in transit has already been made. This in turn, would help increase employment within a TPA, consistent with CAP Strategies and would further the City's trajectory towards meeting its goals to reduce greenhouse gas emissions.

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Our project is in alignment with the Urban Forest Management Plan. This project would be planting approximately 400 new trees, which will increase the canopy tree coverage of the City.

Appendix C: SANDAG Series 14 ABM 2 Year 2025 SZA

Provided on the following page.

SANDAG
SR14
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hwy_load 466

2025rc

Select Zone Run

TAZ 2213

join

Selected Zone(s)

**Select Zone Vol and %**

**Model Estimated ADT**

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N

0 0.05 0.1 0.15
Miles

SANDAG

servicebureau

Date: June 30, 2021

Appendix D: SDMTS Transit Schedules

Provided on the following page

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*

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InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
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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 1, 2021

201/202 UTC Transit Center – UC San Diego

via UC San Diego Medical Center or Nobel Dr.

204 UTC East Loop

via Executive Dr. / Judicial Dr. / Nobel Dr.

SuperLoop Rapid

DESTINATIONS

- Colony Plaza
- Costa Verde Center
- La Jolla Village Square/Shops at La Jolla Village
- Nobel Athletic Area & Library
- Scripps Memorial Hospital
- UC San Diego Medical Center (La Jolla)
- Westfield UTC

09/21

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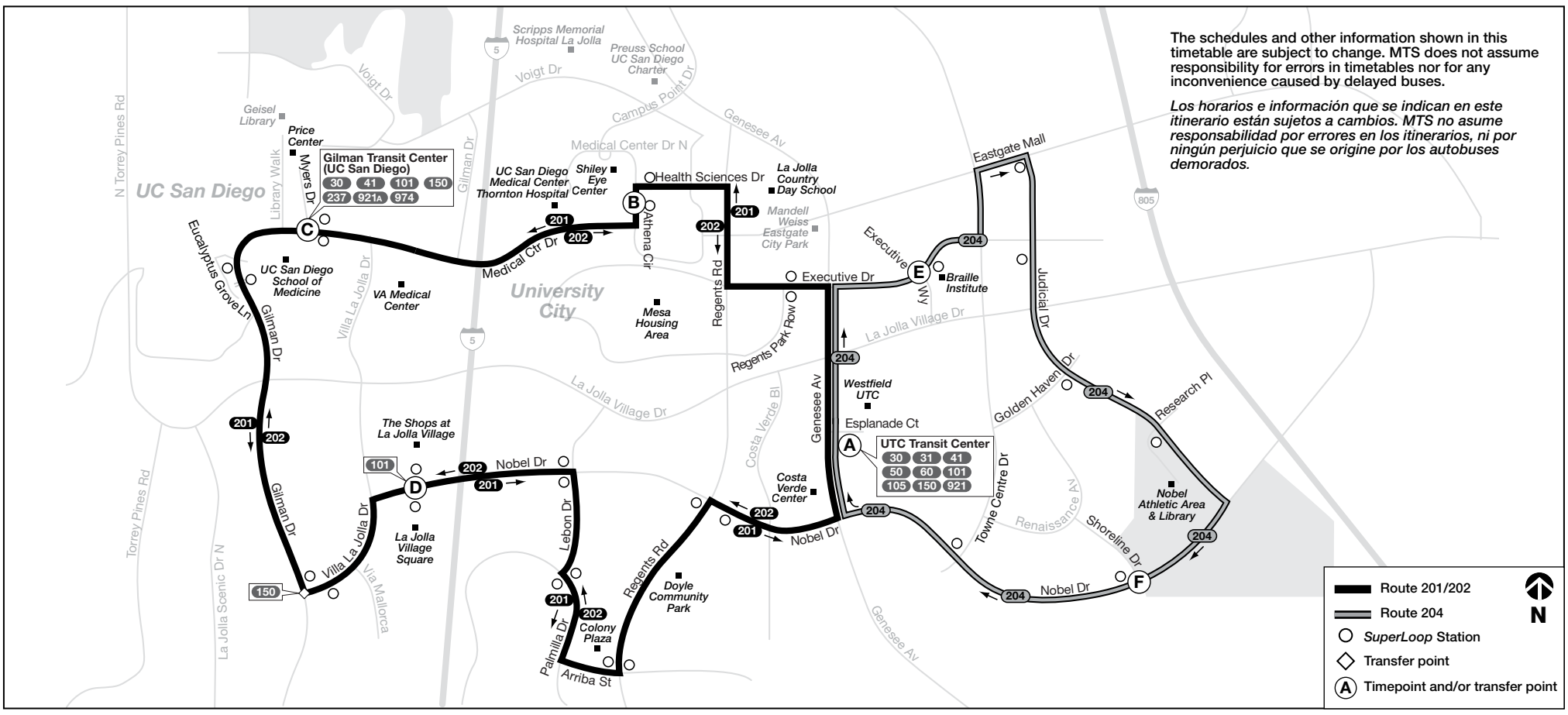

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.

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.

Route 204 – Monday through Friday / *lunes a viernes*

UTC ➡ Executive Dr. ➡ Judicial Dr. ➡ Nobel Dr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓔ Executive Dr. & Executive Wy.	Ⓕ Nobel Dr. & Shoreline Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:48a	5:51a	5:57a	6:00a
6:18	6:21	6:27	6:30
6:46	6:49	6:56	7:00
7:16	7:20	7:27	7:31
7:46	7:50	7:57	8:01
8:16	8:20	8:27	8:31
8:46	8:50	8:57	9:01
9:16	9:20	9:27	9:31
9:46	9:50	9:57	10:01
10:16	10:20	10:27	10:31
10:47	10:51	10:58	11:02
11:17	11:21	11:28	11:32
11:47	11:51	11:58	**12:02p**
12:17p	**12:21p**	**12:28p**	**12:32**
12:47	**12:51**	**12:58**	**1:02**
1:17	**1:21**	**1:28**	**1:32**
1:47	**1:51**	**1:58**	**2:02**
2:17	**2:21**	**2:28**	**2:32**
2:47	**2:51**	**2:58**	**3:02**
3:17	**3:21**	**3:28**	**3:32**
3:47	**3:51**	**3:58**	**4:02**
4:17	**4:21**	**4:28**	**4:32**
4:47	**4:51**	**4:58**	**5:02**
5:17	**5:21**	**5:28**	**5:32**
5:47	**5:51**	**5:58**	**6:02**
6:17	**6:21**	**6:28**	**6:32**
6:52	**6:56**	**7:03**	**7:07**
7:23	**7:26**	**7:33**	**7:37**
7:53	**7:56**	**8:03**	**8:07**
8:23	**8:26**	**8:33**	**8:37**
8:55	**8:58**	**9:04**	**9:07**
9:25	**9:28**	**9:34**	**9:37**
9:55	**9:58**	**10:04**	**10:07**

Route 204 does not operate on weekends or on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

La ruta 204 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

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Route 201 – Monday through Friday / *lunes a viernes*

UTC ➡ UCSD Med. Ctr. ➡ UCSD ➡ La Jolla Village Square ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓑ Health Sciences Dr. & Athena Cir.	Ⓒ Gilman Transit Center (UC San Diego)	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓐ UTC Transit Center **ARRIVE**
5:50a	5:56a	6:00a	6:06a	6:14a
6:05	6:11	6:15	6:21	6:29
6:20	6:26	6:30	6:36	6:44
6:35	6:41	6:46	6:53	7:02
6:50	6:56	7:01	7:08	7:17
7:05	7:11	7:16	7:23	7:32
7:20	7:27	7:33	7:40	7:50
7:35	7:42	7:48	7:55	8:05
7:45	7:52	7:58	8:05	8:15
7:55	8:02	8:08	8:15	8:25
8:05	8:12	8:18	8:25	8:35
8:15	8:22	8:28	8:35	8:45
8:25	8:32	8:38	8:45	8:55
8:35	8:42	8:48	8:55	9:05
8:45	8:52	8:58	9:05	9:15
8:55	9:02	9:08	9:15	9:25
9:05	9:12	9:18	9:25	9:35
9:15	9:22	9:28	9:35	9:45
9:25	9:32	9:38	9:45	9:55
9:35	9:42	9:48	9:56	10:07
9:45	9:52	9:58	10:06	10:17
9:55	10:02	10:08	10:16	10:27
10:05	10:12	10:18	10:26	10:37
10:15	10:22	10:28	10:36	10:47
10:25	10:32	10:38	10:46	10:57
10:35	10:42	10:48	10:56	11:07
10:45	10:52	10:58	11:06	11:17
10:55	11:02	11:08	11:16	11:27
11:05	11:12	11:18	11:26	11:37
11:15	11:22	11:28	11:36	11:47
11:25	11:32	11:38	11:46	11:57
11:35	11:43	11:49	11:57	**12:08p**
11:45	11:53	11:59	**12:07p**	**12:18**
11:55	**12:03p**	**12:09p**	**12:17**	**12:28**
12:05p	**12:13**	**12:19**	**12:27**	**12:38**
12:15	**12:23**	**12:29**	**12:37**	**12:48**
12:25	**12:33**	**12:39**	**12:47**	**12:58**
12:35	**12:43**	**12:49**	**12:57**	**1:08**
12:45	**12:53**	**12:59**	**1:07**	**1:18**
12:55	**1:03**	**1:09**	**1:17**	**1:28**
1:05	**1:13**	**1:19**	**1:27**	**1:38**
1:15	**1:23**	**1:29**	**1:37**	**1:48**
1:25	**1:33**	**1:39**	**1:47**	**1:58**
1:35	**1:43**	**1:49**	**1:57**	**2:08**
1:45	**1:53**	**1:59**	**2:07**	**2:18**
1:55	**2:03**	**2:09**	**2:17**	**2:28**
2:05	**2:13**	**2:19**	**2:27**	**2:38**
2:15	**2:23**	**2:29**	**2:37**	**2:48**
2:25	**2:33**	**2:39**	**2:47**	**2:58**
2:35	**2:43**	**2:49**	**2:57**	**3:08**
2:45	**2:53**	**2:59**	**3:07**	**3:18**
2:55	**3:03**	**3:09**	**3:17**	**3:28**
3:05	**3:13**	**3:19**	**3:27**	**3:38**
3:15	**3:23**	**3:29**	**3:37**	**3:48**
3:25	**3:33**	**3:39**	**3:47**	**3:58**
3:35	**3:43**	**3:49**	**3:57**	**4:08**
3:45	**3:53**	**3:59**	**4:07**	**4:18**
3:55	**4:03**	**4:09**	**4:17**	**4:28**
4:05	**4:13**	**4:19**	**4:27**	**4:38**
4:15	**4:23**	**4:29**	**4:37**	**4:48**
4:25	**4:33**	**4:39**	**4:47**	**4:58**
4:35	**4:43**	**4:49**	**4:57**	**5:08**
4:45	**4:53**	**4:59**	**5:07**	**5:18**
4:55	**5:03**	**5:09**	**5:17**	**5:28**
5:05	**5:13**	**5:19**	**5:27**	**5:38**
5:15	**5:23**	**5:29**	**5:37**	**5:48**
5:25	**5:33**	**5:39**	**5:47**	**5:58**
5:35	**5:43**	**5:49**	**5:57**	**6:08**
5:45	**5:53**	**5:59**	**6:07**	**6:18**
5:55	**6:03**	**6:09**	**6:17**	**6:28**
6:05	**6:13**	**6:19**	**6:27**	**6:38**
6:15	**6:23**	**6:29**	**6:37**	**6:48**
6:25	**6:33**	**6:39**	**6:47**	**6:58**
6:35	**6:43**	**6:49**	**6:57**	**7:08**
6:50	**6:57**	**7:02**	**7:10**	**7:21**
7:05	**7:12**	**7:17**	**7:25**	**7:36**
7:20	**7:27**	**7:32**	**7:40**	**7:51**
7:35	**7:42**	**7:47**	**7:55**	**8:06**
7:50	**7:57**	**8:02**	**8:10**	**8:21**
8:05	**8:11**	**8:16**	**8:24**	**8:34**
8:20	**8:26**	**8:31**	**8:39**	**8:49**
8:35	**8:41**	**8:46**	**8:54**	**9:04**
8:50	**8:56**	**9:01**	**9:09**	**9:19**
9:05	**9:11**	**9:16**	**9:24**	**9:34**
9:20	**9:26**	**9:31**	**9:39**	**9:49**
9:35	**9:41**	**9:46**	**9:54**	**10:04**
9:50	**9:56**	**10:01**	**10:09**	**10:19**
10:05	**10:11**	**10:16**	**10:23**	**10:32**
10:20	**10:26**	**10:31**	**10:38**	**10:47**
10:35	**10:41**	**10:46**	**10:53**	**11:02**
10:50	**10:56**	**11:01**	**11:08**	**11:17**
11:05	**11:11**	**11:16**	**11:23**	**11:32**
11:20	**11:26**	**11:31**	**11:38**	**11:47**
11:35	**11:41**	**11:46**	**11:53**	12:02a
11:50	**11:56**	12:01a	12:08a	12:17

Route 202 – Monday through Friday / *lunes a viernes*

UTC ➡ La Jolla Village Square ➡ UCSD ➡ UCSD Med. Ctr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓒ Gilman Transit Center (UC San Diego)	Ⓑ Athena Cir. & Health Sciences Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:45a	5:54a	6:00a	6:03a	6:10a
6:00	6:09	6:15	6:18	6:25
6:15	6:24	6:30	6:33	6:40
6:30	6:40	6:47	6:50	6:58
6:45	6:55	7:02	7:05	7:13
7:00	7:11	7:19	7:22	7:31
7:10	7:21	7:29	7:32	7:41
7:20	7:31	7:39	7:42	7:51
7:30	7:41	7:49	7:52	8:01
7:40	7:51	7:59	8:02	8:11
7:50	8:01	8:09	8:12	8:21
8:00	8:11	8:19	8:22	8:31
8:10	8:21	8:29	8:32	8:41
8:20	8:31	8:39	8:42	8:51
8:30	8:41	8:49	8:52	9:01
8:40	8:51	8:59	9:02	9:11
8:50	9:01	9:09	9:12	9:21
9:00	9:11	9:19	9:23	9:33
9:10	9:21	9:29	9:33	9:43
9:20	9:31	9:39	9:43	9:53
9:30	9:41	9:49	9:53	10:03
9:40	9:51	9:59	10:03	10:13
9:50	10:01	10:09	10:13	10:23
10:00	10:11	10:19	10:23	10:33
10:10	10:21	10:29	10:33	10:43
10:20	10:31	10:39	10:43	10:53
10:30	10:41	10:49	10:53	11:03
10:40	10:51	10:59	11:03	11:13
10:50	11:01	11:09	11:13	11:23
11:00	11:11	11:19	11:23	11:33
11:10	11:21	11:29	11:33	11:43
11:20	11:31	11:39	11:43	11:53
11:30	11:41	11:49	11:53	**12:03p**
11:40	11:51	11:59	**12:03p**	**12:13**
11:50	**12:01p**	**12:09p**	**12:13**	**12:23**
12:00p	**12:11**	**12:19**	**12:23**	**12:33**
12:10	**12:21**	**12:29**	**12:33**	**12:43**
12:20	**12:31**	**12:39**	**12:43**	**12:53**
12:30	**12:41**	**12:49**	**12:53**	**1:03**
12:40	**12:51**	**12:59**	**1:03**	**1:13**
12:50	**1:01**	**1:09**	**1:13**	**1:23**
1:00	**1:11**	**1:19**	**1:23**	**1:33**
1:10	**1:21**	**1:29**	**1:33**	**1:43**
1:20	**1:31**	**1:39**	**1:43**	**1:53**
1:30	**1:41**	**1:49**	**1:53**	**2:03**
1:40	**1:51**	**1:59**	**2:03**	**2:13**
1:50	**2:01**	**2:09**	**2:13**	**2:23**
2:00	**2:11**	**2:19**	**2:23**	**2:33**
2:10	**2:21**	**2:29**	**2:33**	**2:43**
2:20	**2:31**	**2:39**	**2:43**	**2:53**
2:30	**2:41**	**2:49**	**2:53**	**3:03**
2:40	**2:51**	**2:59**	**3:03**	**3:13**
2:50	**3:01**	**3:09**	**3:13**	**3:23**
3:00	**3:11**	**3:19**	**3:23**	**3:33**
3:10	**3:21**	**3:29**	**3:33**	**3:43**
3:20	**3:31**	**3:39**	**3:43**	**3:53**
3:30	**3:41**	**3:49**	**3:53**	**4:03**
3:40	**3:51**	**3:59**	**4:03**	**4:13**
3:50	**4:01**	**4:09**	**4:13**	**4:23**
4:00	**4:11**	**4:19**	**4:23**	**4:33**
4:10	**4:21**	**4:29**	**4:33**	**4:43**
4:20	**4:31**	**4:39**	**4:43**	**4:53**
4:30	**4:41**	**4:49**	**4:53**	**5:03**
4:40	**4:51**	**4:59**	**5:03**	**5:13**
4:50	**5:01**	**5:09**	**5:13**	**5:23**
5:00	**5:11**	**5:19**	**5:23**	**5:33**
5:10	**5:21**	**5:29**	**5:33**	**5:43**
5:20	**5:31**	**5:39**	**5:43**	**5:53**
5:30	**5:41**	**5:49**	**5:53**	**6:03**
5:40	**5:51**	**5:59**	**6:03**	**6:13**
5:50	**6:01**	**6:09**	**6:12**	**6:21**
6:00	**6:11**	**6:19**	**6:22**	**6:31**
6:10	**6:21**	**6:29**	**6:32**	**6:41**
6:20	**6:31**	**6:39**	**6:42**	**6:51**
6:30	**6:41**	**6:49**	**6:52**	**7:01**
6:45	**6:56**	**7:04**	**7:07**	**7:16**
7:00	**7:10**	**7:17**	**7:20**	**7:28**
7:15	**7:25**	**7:32**	**7:35**	**7:43**
7:30	**7:40**	**7:47**	**7:50**	**7:58**
7:45	**7:55**	**8:02**	**8:05**	**8:13**
8:00	**8:10**	**8:17**	**8:20**	**8:28**
8:15	**8:25**	**8:32**	**8:35**	**8:43**
8:30	**8:40**	**8:47**	**8:50**	**8:58**
8:45	**8:55**	**9:02**	**9:05**	**9:13**
9:00	**9:10**	**9:17**	**9:20**	**9:28**
9:15	**9:25**	**9:32**	**9:35**	**9:43**
9:30	**9:39**	**9:46**	**9:49**	**9:56**
9:45	**9:54**	**10:01**	**10:04**	**10:11**
10:00	**10:09**	**10:16**	**10:19**	**10:26**

Route 201 – Saturday and Sunday / *sábado y domingo*

UTC ➡ UCSD Med. Ctr. ➡ UCSD ➡ La Jolla Village Square ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓑ Health Sciences Dr. & Athena Cir.	Ⓒ Gilman Transit Center (UC San Diego)	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓐ UTC Transit Center **ARRIVE**
5:50a	5:55a	5:59a	6:04a	6:12a
6:05	6:10	6:14	6:19	6:27
6:20	6:25	6:29	6:34	6:42
6:35	6:40	6:44	6:50	6:59
6:50	6:55	6:59	7:05	7:14
7:05	7:10	7:14	7:20	7:29
7:20	7:25	7:29	7:35	7:44
7:35	7:40	7:44	7:50	7:59
7:50	7:55	7:59	8:05	8:14
8:05	8:10	8:14	8:20	8:29
8:20	8:25	8:29	8:35	8:44
8:35	8:40	8:44	8:50	8:59
8:50	8:55	9:00	9:07	9:17
9:05	9:10	9:15	9:22	9:32
9:20	9:25	9:30	9:37	9:47
9:35	9:41	9:46	9:54	10:05
9:50	9:56	10:01	10:09	10:20
10:05	10:11	10:16	10:24	10:35
10:20	10:26	10:31	10:39	10:50
10:35	10:41	10:46	10:54	11:05
10:50	10:56	11:01	11:09	11:20
11:05	11:11	11:16	11:24	11:35
11:20	11:26	11:31	11:39	11:50
11:35	11:41	11:46	11:54	**12:05p**
11:50	11:56	**12:01p**	**12:09p**	**12:20**
12:05p	**12:11p**	**12:16**	**12:24**	**12:35**
12:20	**12:26**	**12:31**	**12:39**	**12:50**
12:35	**12:41**	**12:46**	**12:54**	**1:05**
12:50	**12:56**	**1:01**	**1:09**	**1:20**
1:05	**1:11**	**1:16**	**1:24**	**1:35**
1:20	**1:26**	**1:31**	**1:39**	**1:50**
1:35	**1:41**	**1:46**	**1:54**	**2:05**
1:50	**1:56**	**2:01**	**2:09**	**2:20**
2:05	**2:11**	**2:16**	**2:24**	**2:35**
2:20	**2:26**	**2:31**	**2:39**	**2:50**
2:35	**2:41**	**2:46**	**2:54**	**3:05**
2:50	**2:56**	**3:01**	**3:09**	**3:20**
3:05	**3:11**	**3:16**	**3:24**	**3:35**
3:20	**3:26**	**3:31**	**3:39**	**3:50**
3:35	**3:41**	**3:46**	**3:54**	**4:05**
3:50	**3:56**	**4:01**	**4:09**	**4:20**
4:05	**4:11**	**4:16**	**4:24**	**4:35**
4:20	**4:26**	**4:31**	**4:39**	**4:50**
4:35	**4:41**	**4:46**	**4:54**	**5:05**
4:50	**4:56**	**5:01**	**5:09**	**5:20**
5:05	**5:11**	**5:16**	**5:24**	**5:35**
5:20	**5:26**	**5:31**	**5:39**	**5:50**
5:35	**5:41**	**5:46**	**5:54**	**6:05**
5:50	**5:56**	**6:01**	**6:09**	**6:20**
6:05	**6:11**	**6:16**	**6:24**	**6:35**
6:20	**6:26**	**6:31**	**6:39**	**6:50**
6:35	**6:41**	**6:46**	**6:54**	**7:05**
6:50	**6:55**	**7:00**	**7:08**	**7:18**
7:05	**7:10**	**7:15**	**7:23**	**7:33**
7:20	**7:25**	**7:30**	**7:38**	**7:48**
7:35	**7:40**	**7:45**	**7:53**	**8:03**
7:50	**7:55**	**8:00**	**8:08**	**8:18**
8:05	**8:10**	**8:15**	**8:23**	**8:33**
8:20	**8:25**	**8:30**	**8:38**	**8:48**
8:35	**8:40**	**8:45**	**8:53**	**9:03**
8:50	**8:55**	**9:00**	**9:07**	**9:16**
9:05	**9:10**	**9:15**	**9:22**	**9:31**
9:20	**9:25**	**9:30**	**9:37**	**9:46**
9:35	**9:40**	**9:45**	**9:52**	**10:01**
9:50	**9:55**	**10:00**	**10:07**	**10:16**
10:05	**10:10**	**10:15**	**10:22**	**10:31**

Route 202 – Saturday and Sunday / *sábado y domingo*

UTC ➡ La Jolla Village Square ➡ UCSD ➡ UCSD Med. Ctr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓒ Gilman Transit Center (UC San Diego)	Ⓑ Athena Cir. & Health Sciences Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:45a	5:54a	5:59a	6:02a	6:07a
6:00	6:09	6:14	6:17	6:22
6:15	6:24	6:29	6:32	6:37
6:30	6:39	6:44	6:47	6:52
6:45	6:54	6:59	7:02	7:07
7:00	7:09	7:14	7:17	7:22
7:15	7:24	7:30	7:33	7:39
7:30	7:39	7:45	7:48	7:54
7:45	7:54	8:00	8:03	8:09
8:00	8:09	8:15	8:18	8:24
8:15	8:24	8:30	8:33	8:39
8:30	8:39	8:45	8:48	8:54
8:45	8:54	9:00	9:03	9:09
9:00	9:09	9:15	9:18	9:24
9:15	9:25	9:31	9:34	9:41
9:30	9:40	9:46	9:49	9:56
9:45	9:55	10:01	10:04	10:11
10:00	10:10	10:16	10:19	10:26
10:15	10:25	10:31	10:34	10:41
10:30	10:40	10:46	10:49	10:56
10:45	10:55	11:02	11:05	11:13
11:00	11:10	11:17	11:20	11:28
11:15	11:25	11:32	11:35	11:43
11:30	11:40	11:47	11:50	11:58
11:45	11:55	**12:02p**	**12:05p**	**12:13p**
12:00p	**12:10p**	**12:17**	**12:20**	**12:28**
12:15	**12:25**	**12:32**	**12:35**	**12:43**
12:30	**12:40**	**12:47**	**12:50**	**12:58**
12:45	**12:55**	**1:02**	**1:05**	**1:13**
1:00	**1:10**	**1:17**	**1:20**	**1:28**
1:15	**1:25**	**1:32**	**1:35**	**1:43**
1:30	**1:40**	**1:47**	**1:50**	**1:58**
1:45	**1:55**	**2:02**	**2:05**	**2:13**
2:00	**2:10**	**2:17**	**2:20**	**2:28**
2:15	**2:25**	**2:32**	**2:35**	**2:43**
2:30	**2:40**	**2:47**	**2:50**	**2:58**
2:45	**2:55**	**3:02**	**3:05**	**3:13**
3:00	**3:10**	**3:17**	**3:20**	**3:28**
3:15	**3:25**	**3:32**	**3:35**	**3:43**
3:30	**3:40**	**3:47**	**3:50**	**3:58**
3:45	**3:55**	**4:02**	**4:05**	**4:13**
4:00	**4:10**	**4:17**	**4:20**	**4:28**
4:15	**4:25**	**4:32**	**4:35**	**4:43**
4:30	**4:40**	**4:47**	**4:50**	**4:58**
4:45	**4:55**	**5:02**	**5:05**	**5:13**
5:00	**5:10**	**5:17**	**5:20**	**5:28**
5:15	**5:25**	**5:32**	**5:35**	**5:43**
5:30	**5:40**	**5:47**	**5:50**	**5:58**
5:45	**5:55**	**6:02**	**6:05**	**6:13**
6:00	**6:10**	**6:17**	**6:20**	**6:28**
6:15	**6:25**	**6:32**	**6:35**	**6:43**
6:30	**6:40**	**6:47**	**6:50**	**6:58**
6:45	**6:55**	**7:01**	**7:04**	**7:11**
7:00	**7:10**	**7:16**	**7:19**	**7:26**
7:15	**7:25**	**7:31**	**7:34**	**7:41**
7:30	**7:40**	**7:46**	**7:49**	**7:56**
7:45	**7:55**	**8:01**	**8:04**	**8:11**
8:00	**8:10**	**8:16**	**8:19**	**8:25**
8:15	**8:25**	**8:31**	**8:34**	**8:40**
8:30	**8:40**	**8:46**	**8:49**	**8:55**
8:45	**8:55**	**9:01**	**9:04**	**9:10**
9:00	**9:10**	**9:16**	**9:19**	**9:25**
9:15	**9:25**	**9:31**	**9:34**	**9:40**
9:30	**9:39**	**9:45**	**9:48**	**9:53**
9:45	**9:54**	**10:00**	**10:03**	**10:08**
10:00	**10:09**	**10:15**	**10:18**	**10:23**

CASH FARES / *Tarifas en efectivo*

The Sorrento Valley COASTER Connection is a free service for COASTER passengers! This service is provided as a courtesy by the Metropolitan Transit System and the North County Transit District.

¡El Sorrento Valley COASTER Connection es un servicio gratuito para los pasajeros del COASTER! Este servicio es proveído como cortesía por el Metropolitan Transit System y el North County Transit District.

PRONTO

Always get the best fare!

¡Obtén siempre la mejor tarifa!



RidePRONTO.com 619-595-5636

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** **or/ó** **(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 1, 2021

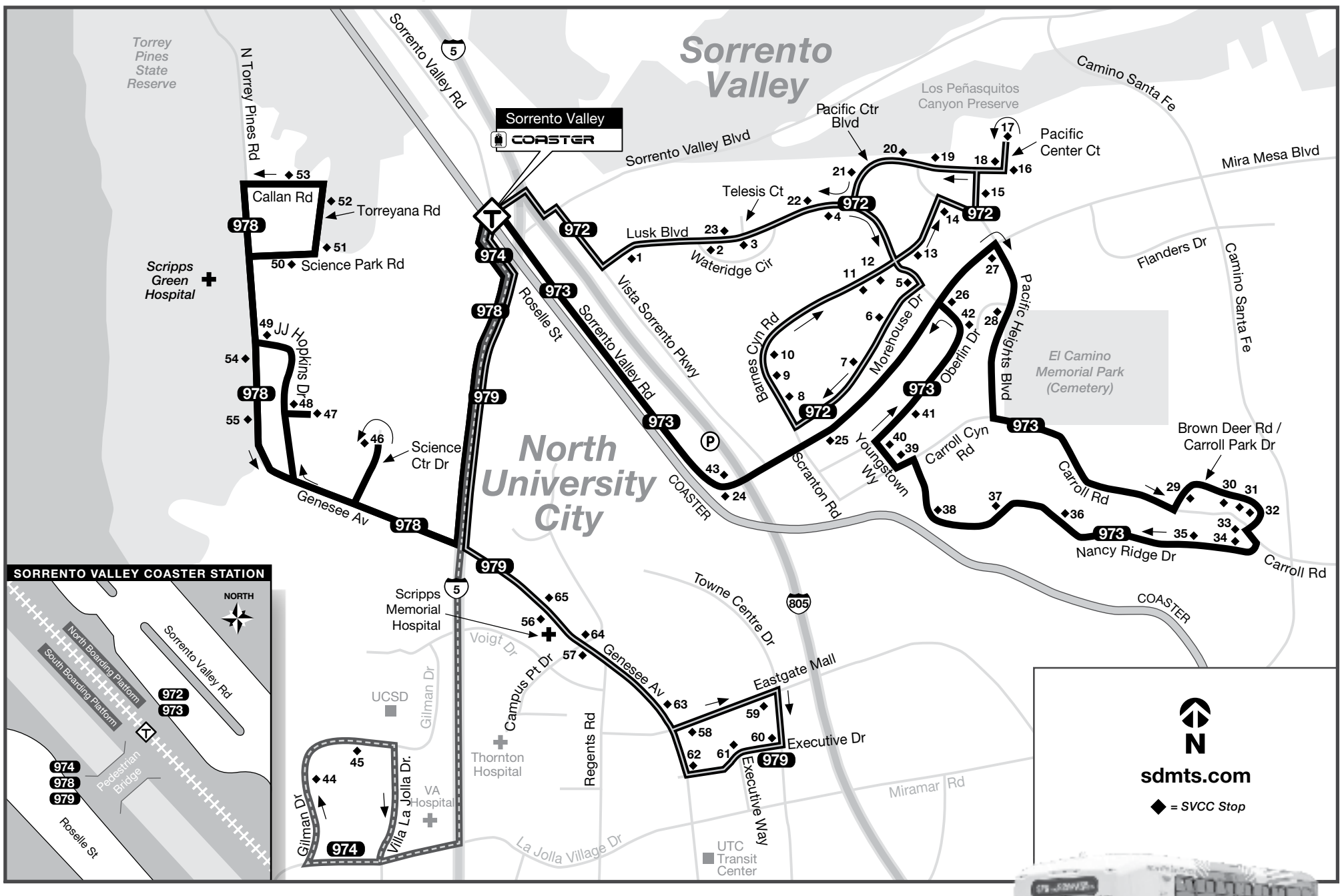
COASTER CONNECTION

Sorrento Valley COASTER Station

972	**Sorrento Mesa**
973	**Carroll Canyon**
974	**UC San Diego**
978	**Torrey Pines**
979	**North University City**

09/21

sdmts.com
Route Alerts, Updated Schedules, Connections & More



Oceanside ➡ San Diego

	Morning (AM)				Afternoon/Evening (PM)		
Oceanside	6:02a	6:33a	7:15a	7:40a	**3:32p**	**5:11p**	**5:41p**
Carlsbad Village	6:06	6:37	7:20	7:44	**3:36**	**5:16**	**5:46**
Carlsbad Poinsettia	6:12	6:42	7:26	7:49	**3:43**	**5:21**	**5:51**
Encinitas	6:18	6:50	7:32	7:56	**3:49**	**5:27**	**5:56**
Solana Beach	6:23	6:57	7:39	8:01	**3:54**	**5:34**	**6:01**
Sorrento Valley	6:40	7:08	7:49	8:12	**4:03**	**5:43**	**6:12**
Old Town	7:04	7:30	8:12	8:37	**4:28**	**6:07**	**6:38**
San Diego	7:11	7:38	8:20	8:45	**4:35**	**6:15**	**6:46**

San Diego ➡ Oceanside

	Morning (AM)		Afternoon/Evening (PM)				
San Diego	6:15a	7:39a	**3:36p**	**4:21p**	**4:53p**	**5:38p**	**6:26p**
Old Town	6:23	7:47	**3:44**	**4:29**	**5:01**	**5:46**	**6:34**
Sorrento Valley	6:45	8:10	**4:06**	**4:51**	**5:24**	**6:08**	**6:56**
Solana Beach	6:57	8:23	**4:17**	**5:00**	**5:34**	**6:21**	**7:06**
Encinitas	7:03	8:30	**4:23**	**5:08**	**5:40**	**6:27**	**7:12**
Carlsbad Poinsettia	7:09	8:36	**4:29**	**5:14**	**5:46**	**6:33**	**7:18**
Carlsbad Village	7:15	8:42	**4:35**	**5:21**	**5:52**	**6:39**	**7:24**
Oceanside	7:20	8:47	**4:41**	**5:28**	**5:58**	**6:46**	**7:30**

COASTER schedule shown is effective May 29, 2021 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at www.gonctd.com.
COASTER calendario que se muestra es a partir del 29 de mayo de 2021 y está sujeto a cambios sin previo aviso. Esto puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en www.gonctd.com.



ROUTE DEVIATIONS / *Desviaciones de la Ruta*

The SVCC is a demand-response service that will provide a route deviation of up to 3/4 of a mile off an operating SVCC route for requesting passengers traveling to or from the Sorrento Valley COASTER Station. This service is provided anywhere in the SVCC service area during the corresponding hours that the SVCC service operates. Lift-equipped buses are available. To ensure availability, please call (877) 841-3278 at least one hour before your trip to schedule a curb-to-curb trip.

El SVCC es un servicio de demanda-respuesta que proveerá una desviación de ruta de hasta 3/4 de milla de una ruta SVCC operativa a pasajeros que viajen a y de Sorrento Valley COASTER Station. Este servicio es proveído en cualquier parte del la área de servicio del SVCC, durante las horas correspondientes al servicio que SVCC opera. Autobuses equipados para levantar sillas también están disponibles. Para asegurarse de su disponibilidad, por favor hable al (877) 841-3278 por lo menos una hora antes de su viaje para fijar el horario de su viaje de banqueta-a-banqueta.

COMMUTER TAX BENEFIT PROGRAM FOR EMPLOYERS / *Programa de Asistencia de Tránsito del Empleador*

Employers can provide their employees a payroll tax deduction for riding transit to work of up to $125 per month. Employers benefit from this program through reduced payroll taxes and other business deductions. For more information about this and other free commuter services for employers visit iCommuteSD.com or call 511 and say "iCommute."

Los empleadores pueden proporcionar a sus empleados una deducción de los impuestos sobre nóminas de hasta $125 dólares al mes por trasladarse al trabajo usando el transporte interurbano. Los empleadores sacan provecho de este programa mediante menores impuestos sobre nómina y otras deducciones empresariales. Para mayores informes sobre éste y otros servicios gratuitos para pasajeros interurbanos para los empleadores, favor de visitar iCommuteSD.com o llamar al 511 y decir 'iCommute'.

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

Route 972 – Monday through Friday / *lunes a viernes*

Sorrento Mesa ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
Ⓣ	Sorrento Valley COASTER Station **DEPART***	6:40a	7:10a	7:50a	8:16a	—	**4:05p**	**4:40p**	**5:22p**	**6:10p**
1	10525 Vista Sorrento					**3:30p**				
2	EB Lusk Blvd & Wateridge Circle (after intersection)									
3	EB Lusk Blvd & Telesis Ct. (after intersection)									
4	Across from 6455 Lusk Blvd.	6:47	7:17	7:57	8:23	**3:31**	**4:14**	**4:49**	**5:31**	**6:19**
5	10225 Lusk Blvd. (electrical boxes)									
6	Across from 5525 Morehouse Drive									
7	5510 Morehouse Drive									
8	5424 Scranton Road									
9	9605 Scranton Road									
10	9805 Scranton Road									
11	10055 Barnes Canyon Road									
12	10225 Barnes Canyon Road									
13	EB Barnes Canyon Road & Lusk Blvd. (after intersection)	6:53	7:23	8:03	8:29	**3:37**	**4:20**	**4:55**	**5:37**	**6:25**
14	EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)									
15	10211 Pacific Mesa Blvd.									
16	10309 Pacific Center Ct.									
17	10450 Pacific Center Ct.									
18	5910 Pacific Center Blvd.									
19	5788 Pacific Center Blvd.									
20	5764 Pacific Center Blvd.									
21	WB Pacific Center Blvd & McKellar Ct. (after intersection)									
22	Qualcomm Design Center (45 mph sign)	7:01	7:31	8:11	8:37	**3:45**	**4:28**	**5:03**	**5:45**	**6:33**
23	WB Lusk Blvd & Telesis Ct. (after intersection)									
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:07	7:37	8:16	—	**3:54**	**4:37**	**5:12**	**5:56**	**6:42**

Route 973 – Monday through Friday / *lunes a viernes*

Carroll Canyon ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
Ⓣ	Sorrento Valley COASTER Station **DEPART***	6:40a	7:10a	7:53a	8:22a	—	**4:06p**	**4:41p**	**5:25p**	**6:10p**
24	10240 Sorrento Valley Road					—				
25	EB Mira Mesa Blvd. & Scranton Road (after intersection)					**3:30p**				
26	EB Mira Mesa Blvd. & Oberlin Drive (after intersection)									
27	Pacific Heights Blvd. & Mira Mesa Blvd. (after turn, electrical boxes)	6:48	7:18	8:01	8:30	**3:31**	**4:14**	**4:49**	**5:33**	**6:18**
28	Pacific Heights Blvd. & Cornerstone Ct. (after intersection)									
29	Brown Deer Road & Ferris Square (at pedestrian crossing sign)									
30	9215 Brown Deer Road									
31	9339 Carroll Park Drive									
32	9449 Carroll Park Drive									
33	Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	6:57	7:27	8:09	8:39	**3:40**	**4:23**	**4:58**	**5:42**	**6:27**
34	6868 Nancy Ridge Drive									
35	6650 Nancy Ridge Drive									
36	6310 Nancy Ridge Drive (electrical boxes in front of Nancy Ridge Technology Park)									
37	6150 Nancy Ridge Drive (Sorrento Ridge Business Park)									
38	5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)									
39	5280 Carroll Canyon Road									
40	Youngstown Way & Oberlin Drive (before turn, at fire hydrant)									
41	5807 Oberlin Drive									
42	5871 Oberlin Drive (mailboxes)	7:01	7:31	8:13	8:43	**3:44**	**4:27**	**5:02**	**5:46**	**6:31**
43	Across street from 10260 Sorrento Valley Rd.									
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:10	7:40	8:22	—	**3:54**	**4:37**	**5:12**	**5:56**	**6:41**

Route 974 – Monday through Friday / *lunes a viernes*

UC San Diego ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
Ⓣ	Sorrento Valley COASTER Station **DEPART***	6:40a	7:10a	7:49a	8:19a	—	**4:11p**	**4:47p**	**5:29p**	**6:14p**
44	Gilman Drive & Eucalyptus Grove Lane									
45	Gilman Transit Center (UCSD)	6:49	7:20	7:59	8:29	**3:38p**	**4:23**	**4:59**	**5:41**	**6:26**
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:00	7:32	8:11	—	**3:51**	**4:37**	**5:13**	**5:55**	**6:39**

Route 978 – Monday through Friday / *lunes a viernes*

Torrey Pines ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
Ⓣ	Sorrento Valley COASTER Station **DEPART***	6:40a	7:14a	7:55a	8:24a	—	**4:10p**	**4:40p**	**5:23p**	**6:10p**
46	10350 Science Center Drive	6:46	7:20	8:01	8:30	**3:34p**	**4:16**	**4:48**	**5:33**	**6:20**
47	General Atomics Court (at end of turnaround)									
48	General Atomics Court & John Hopkins Drive (before turn)									
49	John Hopkins Drive & North Torrey Pines Road (before turn)									
50	3033 Science Park Road									
51	Torreyana Rd. & Road to the Cure (before intersection)	6:53	7:27	8:07	8:37	**3:41**	**4:23**	**4:55**	**5:40**	**6:27**
52	Torreyana Rd. & Callan Road (before turn)									
53	11099 Callan Road									
54	10666 North Torrey Pines Road	6:56	7:30	8:10	8:40	**3:44**	**4:26**	**4:58**	**5:43**	**6:30**
55	3366 North Torrey Pines Road									
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:14	7:46	8:24	—	**3:53**	**4:37**	**5:10**	**5:55**	**6:41**

Route 979 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
Ⓣ	Sorrento Valley COASTER Station **DEPART***	6:40a	7:10a	7:49a	8:17a	—	**4:13p**	**4:46p**	**5:30p**	**6:16p**
56	SB Genesee Ave. & Scripps Driveway (after intersection)					—				
57	SB Genesee Ave. & Campus Point Drive (after intersection)	6:47	7:17	7:56	8:24	**3:35p**	**4:20**	**4:53**	**5:37**	**6:23**
58	EB Eastgate Mall & Easter Way (before intersection)									
59	EB Eastgate Mall & Towne Centre Way (before turn)									
60	Towne Centre Way & Executive Drive (before turn)									
61	Executive Drive & Executive Way	6:52	7:22	8:01	8:29	**3:40**	**4:25**	**4:58**	**5:42**	**6:28**
62	NB Genesee Ave. & Executive Drive (after turn)									
63	NB Genesee Ave. & Eastgate Mall (after intersection)									
64	NB Genesee Ave. & Campus Point Drive (after intersection)									
65	NB Genesee Ave. & Scripps Driveway (after intersection)									
Ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:02	7:32	8:11	—	**3:53**	**4:40**	**5:13**	**5:57**	**6:41**

Routes 972, 973, 974, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas
Las rutas 972, 973, 974, 978 y 979 no ofrecen servicio durante el fin de semana ó durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

* All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Morning buses may depart the station earlier than time shown, once all passengers have transferred from the designated COASTER train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.

Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la mañana, cuando todos los pasajeros del COASTER se han trasladado a los autobuses, los autobuses podrán salir de la estación, aunque sea unos minutos antes del horario. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

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 itineratio están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.*

Effective November 21, 2021

Trolley

UC San Diego **Blue Line**
San Ysidro ↔ America Plaza ↔ UTC

Orange Line
Arnele Ave. ↔ Courthouse (Downtown)

Green Line
Santee ↔ 12th & Imperial (Downtown)

Silver Line
Downtown San Diego Loop

MTS

11/21

FARES / *Tarifas*

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**
Child (5 and under) / *Niño (5 años o menos):* **FREE** / *GRATIS*		

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
**Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.*

For more information, visit: / *Para más información, visite:*
sdmts.com/fares

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.*

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 / *Servicio al cliente*	**(619) 557-4555**
MTS Security / *Seguridad de MTS*	**(619) 595-4960**
PRONTO Support Center	**(619) 595-5636**
Lost & Found / *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060**

sdmts.com
Trip planning, route alerts, updated schedules, connections and more! *¡Planificación de viajes, alertas de ruta, horarios actualizados, conexiones y más!*

Alternative formats available upon request. Please call (619) 557-4555. *Formato alternativo disponible al preguntar. Favor de llamar (619) 557-4555*

TRANSIT FARE / *Tarifa de Transporte Público*

Tap or Scan, Every Time You Ride: Riders must tap their PRONTO card or scan their PRONTO mobile app at station validators every trip. It's the only way to earn a two hour free transfer, day and month passes.

PRONTO Card: PRONTO cards cost $2 at ticket machines, retail outlets or the MTS Transit Store. At the time of purchase, riders will need to load a minimum value onto their PRONTO card ($3 at the Transit Store or ticket machine, $5 at retail outlets). Riders can reload money (or pre-pay for a Month Pass) instantly online at RidePRONTO.com, at ticket machines, retail outlets or the MTS Transit Store.



PRONTO Mobile App: The PRONTO mobile app is available for download on Apple and Android phones.

Pay-As-You-Go & Earn the Best Fare: Thanks to best fare capabilities, riders can load money to their PRONTO account and pay-as-they-go to always get the best fare! Load money onto your PRONTO card or mobile app, then tap or scan every time you ride.
A one-way fare will be deducted with each tap or scan, up to the value of a Day or Month Pass. You'll never pay more than the value of a Day Pass ($6 Adult, $3 Senior/Disabled/ Medicare and Youth), in a day, or the value of a Month Pass ($72 Adult, $23 SDM/Youth) in a calendar month.

Loading Money to PRONTO: Riders can load money to PRONTO through the mobile app, online at RidePRONTO.com, at the MTS Transit Store, ticket machines, participating retail outlets, or over the phone at 619-595-5636. (Loading passes or money to PRONTO on board buses is not available.)

Free Transfers: With the PRONTO card or mobile app, one-way fares are valid for unlimited transfers within two hours of activation. (Riders should tap or scan their card or app every time they board, but they will not be charged for a fare within two hours of a previous tap or scan.)

Using Cash: Riders can purchase one-way fares using cash at ticket machines and onboard buses. Cash one-way fares are not eligible for transfers, and do not contribute towards earning a Day Pass or Month Pass.

Reduced Fares: All PRONTO cards will look the same. Reduced fare designations (Senior, Disabled, Medicare, or Youth) are identified at the account level. Riders can have their PRONTO card or mobile app account switched to a reduced fare category by visiting the MTS Transit Store, or calling the PRONTO Support Team at 619-595-5636. Riders with a reduced fare must travel with proof of eligibility at all times. A PRONTO Photo ID card is encouraged, but not required (available at the Transit Store). Approved IDs include: Government-issue Photo ID with birth date (seniors), student school photo ID, Medicare card & Government Photo ID, California DMV Placard ID & Government Photo ID, California Senior ID card, MTS Senior/Disabled Photo ID, NCTD Senior/Disabled Photo ID. **Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Age 18 & Under (kids five and under ride free).**

Toca o Escanea Cada Vez que Viajes: *Los pasajeros deben tocar su tarjeta PRONTO o escanear la aplicación móvil PRONTO en validadores de estación antes de cada viaje. Es la única manera de ganar transbordes gratis por dos horas, pases del día y del mes.*

Tarjeta PRONTO: *Las Tarjetas PRONTO tienen un costo de $2 en las máquinas expendedoras de boletos, establecimientos comerciales o en la tienda MTS Transit Store. Al comprarla, los pasajeros deberán cargar un valor mínimo en su tarjeta PRONTO ($3 en la tienda Transit Store o en máquinas de boletos, $5 en establecimientos comerciales). Los pasajeros pueden recargar dinero (o comprar un pase mensual por adelantado) instantáneamente en línea en ridePRONTO.com, en máquinas de boletos, en establecimientos comerciales o en la tienda MTS Transit Store.*

Aplicación Móvil PRONTO: *La aplicación móvil PRONTO está disponible para descargar en teléfonos Apple y Android.*

Paga mientras viajas y Adquiere la Mejor Tarifa: *Gracias a una nueva función de limitación de tarifas, los pasajeros pueden cargar dinero en su cuenta PRONTO y pagar a su medida para obtener siempre la mejor tarifa. Carga dinero a tu tarjeta o aplicación móvil PRONTO, luego toca o escanea cada vez que viajes.*
Se deducirá una tarifa de viaje sencillo cada vez que toques o escanees, hasta alcanzar el valor de un Pase de Día o Mes. ¡Nunca pagarás más del valor de un Pase de un Día—$6 para adultos, $3 para Adultos Mayores/con Discapacidades/ Medicare (SDM, por sus siglas en inglés) y Jóvenes en un día, o el valor de un Pase Mensual ($72 para Adultos, $23 para SDM y Jóvenes) en un mes del calendario!

Carga Dinero a PRONTO: *Los pasajeros pueden cargar dinero a su cuenta PRONTO a través de la aplicación móvil, en línea en ridePRONTO.com, en la tienda MTS Transit Store, en las máquinas expendedoras de boletos, en establecimientos comerciales, o teléfono 619-595-5636. (No está disponible cargar pases o dinero a cuentas PRONTO a bordo de los autobuses).*

Transbordes Gratis: *Con la tarjeta o la aplicación móvil PRONTO, las tarifas de viaje sencillo son válidas para transbordes ilimitados dentro de dos horas después de su activación. (Los pasajeros deben seguir tocando su tarjeta o escaneando la aplicación cada vez que aborden, pero no se les cobrará una tarifa dentro de las dos horas después del primer toque o escaneo).*

Usando Efectivo: *Los pasajeros pueden comprar tarifas de viaje sencillo con efectivo en las máquinas de boletos y a bordo de autobuses. Sin embargo, las tarifas de viaje sencillo en efectivo no son elegibles para transbordes y no contribuyen hacia la ganancia de un Pase de Día o Mes.*

Tarifas Reducidas: *Todas las tarjetas PRONTO tendrán el mismo aspecto. Las designaciones de tarifas reducidas (SDM o Jóvenes) se identifican a nivel de cuenta. Los pasajeros pueden cambiar su tarjeta PRONTO o su cuenta de aplicación móvil a una categoría de tarifa reducida visitando la tienda MTS Transit Store o llamando al equipo de asistencia de PRONTO al 619-595-5636. Los pasajeros con tarifa reducida deben viajar con prueba de elegibilidad en todo momento. Se recomienda una tarjeta de identificación PRONTO con fotografía, pero no es obligatoria. Las identificaciones aprobadas incluyen: identificación con fotografía con fecha de nacimiento emitida por el gobierno (para personas mayores), identificación con fotografía de la escuela del estudiante, tarjeta de Medicare junto con una identificación gubernamental con fotografía, placa de discapacidad del DMV de California junto con identificación gubernamental con fotografía, tarjeta de identificación para personas mayores de California, identificación con fotografía para personas mayores/con discapacidades de MTS, identificación con fotografía para personas mayores/con discapacidades de NCTD.* ***Elegibilidad para Personas Mayores: mayores de 65 años o nacidos el 1 de septiembre de 1959 o antes. Elegibilidad para Jóvenes: menores de 18 años (los niños menores de cinco años viajan gratis).***

Trolley System / *sistema de Trolley*



LEGEND
- Connecting Bus Routes / *Conexión de rutas de autobús*
- Rapid — Connecting *Rapid* Routes / *Conexión de rutas de Rapid*
- Amtrak and COASTER
- Service to Airport / *Transferencia al Aeropuerto*
- P — Parking (Free) / *Estacionamiento (Gratis)*
- $P — Pay Parking / *Estacionamiento de cuota*

DOWNTOWN DETAIL / *Detalle del centro*

Scan for PRONTO information.
Escanea este código para ver información sobre PRONTO.
RidePRONTO.com

PROMOTIONS & DISCOUNTS / *Promociones y descuentos*

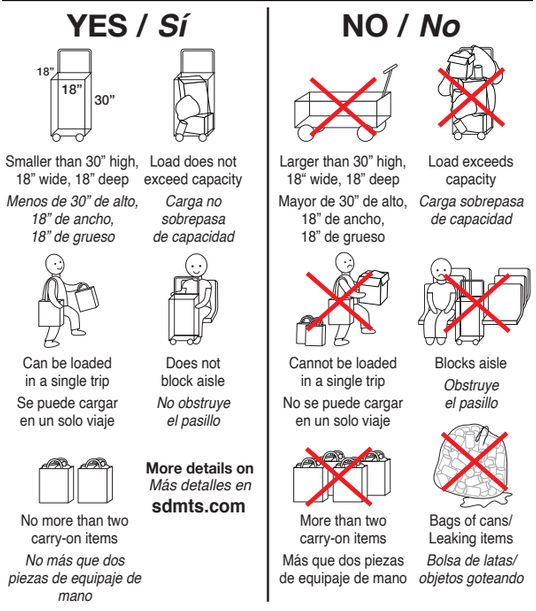
Family Weekends / *Fines de semana para la familia*
Two children (12 and under) ride free Saturdays and Sundays with a fare-paying adult (18 or older).
Dos menores (de hasta 12 años) viajan gratis los sábados y domingos con sólo abonar la tarifa de un adulto (de 18 años o más).

Holiday Friends Ride Free / *Los días festivos, los amigos viajan gratis*
On New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day, two people may ride any MTS bus or Trolley with one fare or pass.
En New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, y día de Navidad, dos personas pueden viajar en cualquier ruta de autobús o Trolley de MTS con un pase o pasaje.

RIDE ASSURED / *Viaje Tranquilo*

Contact MTS Security for issues of harassment, suspicious or illegal behavior.
Contáctenos en situaciones de hostigamiento y comportamiento sospechoso o ilegal.
Text (619) 318-1338
Call (619) 595-4960

CART POLICY / *Política de carritos*



ACCESSIBLE SERVICE
Accesibilidad de los servicios

All Trolleys are equipped with ramps. Seats closest to the doors are reserved for senior and disabled riders.
Todos los Trolleys cuentan con rampas para sillas de ruedas. Los asientos más cercanos a las puertas están reservados por gentileza para pasajeros mayores o discapacitados.

ANIMALS / *Animales*

A trained service animal may accompany a rider with disabilities. Non-service animals must be in enclosed carriers and transported by passengers without the assistance of drivers or operators.
Se permite que un animal de servicio entrenado acompañe a un pasajero discapacitado. Los pasajeros deben transportar los animales que no sean de servicio en una jaula cerrada, sin ayuda de los conductores ni de los choferes.

BIKES / *Bicicletas*

On Trolleys with stairs, board at rear doors of each car. Board low-floor cars at any door. Stay with bike to keep it secure One bike is allowed per car during weekday rush hours, two bikes per car at all other times. MTS is not responsible for loss or damage to bicycles. *En los Trolleys con escaleras, aborde en las puertas traseras. Aborde los Trolleys de piso bajo en cualquiera puerta. Por seguridad, manténgase junto a la bicicleta En las horas pico durante la semana, sólo se admite una bicicleta por unidad. En otros tiempos, se admiten dos bicicletas. MTS no es responsable por el extravío o daño de bicicletas.*

Think **FAST**

Fun **A**nd **S**afe **T**ransit

sdmts.com/Think-FAST

Safety at the Station



Stay Behind the Line
Mantente Detrás de la Línea



No Jumping or Climbing between Trolleys
No Brincar o Escalar entre Trolleys



Stay Alert for Vehicles
Mantente Alerta para los Vehículos



Keep Off Tracks
Mantente Fuera de las Vías



Don't Chase a Moving Vehicle
No Persigas un Vehículo en Movimiento



Walk, Don't Ride
Bájate y Camina



Use Crosswalks
Usa los Cruces

Safety On Board



Always Hold On
Agárrate Siempre



Remain Seated
Permanece en tu Asiento



Keep Aisles Clear
Mantén Despejados los Pasillos



Don't Block Doors
Mantén las puertas despejadas



Pull Carts Behind You
Jala tu Carrito Detrás de Ti



Watch Your Step
Cuida Donde Pisas



Stay Awake
No te Duermas

UC San Diego Blue Line

Monday through Friday / *lunes a viernes*

SAN YSIDRO ➡ AMERICA PLAZA ➡ UTC

San Ysidro	Iris Avenue	H Street	8th Street	12th & Imperial	City College	America Plaza	Santa Fe Depot	Old Town	Balboa Avenue	UCSD Central Campus	UTC
–	–	–	–	4:23a	4:28a	4:34a	4:37a	4:46a	4:55a	5:06a	5:12a
–	–	–	–	4:38	4:43	4:49	4:52	5:01	5:10	5:21	5:27
–	4:26a	4:35a	4:43a	4:53	4:58	5:04	5:07	5:16	5:25	5:36	5:42
4:28a	4:35	4:44	4:52	5:02	5:07	5:13	–	–	–	–	–
4:34	4:41	4:50	4:58	5:08	5:13	5:19	5:22	5:31	5:40	5:51	5:57
4:43	4:50	4:59	5:07	5:17	5:22	5:28	–	–	–	–	–
4:49	4:56	5:05	5:13	5:23	5:28	5:34	5:37	5:46	5:55	6:06	6:12
AND THEN EVERY 6/9 & 15 MINUTES AT: / *Y LUEGO CADA 6/9 & 15 MINUTOS A LA:*											
:58	:05	:14	:22	:32	:37	:43	–	–	–	–	–
:04	:11	:20	:28	:38	:43	:49	:52	:01	:10	:21	:27
:13	:20	:29	:37	:47	:52	:58	–	–	–	–	–
:19	:26	:35	:43	:53	:58	:04	:07	:16	:25	:36	:42
:28	:35	:44	:52	:02	:07	:13	–	–	–	–	–
:34	:41	:50	:58	:08	:13	:19	:22	:31	:40	:51	:57
:43	:50	:59	:07	:17	:22	:28	–	–	–	–	–
:49	:56	:05	:13	:23	:28	:34	:37	:46	:55	:06	:12
UNTIL: / *HASTA:*											
7:49p	**7:56p**	**8:05p**	**8:13p**	**8:23p**	**8:28p**	**8:34p**	**8:37p**	**8:46p**	**8:55p**	**9:06p**	**9:12p**
7:58	**8:05**	**8:14**	**8:22**	**8:32**	**8:37**	**8:43**	–	–	–	–	–
8:04	**8:11**	**8:20**	**8:28**	**8:38**	**8:43**	**8:49**	**8:52**	**9:01**	**9:10**	**9:21**	**9:27**
8:13	**8:20**	**8:29**	**8:37**	**8:47**	**8:52**	**8:58**	–	–	–	–	–
8:19	**8:26**	**8:35**	**8:43**	**8:53**	**8:58**	**9:04**	**9:07**	**9:16**	**9:25**	**9:36**	**9:42**
8:34	**8:41**	**8:50**	**8:58**	**9:08**	**9:13**	**9:19**	**9:22**	**9:31**	**9:40**	**9:51**	**9:57**
8:49	**8:56**	**9:05**	**9:13**	**9:23**	**9:28**	**9:34**	–	–	–	–	–
9:04	**9:11**	**9:20**	**9:28**	**9:38**	**9:43**	**9:49**	**9:52**	**10:01**	**10:10**	**10:21**	**10:27**
9:19	**9:26**	**9:35**	**9:43**	**9:53**	**9:58**	**10:04**	–	–	–	–	–
9:34	**9:41**	**9:50**	**9:58**	**10:08**	**10:13**	**10:19**	**10:22**	**10:31**	**10:40**	**10:51**	**10:57**
9:49	**9:56**	**10:05**	**10:13**	**10:23**	**10:28**	**10:34**	–	–	–	–	–
10:04	**10:11**	**10:20**	**10:28**	**10:38**	**10:43**	**10:49**	**10:52**	**11:01**	**11:10**	**11:21**	**11:27**
10:19	**10:26**	**10:35**	**10:43**	**10:53**	**10:58**	**11:04**	–	–	–	–	–
10:34	**10:41**	**10:50**	**10:58**	**11:08**	**11:13**	**11:19**	**11:22**	**11:31**	**11:40**	**11:51**	**11:57**
10:49	**10:56**	**11:05**	**11:13**	**11:23**	**11:28**	**11:34**	–	–	–	–	–
11:04	**11:11**	**11:20**	**11:28**	**11:38**	**11:43**	**11:49**	–	–	–	–	–
11:19	**11:26**	**11:35**	**11:43**	**11:53**	**11:58**	12:04a	–	–	–	–	–
11:34	**11:41**	**11:50**	**11:58**	12:08a	12:13a	12:19	–	–	–	–	–
11:49	**11:56**	12:05a	12:13a	12:23	12:28	12:34	–	–	–	–	–
12:04a	12:11a	12:20	12:28	12:38	12:43	12:49	–	–	–	–	–
12:19	12:26	12:35	12:43	12:53	12:58	1:04	–	–	–	–	–
12:49	12:56	1:05	1:13	1:23	1:28	1:34	–	–	–	–	–

UTC ➡ AMERICA PLAZA ➡ SAN YSIDRO

UTC	UCSD Central Campus	Balboa Avenue	Old Town	Santa Fe Depot	America Plaza	City College	12th & Imperial		8th Street	H Street	Iris Avenue	San Ysidro
–	–	–	–	–	–	–	–	B	4:24a	4:32a	4:41a	4:48a
–	–	–	–	–	–	–	–	B	4:31	4:39	4:48	4:55
–	–	–	–	–	–	–	–	B	4:39	4:47	4:56	5:03
–	–	–	–	–	–	–	–	B	4:46	4:54	5:03	5:10
–	–	–	–	–	–	–	–	B	4:54	5:02	5:11	5:18
–	–	–	–	–	–	–	–	B	5:01	5:09	5:18	5:25
–	–	–	–	–	4:48a	4:54a	5:00a		5:09	5:17	5:26	5:33
–	–	–	–	–	–	–	–	B	5:16	5:14	5:33	5:40
–	–	–	–	–	5:03	5:09	5:15		5:24	5:32	5:41	5:48
–	–	–	–	–	5:10	5:16	5:22		5:31	5:39	5:48	5:55
–	–	–	–	–	5:18	5:24	5:30		5:39	5:47	5:56	6:03
–	–	5:04a	5:13a	5:22a	5:25	5:31	5:37		5:46	5:54	6:03	6:10
–	–	–	–	–	5:33	5:39	5:45		5:54	6:02	6:11	6:18
5:03a	5:09a	5:19	5:28	5:37	5:40	5:46	5:52		6:01	6:09	6:18	6:25
AND THEN EVERY 7/8 & 15 MINUTES AT: / *Y LUEGO CADA 7/8 & 15 MINUTOS A LA:*												
–	–	–	–	–	:48	:54	:00		:09	:17	:26	:33
:18	:24	:34	:43	:52	:55	:01	:07		:16	:24	:33	:40
–	–	–	–	–	:03	:09	:15		:24	:32	:41	:48
:33	:39	:49	:58	:07	:10	:16	:22		:31	:39	:48	:55
–	–	–	–	–	:18	:24	:30		:39	:47	:56	:03
:48	:54	:04	:13	:22	:25	:31	:37		:46	:54	:03	:10
–	–	–	–	–	:33	:39	:45		:54	:02	:11	:18
:03	:09	:19	:28	:37	:40	:46	:52		:01	:09	:18	:25
UNTIL: / *HASTA:*												
7:18p	**7:24p**	**7:34p**	**7:43p**	**7:52p**	**7:55p**	**8:01p**	**8:07p**		**8:16p**	**8:24p**	**8:33p**	**8:40p**
7:33	**7:39**	**7:49**	**7:58**	**8:07**	**8:10**	**8:16**	**8:22**		**8:31**	**8:39**	**8:48**	**8:55**
7:48	**7:54**	**8:04**	**8:13**	**8:22**	**8:25**	**8:31**	**8:37**		**8:46**	**8:54**	**9:03**	**9:10**
8:03	**8:09**	**8:19**	**8:28**	**8:37**	**8:40**	**8:46**	**8:52**		**9:01**	**9:09**	**9:18**	**9:25**
8:18	**8:24**	**8:34**	**8:43**	**8:52**	**8:55**	**9:01**	**9:07**		**9:16**	**9:24**	**9:33**	**9:40**
8:33	**8:39**	**8:49**	**8:58**	**9:07**	**9:10**	**9:16**	**9:22**		**9:31**	**9:39**	**9:48**	**9:55**
8:48	**8:54**	**9:04**	**9:13**	**9:22**	**9:25**	**9:31**	**9:37**		**9:46**	**9:54**	**10:03**	**10:10**
9:03	**9:09**	**9:19**	**9:28**	**9:37**	**9:40**	**9:46**	**9:52**		**10:01**	**10:09**	**10:18**	**10:25**
9:18	**9:24**	**9:34**	**9:43**	**9:52**	**9:55**	**10:01**	**10:07**		**10:16**	**10:24**	**10:33**	**10:40**
9:33	**9:39**	**9:49**	**9:58**	**10:07**	**10:10**	**10:16**	**10:22**		**10:31**	**10:39**	**10:48**	**10:55**
9:48	**9:54**	**10:04**	**10:13**	**10:22**	**10:25**	**10:31**	**10:37**		**10:46**	**10:54**	**11:03**	**11:10**
10:03	**10:09**	**10:19**	**10:28**	**10:37**	**10:40**	**10:46**	**10:52**		**11:01**	**11:09**	**11:18**	**11:25**
10:18	**10:24**	**10:34**	**10:43**	**10:52**	**10:55**	**11:01**	**11:07**		**11:16**	**11:24**	**11:33**	**11:40**
–	**–**	**–**	**–**	**–**	**11:10**	**11:16**	**11:22**		**11:31**	**11:39**	**11:48**	**11:55**
10:48	**10:54**	**11:04**	**11:13**	**11:22**	**11:25**	**11:31**	**11:37**		**11:46**	**11:54**	12:03a	12:10a
11:18	**11:24**	**11:34**	**11:43**	**11:52**	**11:55**	12:01a	12:07a		12:16a	12:24a	12:33	12:40
11:48	**11:54**	12:04a	12:13a	12:22a	12:25a	12:31	12:37		–	–	–	–
12:18a	12:24a	12:34	12:43	12:52	12:55	1:01	1:07		–	–	–	–

B = Trip begins at Barrio Logan Station six minutes earlier than time shown. / *Viaje comienza en la estación de Barrio Logan seis minutos antes del tiempo indicado.*

Saturday & Sunday / *sábado & domingo*

SAN YSIDRO ➡ AMERICA PLAZA ➡ UTC

San Ysidro	Iris Avenue	H Street	8th Street	12th & Imperial	City College	America Plaza	Santa Fe Depot	Old Town	Balboa Avenue	UCSD Central Campus	UTC
–	–	–	–	–	–	–	4:52a	5:01a	5:10a	5:21a	5:27a
–	–	–	–	4:53a	4:58a	5:04a	5:07	5:16	5:25	5:36	5:42
4:34a	4:41a	4:50a	4:58a	5:08	5:13	5:19	5:22	5:31	5:40	5:51	5:57
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*											
:49	:56	:05	:13	:23	:28	:34	:37	:46	:55	:06	:12
:04	:11	:20	:28	:38	:43	:49	:52	:01	:10	:21	:27
:19	:26	:35	:43	:53	:58	:04	:07	:16	:25	:36	:42
:34	:41	:50	:58	:08	:13	:19	:22	:31	:40	:51	:57
UNTIL: / *HASTA:*											
7:34p	**7:41p**	**7:50p**	**7:58p**	**8:08p**	**8:13p**	**8:19p**	**8:22p**	**8:31p**	**8:40p**	**8:51p**	**8:57p**
7:49	**7:56**	**8:05**	**8:13**	**8:23**	**8:28**	**8:34**	–	–	–	–	–
8:04	**8:11**	**8:20**	**8:28**	**8:38**	**8:43**	**8:49**	**8:52**	**9:01**	**9:10**	**9:21**	**9:27**
8:19	**8:26**	**8:35**	**8:43**	**8:53**	**8:58**	**9:04**	–	–	–	–	–
8:34	**8:41**	**8:50**	**8:58**	**9:08**	**9:13**	**9:19**	**9:22**	**9:31**	**9:40**	**9:51**	**9:57**
8:49	**8:56**	**9:05**	**9:13**	**9:23**	**9:28**	**9:34**	–	–	–	–	–
9:04	**9:11**	**9:20**	**9:28**	**9:38**	**9:43**	**9:49**	**9:52**	**10:01**	**10:10**	**10:21**	**10:27**
9:19	**9:26**	**9:35**	**9:43**	**9:53**	**9:58**	**10:04**	–	–	–	–	–
9:34	**9:41**	**9:50**	**9:58**	**10:08**	**10:13**	**10:19**	**10:22**	**10:31**	**10:40**	**10:51**	**10:57**
9:49	**9:56**	**10:05**	**10:13**	**10:23**	**10:28**	**10:34**	–	–	–	–	–
10:04	**10:11**	**10:20**	**10:28**	**10:38**	**10:43**	**10:49**	**10:52**	**11:01**	**11:10**	**11:21**	**11:27**
10:19	**10:26**	**10:35**	**10:43**	**10:53**	**10:58**	**11:04**	–	–	–	–	–
10:34	**10:41**	**10:50**	**10:58**	**11:08**	**11:13**	**11:19**	**11:22**	**11:31**	**11:40**	**11:51**	**11:57**
10:49	**10:56**	**11:05**	**11:13**	**11:23**	**11:28**	**11:34**	–	–	–	–	–
11:04	**11:11**	**11:20**	**11:28**	**11:38**	**11:43**	**11:49**	–	–	–	–	–
11:19	**11:26**	**11:35**	**11:43**	**11:53**	**11:58**	12:04a	–	–	–	–	–
11:34	**11:41**	**11:50**	**11:58**	12:08a	12:13a	12:19	–	–	–	–	–
11:49	**11:56**	12:05a	12:13a	12:23	12:28	12:34	–	–	–	–	–
12:04a	12:11a	12:20	12:28	12:38	12:43	12:49	–	–	–	–	–
12:19	12:26	12:35	12:43	12:53	12:58	1:04	–	–	–	–	–
12:49	12:56	1:05	1:13	1:23	1:28	1:34	–	–	–	–	–

UTC ➡ AMERICA PLAZA ➡ SAN YSIDRO

UTC	UCSD Central Campus	Balboa Avenue	Old Town	Santa Fe Depot	America Plaza	City College	12th & Imperial		8th Street	H Street	Iris Avenue	San Ysidro
–	–	–	–	–	–	–	–	B	4:31a	4:39a	4:48a	4:55a
–	–	–	–	–	–	–	–	B	4:46	4:54	5:03	5:10
–	–	–	–	–	–	–	–	B	5:01	5:09	5:18	5:25
–	–	–	–	–	4:55a	5:01a	5:07a		5:16	5:24	5:33	5:40
–	–	–	–	–	5:10	5:16	5:22		5:31	5:39	5:48	5:55
–	–	5:04a	5:13a	5:22a	5:25	5:31	5:37		5:46	5:54	6:03	6:10
5:03a	5:09a	5:19	5:28	5:37	5:40	5:46	5:52		6:01	6:09	6:18	6:25
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*												
:18	:24	:34	:43	:52	:55	:01	:07		:16	:24	:33	:40
:33	:39	:49	:58	:07	:10	:16	:22		:31	:39	:48	:55
:48	:54	:04	:13	:22	:25	:31	:37		:46	:54	:03	:10
:03	:09	:19	:28	:37	:40	:46	:52		:01	:09	:18	:25
UNTIL: / *HASTA:*												
9:18p	**9:24p**	**9:34p**	**9:43p**	**9:52p**	**9:55p**	**10:01p**	**10:07p**		**10:16p**	**10:24p**	**10:33p**	**10:40p**
–	**–**	**–**	**–**	**–**	**10:10**	**10:16**	**10:22**		**10:31**	**10:39**	**10:48**	**10:55**
9:48	**9:54**	**10:04**	**10:13**	**10:22**	**10:25**	**10:31**	**10:37**		**10:46**	**10:54**	**11:03**	**11:10**
–	**–**	**–**	**–**	**–**	**10:40**	**10:46**	**10:52**		**11:01**	**11:09**	**11:18**	**11:25**
10:18	**10:24**	**10:34**	**10:43**	**10:52**	**10:55**	**11:01**	**11:07**		**11:16**	**11:24**	**11:33**	**11:40**
–	**–**	**–**	**–**	**–**	**11:10**	**11:16**	**11:22**		**11:31**	**11:39**	**11:48**	**11:55**
10:48	**10:54**	**11:04**	**11:13**	**11:22**	**11:25**	**11:31**	**11:37**		**11:46**	**11:54**	12:03a	12:10a
11:18	**11:24**	**11:34**	**11:43**	**11:52**	**11:55**	12:01a	12:07a		12:16a	12:24a	12:33	12:40
11:48	**11:54**	12:04a	12:13a	12:22a	12:25a	12:31	12:37		–	–	–	–
12:18a	12:24a	12:34	12:43	12:52	12:55	1:01	1:07		–	–	–	–

B = Trip begins at Barrio Logan Station six minutes earlier than time shown. / *Viaje comienza en la estación de Barrio Logan seis minutos antes del tiempo indicado.*

Green Line

Monday through Friday / *lunes a viernes*

SANTEE ➡ DOWNTOWN

Santee	El Cajon	Grossmont	SDSU	Stadium	Fashion Valley	Old Town	Santa Fe Depot	12th & Imperial
–	–	–	–	–	–	4:52a	5:01a	5:08a
–	–	–	–	4:52a	5:01a	5:07	5:16	5:23
–	–	–	–	–	–	5:22	5:31	5:38
–	–	–	–	5:22	5:31	5:37	5:46	5:53
5:03a	5:14a	5:20a	5:29a	5:37	5:46	5:52	6:01	6:08
5:18	5:29	5:35	5:44	5:52	6:01	6:07	6:16	6:23
5:33	5:44	5:50	5:59	6:07	6:16	6:22	6:31	6:38
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*								
:48	:59	:05	:14	:22	:31	:37	:46	:53
:03	:14	:20	:29	:37	:46	:52	:01	:08
:18	:29	:35	:44	:52	:01	:07	:16	:23
:33	:44	:50	:59	:07	:16	:22	:31	:38
UNTIL: / *HASTA:*								
8:48p	**8:59p**	**9:05p**	**9:14p**	**9:22p**	**9:31p**	**9:37p**	**9:46p**	**9:53p**
9:18	**9:29**	**9:35**	**9:44**	**9:52**	**10:01**	**10:07**	**10:16**	**10:23**
9:48	**9:59**	**10:05**	**10:14**	**10:22**	**10:31**	**10:37**	**10:46**	**10:53**
10:18	**10:29**	**10:35**	**10:44**	**10:52**	**11:01**	**11:07**	**11:16**	**11:23**
10:48	**10:59**	**11:05**	**11:14**	**11:22**	**11:31**	**11:37**	**11:46**	**11:53**
–	**–**	**–**	**11:29**	**11:37**	**11:46**	**11:52**	12:01a	12:08a
11:18	**11:29**	**11:35**	**11:44**	**11:52**	12:01a	12:07a	12:16	12:23
–	**–**	**–**	**11:59**	12:07a	12:16	12:22	12:31	12:38
–	**–**	**–**	12:29a	12:37	12:46	12:52	1:01	1:08

DOWNTOWN ➡ SANTEE

12th & Imperial	Santa Fe Depot	Old Town	Fashion Valley	Stadium	SDSU	Grossmont	El Cajon	Santee
–	H 3:58a	4:07a	4:13a	4:22a	4:30a	4:39a	4:46a	4:57a
–	H 4:13	4:22	4:28	4:37	4:45	4:54	5:01	5:12
–	H 4:28	4:37	4:43	4:52	5:00	5:09	5:16	5:27
–	H 4:43	4:52	4:58	5:07	5:15	5:24	5:31	5:42
–	H 4:58	5:07	5:13	5:22	5:30	5:39	5:46	5:57
5:06a	5:13	5:22	5:28	5:37	5:45	5:54	6:01	6:12
5:21	5:28	5:37	5:43	5:52	6:00	6:09	6:16	6:27
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*								
:36	:43	:52	:58	:07	:15	:24	:31	:42
:51	:58	:07	:13	:22	:30	:39	:46	:57
:06	:13	:22	:28	:37	:45	:54	:01	:12
:21	:28	:37	:43	:52	:00	:09	:16	:27
UNTIL: / *HASTA:*								
6:36p	**6:43p**	**6:52p**	**6:58p**	**7:07p**	**7:15**	**7:24**	**7:31**	**7:42**
7:06	**7:13**	**7:22**	**7:28**	**7:37**	**7:45**	**7:54**	**8:01**	**8:12**
7:36	**7:43**	**7:52**	**7:58**	**8:07**	**8:15**	**8:24**	**8:31**	**8:42**
8:06	**8:13**	**8:22**	**8:28**	**8:37**	**8:45**	**8:54**	**9:01**	**9:12**
8:36	**8:43**	**8:52**	**8:58**	**9:07**	**9:15**	**9:24**	**9:31**	**9:42**
9:06	**9:13**	**9:22**	**9:28**	**9:37**	**9:45**	**9:54**	**10:01**	**10:12**
9:36	**9:43**	**9:52**	**9:58**	**10:07**	**10:15**	**10:24**	**10:31**	**10:42**
10:06	**10:13**	**10:22**	**10:28**	**10:37**	**10:45**	**10:54**	**11:01**	**11:12**
10:36	**10:43**	**10:52**	**10:58**	**11:07**	**11:15**	**–**	**–**	**–**
11:06	**11:13**	**11:22**	**11:28**	**11:37**	**11:45**	**–**	**–**	**–**
11:36	**11:43**	**11:52**	**11:58**	12:07a	12:15a	–	–	–

Saturday / *sábado*

SANTEE ➡ DOWNTOWN

Santee	El Cajon	Grossmont	SDSU	Stadium	Fashion Valley	Old Town	Santa Fe Depot	12th & Imperial
–	–	–	–	4:52a	5:01a	5:07a	5:16a	5:23a
–	–	–	–	5:22	5:31	5:37	5:46	5:53
5:18a	5:29a	5:35a	5:44a	5:52	6:01	6:07	6:16	6:23
5:48	5:59	6:05	6:16	6:22	6:31	6:37	6:46	6:53
–	–	–	–	6:37	6:46	6:52	7:01	7:08
AND THEN EVERY 15–30 MINUTES AT: / *Y LUEGO CADA 15–30 MINUTOS A LA:*								
:18	:29	:35	:44	:52	:01	:07	:16	:23
–	–	–	–	:07	:16	:22	:31	:38
:48	:59	:05	:14	:22	:31	:37	:46	:53
–	–	–	–	:37	:46	:52	:01	:08
UNTIL: / *HASTA:*								
11:18	11:29	11:35	11:44	11:52	**12:01p**	**12:07p**	**12:16p**	**12:23p**
11:33	11:44	11:50	11:59	**12:07p**	**12:16**	**12:22**	**12:31**	**12:38**
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*								
:48	**:59**	**:05**	**:14**	**:22**	**:31**	**:37**	**:46**	**:53**
:03	**:14**	**:20**	**:29**	**:37**	**:46**	**:52**	**:01**	**:08**
:18	**:29**	**:35**	**:44**	**:52**	**:01**	**:07**	**:16**	**:23**
:33	**:44**	**:50**	**:59**	**:07**	**:16**	**:22**	**:31**	**:38**
UNTIL: / *HASTA:*								
7:48p	**7:59p**	**8:05p**	**8:14p**	**8:22**	**8:31**	**8:37**	**8:46**	**8:53**
8:18	**8:29**	**8:35**	**8:44**	**8:52**	**9:01**	**9:07**	**9:16**	**9:23**
8:48	**8:59**	**9:05**	**9:14**	**9:22**	**9:31**	**9:37**	**9:46**	**9:53**
9:18	**9:29**	**9:35**	**9:44**	**9:52**	**10:01**	**10:07**	**10:16**	**10:23**
9:48	**9:59**	**10:05**	**10:14**	**10:22**	**10:31**	**10:37**	**10:46**	**10:53**
10:18	**10:29**	**10:35**	**10:44**	**10:52**	**11:01**	**11:07**	**11:16**	**11:23**
10:48	**10:59**	**11:05**	**11:14**	**11:22**	**11:31**	**11:37**	**11:46**	**11:53**
–	**–**	**–**	**11:29**	**11:37**	**11:46**	**11:52**	12:01a	12:08a
11:18	**11:29**	**11:35**	**11:44**	**11:52**	12:01a	12:07a	12:16	12:23
–	**–**	**–**	**11:59**	12:07a	12:16	12:22	12:31	12:38
–	**–**	**–**	12:29a	12:37	12:46	12:52	1:01	1:08

DOWNTOWN ➡ SANTEE

12th & Imperial	Santa Fe Depot	Old Town	Fashion Valley	Stadium	SDSU	Grossmont	El Cajon	Santee
–	H 4:13a	4:22a	4:28a	4:37a	4:45a	4:54a	5:01a	5:12a
–	H 4:43	4:52	4:58	5:07	5:15	5:24	5:31	5:42
5:06a	5:13	5:22	5:28	5:37	5:45	5:54	6:01	6:12
5:36	5:43	5:52	5:58	6:07	6:15	6:24	6:31	6:42
5:51	5:58	6:07	6:13	6:22	–	–	–	–
6:06	6:13	6:22	6:28	6:37	6:45	6:54	7:01	7:12
AND THEN EVERY 15-30 MINUTES AT: / *Y LUEGO CADA 15–30 MINUTOS A LA:*								
:21	:28	:37	:43	:52	–	–	–	–
:36	:43	:52	:58	:07	:15	:24	:31	:42
:51	:58	:07	:13	:22	–	–	–	–
:06	:13	:22	:28	:37	:45	:54	:01	:12
UNTIL: / *HASTA:*								
10:21	10:28	10:37	10:43	10:52	11:00	11:09	11:16	11:27
10:36	10:43	10:52	10:58	11:07	11:15	11:24	11:31	11:42
10:51	10:58	11:07	11:13	11:22	11:30	11:39	11:46	11:57
11:06	11:13	11:22	11:28	11:37	11:45	11:54	**12:01p**	**12:12p**
11:21	11:28	11:37	11:43	11:52	**12:00p**	**12:09p**	**12:16**	**12:27**
AND THEN EVERY 15-30 MINUTES AT: / *Y LUEGO CADA 15–30 MINUTOS A LA:*								
:36	**:43**	**:52**	**:58**	**:07**	**:15**	**:24**	**:31**	**:42**
:51	**:58**	**:07**	**:13**	**:22**	**:30**	**:39**	**:46**	**:57**
:06	**:13**	**:22**	**:28**	**:37**	**:45**	**:54**	**:01**	**:12**
:21	**:28**	**:37**	**:43**	**:52**	**:00**	**:09**	**:16**	**:27**
UNTIL: / *HASTA:*								
6:36p	**6:43p**	**6:52p**	**6:58p**	**7:07p**	**7:15**	**7:24**	**7:31**	**7:42**
7:06	**7:13**	**7:22**	**7:28**	**7:37**	**7:45**	**7:54**	**8:01**	**8:12**
7:36	**7:43**	**7:52**	**7:58**	**8:07**	**8:15**	**8:24**	**8:31**	**8:42**
8:06	**8:13**	**8:22**	**8:28**	**8:37**	**8:45**	**8:54**	**9:01**	**9:12**
8:36	**8:43**	**8:52**	**8:58**	**9:07**	**9:15**	**9:24**	**9:31**	**9:42**
9:06	**9:13**	**9:22**	**9:28**	**9:37**	**9:45**	**9:54**	**10:01**	**10:12**
9:36	**9:43**	**9:52**	**9:58**	**10:07**	**10:15**	**10:24**	**10:31**	**10:42**
10:06	**10:13**	**10:22**	**10:28**	**10:37**	**10:45**	**10:54**	**11:01**	**11:12**
10:36	**10:43**	**10:52**	**10:58**	**11:07**	**11:15**	**–**	**–**	**–**
11:06	**11:13**	**11:22**	**11:28**	**11:37**	**11:45**	**–**	**–**	**–**
11:36	**11:43**	**11:52**	**11:58**	12:07a	12:15a	–	–	–

H = Trip begins at Gaslamp Quarter Station five minutes earlier than time show. / Este viaje comienza cinco minutos antes del tiempo indicado en la estacion de Gaslamp Quarter.

Silver Line

Saturday & Sunday / *sábado & domingo*

DOWNTOWN LOOP

12th & Imperial	Gaslamp Quarter	Convention Center	Seaport Village	America Plaza	Civic Center	Fifth Avenue	City College	Park & Market	12th & Imperial
9:07a	9:09a	9:10a	9:12a	9:20a	9:22a	9:24a	9:26a	9:29a	9:32a
9:37	9:39	9:40	9:42	9:50	9:52	9:54	9:56	9:59	10:02
10:07	10:09	10:10	10:12	10:20	10:22	10:24	10:26	10:29	10:32
10:37	10:39	10:40	10:42	10:50	10:52	10:54	10:56	10:59	11:02
11:07	11:09	11:10	11:12	11:20	11:22	11:24	11:26	11:29	11:32
11:52	11:54	11:55	11:57	**12:05p**	**12:07p**	**12:09p**	**12:11p**	**12:14p**	**12:17p**
12:22p	**12:24p**	**12:25p**	**12:27p**	**12:35p**	**12:37p**	**12:39p**	**12:41p**	**12:44p**	**12:47p**
12:52	**12:54**	**12:55**	**12:57**	**1:05**	**1:07**	**1:09**	**1:11**	**1:14**	**1:17**
1:22	**1:24**	**1:25**	**1:27**	**1:35**	**1:37**	**1:39**	**1:41**	**1:44**	**1:47**

times continue next column / horario continúa en la siguiente columna -->

DOWNTOWN LOOP

12th & Imperial	Gaslamp Quarter	Convention Center	Seaport Village	America Plaza	Civic Center	Fifth Avenue	City College	Park & Market	12th & Imperial
2:22p	**2:24p**	**2:25p**	**2:27p**	**2:35p**	**2:37p**	**2:39p**	**2:41p**	**2:44p**	**2:47p**
2:52	**2:54**	**2:55**	**2:57**	**3:05**	**3:07**	**3:09**	**3:11**	**3:14**	**3:17**
3:22	**3:24**	**3:25**	**3:27**	**3:35**	**3:37**	**3:39**	**3:41**	**3:44**	**3:47**
3:52	**3:54**	**3:55**	**3:57**	**4:05**	**4:07**	**4:09**	**4:11**	**4:14**	**4:17**
4:37	**4:39**	**4:40**	**4:42**	**4:50**	**4:52**	**4:54**	**4:56**	**4:59**	**5:02**
5:07	**5:09**	**5:10**	**5:12**	**5:20**	**5:22**	**5:24**	**5:26**	**5:29**	**5:32**
5:37	**5:39**	**5:40**	**5:42**	**5:50**	**5:52**	**5:54**	**5:56**	**5:59**	**6:02**
6:07	**6:09**	**6:10**	**6:12**	**6:20**	**6:22**	**6:24**	**6:26**	**6:29**	**6:32**

Silver Line subject to cancellation due to holidays, construction, special events or vehicle

Appendix E: Signal Timing and Traffic Count Data

Provided on the following page

INTERSECTION: EASTGATE MALL & TOWNE CENTRE DR

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: Towne Centre Dr
E/W Street: Eastgate Mall

Last Database Change:

Timing sheets by: JMV
Approved by:
Timing implemented on: 9/15/2010

		Eastgate Mall		Towne Centre Dr		Eastgate Mall		Towne Centre Dr	
		Phase							
Row	Phase Numbers---->	1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		20		19		19		19
2	Min Green	4	7	4	7	4	7	4	7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	5.1	2.0	4.7	2.0	4.8	2.0	4.7
6	Max Gap	2.0	5.1	2.0	4.7	2.0	4.8	2.0	4.7
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.6		0.7		0.7		0.7
E	Yellow Change	3.4	3.9	3.4	4.2	3.4	4.7	3.4	4.2
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing <F/1+E+Row>

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	*View Set Peds*	
6	Rest In Walk	
7	Red Rest	
8	Double Entry	
9	Max Recall	
A	Soft Recall	2 6
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	2 6
F	First Phases	4 8

Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Notes: 34681-8-D

Free Lag	2 4 6 8	<C/1+F+0>

How to Set Page Access Code:
F/1 – C + 0 + F = 1
F + 9 + E = 1

Version: 233 RV
Rivision: San Diego 1

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

	F	Row
Fast Green Flash Phase		0
Green Flash Phases		1
Flashing Walk Phases		2
Guaranteed Passage		3
Simultaneous Gap Term		4
Sequential Timing		5
Advance Walk Phases		6
Delay Walk Phases		7
External Recall		8
Start-up Overlap Green		9
Max Extension		A
Inhibit Ped Reservice		B
Semi-Actuated		C
Start-up Overlap Yellow		D
Start-up Vehicle Calls		E
Start-up Ped Calls		F

Specials <F/2+F+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <E/125+F+Row>

	C	Row
EV-A		0
EV-B		1
EV-C		2
EV-D		3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7
		8
		9
		A
		B
		C
		D
		E
		F

<E/125+C+Row>

Preemption Priority

(* RR-1 is always Highest, and RR-2 is always Second Highest)

	2	Row
		0
Phase 1	0	1
Phase 2	0	2
Phase 3	0	3
Phase 4	0	4
Phase 5	0	5
Phase 6	0	6
Phase 7	0	7
Phase 8	0	8
		9
		A
		B
		C
		D
		E
		F

<C/5+2+Row>

Coordination Transition Minimums

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Time

Daylight Savings Date:
If set to all zeros, standard dates will be used.

Version: 233 RV2
Revision: San Diego 1

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	1 Delay	3 Carry-Over
0	2I2U	39					1.8
1	6J2U	40					1.8
2	4 I6U	41					1.8
3	8 J6U	42					1.8
4		43					
5		44					
6		45					
7		46					
8		47					
9		48					
A		49					
B		50					
C		55					
D		56					
E		57					
F		58					

Program Type:

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-Over
0		59					
1		60					
2		61					
3		62					
4		63					
5		64					
6		65					
7		66					
8		67					
9		68					
A		69					
B		70					
C		76					
D		77					
E		78					
F		79					

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	60	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	#NAME?

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs **<E/126+Column+Row>**

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs **<E/127+Column+Row>**

INTERSECTION: TOWNE CENTER & EXECUTIVE

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **632**

N/S Street Name: **TOWNE CENTER**
E/W Street Name: **EXECUTIVE**

Last Database Change: **8/6/2012 14:07**

Change Record					
Change	By	Date	Change	By	Date
SUPERLOOP		5/12			

Notes:

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

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	47	<C/0+0+3>
QuicNet Channel	COM46:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
	Phase Names ---->	PPLT				PPLT			
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	20	0	20	0	18	0	21
2	Min Green	4	7	4	4	4	7	4	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.8	2.0	5.3	2.0	3.8	2.0	5.4
6	Max Gap	2.0	3.8	2.0	5.3	2.0	3.8	2.0	5.4
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	1	0	1	0	1	0	1
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.6	0.0	0.6	0.0	0.8	0.0	0.6
E	Yellow Change	3.4	3.9	3.4	3.9	3.4	4.3	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

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

Preempt Timing

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2 6
4	Ped Recall	
5	*View Set Peds*	-----
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	2 6
F	First Phases	3 7

Phase Functions <C+0+F=1>

yellow time update 11/06/17 -Shaikh.

Overlap Assignments <C+0+E=29>

Row	Column Numbers --->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name --->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Preempt Priority <C+0+E=125>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0
8		
9		
A		
B		
C		
D		
E		
F		

Configuration <C+0+E=125>

Row	Column Numbers --->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	1 5
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Coordination Transition Minimums <C+0+C=5>

Row		2
0		
1	Phase 1	10
2	Phase 2	10
3	Phase 3	10
4	Phase 4	10
5	Phase 5	10
6	Phase 6	10
7	Phase 7	10
8	Phase 8	10
9		
A		
B		
C		
D		
E		
F		

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers →	Plan 1	2	3	4	5	6	7	8	9	Row
0	Plan Name →										0
1	Cycle Length	100	100	100	100	100	100	100	100	100	1
2	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	2
3	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	4
5	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	5
6	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	6
7	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	8
9	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	9
A	Ring Offset	0	0	0	0	0	0	0	0	0	A
B	Offset 1	0	0	0	0	0	0	0	0	0	B
C	Offset 2	0	0	0	0	0	0	0	0	0	C
D	Offset 3	0	0	0	0	0	0	0	0	0	D
E	Perm 1 - End	15	15	15	15	15	15	15	15	15	E
F	Hold Release	255	255	255	255	255	255	255	255	255	F
	Zone Offset	0	0	0	0	0	0	0	0	0	

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

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

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Column Numbers --->	Phase 1	2	3	4	5	6	7	8
	Phase Names --->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases		<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Column Numbers --->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	I-2-U	39	45_7_	_2_____	123___8	0.0	1.8
1	J-2-U	40	45_7_	_____6_	123___8	0.0	1.8
2	I-6-U	41	45_7_	4_____	123___8	0.0	1.8
3	J-6-U	42	45_7_	_____8_	123___8	0.0	1.8
4	I-2-L	43	45_7_	_2_____	123___8	0.0	0.0
5	J-2-L	44	45_7_	_____6_	123___8	0.0	0.0
6	I-6-L	45	45_7_	4_____	123___8	0.0	0.0
7	J-6-L	46	45_7_	_____8_	123___8	0.0	0.0
8	I-4	47	67_____	_2_____	123___8	0.0	0.0
9	J-4	48	67_____	_____6_	123___8	0.0	0.0
A	I-8	49	67_____	4_____	123___8	0.0	0.0
B	J-8	50	67_____	_____8_	123___8	0.0	0.0
C	J-1	55	45_7_	_____5_	123___8	0.0	0.0
D	I-1	56	45_7_	1_____	123___8	0.0	0.0
E	J-5	57	45_7_	_____7_	123___8	2.0	0.0
F	I-5	58	45_7_	_3_____	123___8	2.0	0.0

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	45_7_	_____5_	123___8	0.0	0.0
1	I-9-U	60	45_7_	1_____	123___8	0.0	0.0
2	J-9-L	61	45_7_	_____7_	123___8	0.0	0.0
3	I-9-L	62	45_7_	_3_____	123___8	0.0	0.0
4	I-3-U	63	45_7_	_2_____	123___8	0.0	0.0
5	J-3-U	64	45_7_	_____6_	123___8	0.0	0.0
6	I-7-U	65	45_7_	4_____	123___8	0.0	0.0
7	J-7-U	66	45_7_	_____8_	123___8	0.0	0.0
8	I-12-U (Ped)	67	_2_____	_2_____	123___8	0.0	0.0
9	I-13-U (Ped)	68	_2_____	_____6_	123___8	0.0	0.0
A	I-12-L (Ped)	69	_2_____	4_____	123___8	0.0	0.0
B	I-13-L (Ped)	70	_2_____	_____8_	123___8	0.0	0.0
C	I-3-L	76	45_7_	_2_____	123___8	0.0	0.0
D	J-3-L	77	45_7_	_____6_	123___8	0.0	0.0
E	I-7-L	78	45_7_	4_____	123___8	0.0	0.0
F	J-7-L	79	45_7_	_____8_	123___8	0.0	0.0

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers --->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
Output Port 1		0
Output Port 2		1
Output Port 3		2
Output Port 4		3
Output Port 5		4
Output Port 6		5
Output Port 7		6

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
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 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

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

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>

Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds) | 4 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 4 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | _____ | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>

Bus Delay

Max Time (seconds) | 0 | <F/1+A+E>

Max Early Green

Max Time (seconds) | 0 | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: Towne Centre Dr & Towne Centre Dwy

233 Program

Overlap Assignments <E/29+Column+Row>

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Specials <F/2+F+Row>

	F	Row
Fast Green Flash Phase		0
Green Flash Phases		1
Flashing Walk Phases		2
Guaranteed Passage		3
Simultaneous Gap Term	12345678	4
Sequential Timing		5
Advance Walk Phases		6
Delay Walk Phases		7
External Recall		8
Start-up Overlap Green		9
Max Extension		A
Inhibit Ped Reservice		B
Semi-Actuated		C
Start-up Overlap Yellow		D
Start-up Vehicle Calls		E
Start-up Ped Calls		F

Configuration <E/125+E+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

Configuration <E/125+F+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Preemption Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

	C	Row
EV-A		0
EV-B		1
EV-C		2
EV-D		3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7
		8
		9
		A
		B
		C
		D
		E
		F

Coordination Transition Minimums <C/5+2+Row>

	2	Row
		0
Phase 1	0	1
Phase 2	0	2
Phase 3	0	3
Phase 4	0	4
Phase 5	0	5
Phase 6	0	6
Phase 7	0	7
Phase 8	0	8
		9
		A
		B
		C
		D
		E
		F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Daylight Savings Time

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Date:
If set to all zeros, standard dates will be used.

Version: 233 RV2
Revision: San Diego 1

INTERSECTION: Towne Centre Dr & Towne Centre Dwy

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: Towne Centre Dr
E/W Street: Towne Centre Dwy

Last Database Change:

Timing sheets by: CAC
Approved by:
Timing implemented on:

Row	Phase Numbers—>	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	Ped Walk		7						7
1	Ped FDW		8						15
2	Min Green		7				7		4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension		3.9				4.1		2.0
6	Max Gap		3.9				4.1		2.0
7	Min Gap		0.2				0.2		2.0
8	Max Limit		60				60		40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.8				0.8		
E	Yellow Change		3.9				3.9		3.9
F	Red Clear		1.0				1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	
5	EV-B Clear	
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing <F/1+E+Row>

Row		F
0	Permit	2 6 8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2 6
4	Ped Recall	
5	*View Set Peds*	
6	Rest In Walk	
7	Red Rest	
8	Double Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	2 6
F	First Phases	8

Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Free Lag 2 6 8 <C/1+F+0>

How to Set Page Access Code:
F/1 – C + 0 + F = 1
F + 9 + E = 1

Notes: 37552-11-D

Version: 233 RV
Rivision: San Diego 1

INTERSECTION: Towne Centre Dr & Towne Centre Dwy

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	1 Delay	3 Carry-Over
0	2I2U	39					1.8
1	6J2U	40					1.8
2	4I6U	41					
3	8J6U	42					
4	2I2L	43					1.8
5	6J2L	44					1.8
6	4I6L	45					
7	8J6L	46					
8	2I4	47					
9	6J4	48					
A	4I8	49					
B	8J8	50					
C	5J1U	55					
D	1I1U	56					
E	7J5	57					
F	3I5	58					

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-Over
0	5J9U	59					
1	1I9U	60					
2	7J9L	61					
3	3I9L	62					
4	2I3U	63					1.8
5	6J3U	64					1.8
6	4I7U	65					
7	8J7U	66					
8	2 PPB	67					
9	6 PPB	68					
A	4 PPB	69					
B	8 PPB	70					
C	2I3L	76					
D	6J3L	77					
E	4I7L	78					
F	8J7L	79					

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Program Type:

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	30

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	60	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	#NAME?

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

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Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Row	Time	Funct.	Day of Week
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
A			
B			
C			
D			
E			
F			

TOD Function <7/0.1+Row>

Row	Column 4 Phases/Bits
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>
(Bank 1)

Row	Time	Plan	Offset	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Events <9/1.1+Row>
(Bank 1)

T.O.D. Functions:
0 =
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 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Month Select:
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Cycle Timer:
Master: C/0 + A + 0
Ring A: C/0 + B + 0
Ring B: C/0 + D + 0

Interval Timer:
Ring A: F/0 + A + Interval Row
Ring B: F/0 + B + Interval Row

Master Plan: C/0 + A + 2
Current Plan: C/0 + A + 3
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>
(Bank 2)

Row	Time	Funct.	Holiday Type
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
A			
B			
C			
D			
E			
F			

Holiday TOD Function <7/0.2+Row>

Row	Column 4 Phases/Bits
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>
(Bank 2)

Row	Time	Plan	Offset	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Events <9/1.2+Row>
(Bank 2)

INTERSECTION: Towne Centre Dr & Towne Centre Dwy

233 Program

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Plan Name ---->	Plan 1	2	3	4	5	6	7	8	9	Row
0	Cycle Length										0
1	Phase 1 - ForceOff										1
2	Phase 2 - ForceOff										2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff										4
5	Phase 5 - ForceOff										5
6	Phase 6 - ForceOff										6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff										8
9	Ring Offset										9
A	Offset 1										A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End										D
E	Hold Release										E
F	Zone Offset										F

Coordination - Timing Plans <C/1+Plan+Row>

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync		6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C/1+E+Row>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment										0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase										A
B	Perm 1 Ped Phase										B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Parameters <C/2+Plan+Row>

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

Lag Phases <C/1+F+Row>

Coordination Timing By:

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A 71	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B 72	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C 73	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D 74	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1 51	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2 52	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs **<E/126+Column+Row>**

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs **<E/127+Column+Row>**

Row		Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.0	<C/5+1+9>

TBC Transition

Lag Hold Phases		<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Long Failure	0.5	<F/1+0+6>
Short Failure	0.5	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Min Time (seconds)	0	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	0	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Low Pri. Channel	#NAME?	<E/125+C+8>

Disable Low Priority Channel

INTERSECTION: Towne Centre Dr & Towne Centre Dwy

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: Towne Centre Dr
E/W Street: Towne Centre Dwy

Last Database Change:

Timing sheets by: CAC
Approved by:
Timing implemented on:

Phase Timing - Bank 1 <F/1+Phase+Row>

Row	Phase Numbers—>	1	2	3	4	5	6	7	8	Row
			↑				↓		←	
0	Ped Walk		7						7	0
1	Ped FDW		8						15	1
2	Min Green		7				7		4	2
3	Type 3 Disconnect									3
4	Added per Vehicle									4
5	Veh Extension		3.9				4.1		2.0	5
6	Max Gap		3.9				4.1		2.0	6
7	Min Gap		0.2				0.2		2.0	7
8	Max Limit		60				60		40	8
9	Max Limit 2									9
A	Adv. / Delay Walk									A
B	PE Min Ped FDW									B
C	Cond Serv Check									C
D	Reduce Every		0.8				0.8			D
E	Yellow Change		3.9				3.9		3.9	E
F	Red Clear		1.0				1.0		1.0	F

Preempt Timing <F/1+E+Row>

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

Phase Functions <F/1+F+Row>

	F	Row
Permit	2 6 8	0
Red Lock		1
Yellow Lock		2
Min Recall	2 6	3
Ped Recall		4
View Set Peds		5
Rest In Walk		6
Red Rest		7
Double Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	2 6	E
First Phases	8	F

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Free Lag	2 6 8	<C/1+F+0>

How to Set Page Access Code:
F/1 – C + 0 + F = 1
F + 9 + E = 1

Notes: 37552-11-D

Version: 233 RV
Rivision: San Diego 1

INTERSECTION: Towne Centre Dr & Towne Centre Dwy

233 Program

Overlap Assignments

<E/29+Column+Row>

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Specials

<F/2+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	
Start-up Ped Calls	

Configuration

<E/125+E+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

<E/125+F+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Preemption Priority

(* RR-1 is always Highest, and RR-2 is always Second Highest)

<E/125+C+Row>

	C
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	- - -
RR-2 *	- - -
SE-1	0
SE-2	0

Coordination Transition Minimums

<C/5+2+Row>

	2
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Daylight Savings Time

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Date:
If set to all zeros, standard dates will be used.

Version: 233 RV2
Revision: San Diego 1

INTERSECTION: LA JOLLA VILLAGE DR @ TOWNE CENTRE DR

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: TOWNE CENTRE
E/W Street Name: LA JOLLA VILLAGE

N

		LA JOLLA VILLAGE		TOWNE CENTRE		LA JOLLA VILLAGE		TOWNE CENTRE	
Column # ---->		Phase							
Phase # ---->		1	2	3	4	5	6	7	8
Row		1+8							
0	Ped Walk		7		7		7		5
1	Ped FDW		21		29		21		32
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.5	2.0	4.6	2.0	4.3	2.0	5.2
6	Max Gap	2.0	4.5	2.0	4.6	2.0	4.3	2.0	5.2
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	35	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.7		0.7		0.7		0.6
E	Yellow	3.4	4.5	3.4	4.3	3.4	4.3	3.4	4.0
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

F + E + Row

	F	Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall	_2___6__	3
Ped Recall		4
Peds (View)	_2_4_6_8	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	_2___6__	E
1st Phases	__3___7_	F

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	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel	COM 46	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_45__8	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: 29562-3-D
Timing Implemented On: 04/23/10

5

INTERSECTION: LA JOLLA VILLAGE DR @ TOWNE CENTRE DR

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration <E Page>

E + F + ROW

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	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

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

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+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: LA JOLLA VILLAGE DR @ TOWNE CENTRE DR

223 Program

		Plan								
	Column # →	1	2	3	4	5	6	7	8	9
Row	Plan Name →		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		111			102	96			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		32			33	21			
4	Phase 4 - ForceOff		77			77	67			
5	Phase 5 - ForceOff		16			18	82			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff		40			37	67			
8	Phase 8 - ForceOff		77			77	36			
9	Ring Offset									
A	Offset A		140			13	93			
B	Offset B									
C	Offset C									
D	Permissive		17			17	17			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	6			

Coordination Timing By: KH&A
Implemented On: 10/13/2009

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

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	10 : 00	2	A	_23456_
2	15 : 00	6	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>

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

	E	Row		F
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2	_2__6__	2	Plan 2 - Lag	_2_45__8
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	_2__6__	5	Plan 5 - Lag	_2_45__8
Plan 6	_2__6__	6	Plan 6 - Lag	_2_4_67_
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CEN[illegible] DR

223 Pr[illegible]m

Group Assignment:
Field Master Assignment:

N/S Street Name: TOWNE CENTRE DR
E/W Street Name: LA JOLLA VILLAGE DR

Last Database Change: N/A
System Ref. Number: N/A

		LJ VILLAGE DR	TOWNE CENTRE DR	LJ VILLAGE DR	TOWNE CENTRE DR						
	Column # ---->	Phase									
Row	Phase # ---->	1	2	3	4	5	6	7	8	E	F
0	Ped Walk		7		7		7		5	RR-1 Delay	
1	Ped FDW		21		29		25		31	RR-1 Clear	
2	Min Green	4	10	4	4	4	10	4	4	EV-A Delay	0
3	Type 3 Limit									EV-A Clear	0
4	Add/Veh									EV-B Delay	0
5	Veh Extn	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8	EV-B Clear	0
6	Max Gap	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8	EV-C Delay	0
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2	EV-C Clear	0
8	Max Limit	30	60	30	30	30	60	30	30	EV-D Delay	0
9	Max Limit 2									EV-D Clear	0
A	Bus Adv									RR-2 Delay	
B	Call to Phs									RR-2 Clear	
C	Reduce By		0.1		0.1		0.1		0.1	View EV Delay	---
D	Every		0.8		0.6		0.9		0.6	View EV Clear	---
E	Yellow	3.4	4.7	3.4	3.9	3.4	4.3	3.4	3.9	View RR Delay	---
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	View RR Clear	---
	Grade										

Phase Timing - Bank 1
F + Phase + Row
<F Page>

Preempt Timing
F + E + Row

Row	F	Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall	_2___6__	3
Ped Recall		4
Peds (View)	_2_4_6_8	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	_2___6__	E
1st Phases	__3___7_	F

Phase Functions <F Page>
F + F + Row

****PPLT FOR EB & WB TRAFFIC****

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

Start / Revert Times

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel	Con46	(QuicNet)

Communication Addresses
C + F + O

	F	Row
Free Lag	_2_45__8	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: SB
Approved By: G.P.
Drawing Number: 21236-14-D
Timing Implemented On:

15

INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CENTRE DR

223 Program

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

TOD Function

7 + ROW

<D Page>

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

Configuration

<E Page>

E + F + ROW

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	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
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

Day of Week

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

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 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12354678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	1234578
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: LA JOLLA VILLAGE DR & TOWNE CENTRE DR

223 Program

Coordination Timing By: MBF
Implemented On: 10/28/2005

Row	Column # ---->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name ---->									
0	Cycle Length	138	146	150						
1	Phase 1 - ForceOff	106	111	119						
2	Phase 2 - ForceOff	0	0	0						
3	Phase 3 - ForceOff	30	32	30						
4	Phase 4 - ForceOff	83	77	86						
5	Phase 5 - ForceOff	16	16	16						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff	42	40	45						
8	Phase 8 - ForceOff	83	77	86						
9	Ring Offset									
A	Offset A	130	140	16						
B	Offset B									
C	Offset C									
D	Permissive	17	17	17						
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	06 : 30	1	A	23456
1	10 : 00	2	A	23456
2	15 : 00	3	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>

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

	E	Row		F
		0	Free Lag	2 45 8
Plan 1	2 6	1	Plan 1 - Lag	2 45 8
Plan 2	2 6	2	Plan 2 - Lag	2 45 8
Plan 3	2 6	3	Plan 3 - Lag	2 45 8
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

TERSECTION: La Jolla Village Dr & Towne Centre Dr

223 [illegible] ram

Group Assignment: None
Field Master Assignment: None
N/S Street Name: Towne Centre Dr
E/W Street Name: La Jolla Village Dr
Last Change: 04/16/01
Timing Sheet By: VAC
Approved By:
Drawing Number: [illegible]
System Ref. Num.:
Timing implemented on: 8/27/01

15

Row	Column # →	LJ Village Dr		Towne Centre Dr		LJ Village Dr		Towne Centre Dr	
	Phase # →	1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		5
1	Ped FDW		21		29		25		31
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8
6	Max Gap	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	30	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.8		0.6		0.9		0.6
E	Yellow	3.4 ~~3.0~~	4.7	3.4 ~~3.0~~	3.9 ~~3.3~~	3.4 ~~3.0~~	4.3	3.4 ~~3.0~~	3.9 ~~3.0~~
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0

DOC 1/2/03

Phase Timing - Bank 1 <F Page>
F + Phase + Row

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

Preempt Timing
F + E + Row

Row	F	
	12345678	Permit
		Red Lock
		Yellow Lock
	2 4	Min Recall
		Ped Recall
	_2_4_6_8	Peds (View)
		Rest In Walk
		Red Rest
		Dbl Entry
		Max Recall
	_2___6__	Soft Recall
		Max 2
		Cond Serv
	12345678	Ped Lock
	_2___6__	Yellow Start
	__3___7_	1st Phases

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	5 20	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses
C + F + O

Free Lag	F	Row
	_245__8	0

Lag Phases <C Page>

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

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Downtime Flash	60 (255)	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Manual Plan	0
Manual Offset	0

C + A + 1
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

Disable Ports	234

Disable Communications Ports
D + D + 9

IN RSECTION: La Jolla Village Dr & Towne Centre Dr

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	67
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration <E Page>

E + F + ROW

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	8
6	Overlap B - Green Omit	6
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

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

(This parameter is NOT downloaded)

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		1.8		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				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		1.8		6J2U	2
2				6J2L	6
3				6J3U	22
4				6J3L	26
5				6J4	10
6				7J5	15
7		1.8		8J6U	4
8	10.0			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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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)

(These parameters are NOT downloaded.)

SECTION: La Jolla Village Dr & Towne Centre Dr

223 Program

Coordination Timing By: VAC
Implemented On: 09/01/99

Row	Column # → / Plan Name →	Plan 1 AM	Plan 2 MID	Plan 3 PM	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
0	Cycle Length	138	146	150						
1	Phase 1 - ForceOff	106	111	119						
2	Phase 2 - ForceOff	0	0	0						
3	Phase 3 - ForceOff	30	32	30						
4	Phase 4 - ForceOff	83	77	86						
5	Phase 5 - ForceOff	16	16	16						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff	42	40	45						
8	Phase 8 - ForceOff	83	77	86						
9	Ring Offset									
A	Offset A	130	140	16						
B	Offset B									
C	Offset C									
D	Permissive	17	17	17						
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	06:30	1	A	_23456_
1	10:00	2	A	_23456_
2	15:00	3	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>

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

	E	Row		F
		0	Free Lag	_2_45__8
Plan 1	_2___6__	1	Plan 1 - Lag	_2_45__8
Plan 2	_2___6__	2	Plan 2 - Lag	_2_45__8
Plan 3	_2___6__	3	Plan 3 - Lag	_2_45__8
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases **Lag Phases** <C Page>

C + E + FUNCTION # C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: Eastgate Mall & Judicial Drive

223 Proc...n

Group Assignment: None
Field Master Assignment: None

N/S Street Name: Eastgate Mall
E/W Street Name: Judicial Drive

Last Change:
Timing Sheet By: CMS
Approved By: JLB

Drawing Number: 28206-69-D
System Ref. Num.:
Timing implemented on:

Row	Column # --->	Eastgate Mall		Judicial		Eastgate Mall		Judicial		Row
	Phase # --->	1	2	3	4	5	6	7	8	
0	Ped Walk		7		7		7		7	0
1	Ped FDW		25		20		12		20	1
2	Min Green	4	7	4	4	4	7	4	4	2
3	Type 3 Limit									3
4	Add/Veh									4
5	Veh Extn	2.0	2.7	2.0	2.0	2.0	3.0	2.0	2.0	5
6	Max Gap	2.0	2.7	2.0	2.0	2.0	3.0	2.0	2.0	6
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0	7
8	Max Limit	30	60	30	40	30	60	30	40	8
9	Max Limit 2									9
A	Bus Adv									A
B	Call to Phs									B
C	Reduce By		0.1				0.1			C
D	Every		1.2				1.1			D
E	Yellow	3.4 ~~3.0~~	5.1	3.4 ~~3.0~~	3.9 ~~3.0~~	3.4 ~~3.0~~	4.6	3.4 ~~3.0~~	3.9 ~~3.0~~	E
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	F

Phase Timing - Bank 1 <F Page>
F + Phase + Row

DOC 3/1/03

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing
F + E + Row

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	__3___7_

Phase Functions <F Page>
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		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + O

Free Lag	F	Row
	_2_4_6_8	0

Lag Phases <C Page>

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

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Manual Plan	14 C + A + 1
Manual Offset	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	60 (minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communications Ports
D + D + 9

52

29

INTERSECTION: Eastgate Mall & Judicial Drive

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	1 8
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration <E Page>

E + F + ROW

Day of Week

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

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 =

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	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Time and Date

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

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

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
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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)

(These parameters are NOT downloaded.)

INTERSECTION: EXECUTIVE DR & JUDICIAL DR

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: **Judicial Dr**
E/W Street: **Executive Dr**

Last Database Change:

Timing sheets by: **JMV**
Approved by:
Timing implemented on: 5/27/2010

Judicial Dr **Executive Dr** **Judicial Dr**

Row	Phase Numbers—>	1	2	3	4	5	6	7	8
	Phase								
0	Ped Walk		7	7	7		7		
1	Ped FDW		22	20	20		23		
2	Min Green	4	7	7	7	4	7		
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.4	3.3	3.3	2.0	4.4		
6	Max Gap	2.0	4.4	3.3	3.3	2.0	4.4		
7	Min Gap	2.0	0.2	0.2	0.2	2.0	0.2		
8	Max Limit	30	60	40	40	30	60		
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.7	1.0	1.0		0.7		
E	Yellow Change	3.4	4.3	3.9	3.9	3.4	4.3		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		

Phase Timing - Bank 1 <F/1+Phase+Row>

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

Preempt Timing <F/1+E+Row>

Row		F
0	Permit	123456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	*View Set Peds*	
6	Rest In Walk	
7	Red Rest	
8	Double Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	_2___6__
F	First Phases	___4____

Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number	18	<C/0+0+0>
Zone Number	18	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	177	<C/0+0+3>
QuicNet Channel	Com 4	(QuicNet)

Communication Addresses

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

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

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

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

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Notes:

Free Lag	_2_4_6__	<C/1+F+0>

How to Set Page Access Code:
F/1 – C + 0 + F = 1

Overlap Assignments

<E/29+Column+Row>

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Specials

<F/2+F+Row>

	F	Row
Fast Green Flash Phase		0
Green Flash Phases		1
Flashing Walk Phases		2
Guaranteed Passage		3
Simultaneous Gap Term		4
Sequential Timing		5
Advance Walk Phases		6
Delay Walk Phases		7
External Recall		8
Start-up Overlap Green		9
Max Extension		A
Inhibit Ped Reservice		B
Semi-Actuated		C
Start-up Overlap Yellow		D
Start-up Vehicle Calls		E
Start-up Ped Calls		F

Configuration

<E/125+E+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

<E/125+F+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	3
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Preemption Priority

<E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

	G
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	---
RR-2 *	---
SE-1	0
SE-2	0

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Coordination Transition Minimums

<C/5+2+Row>

	2	Row
		0
Phase 1	0	1
Phase 2	0	2
Phase 3	0	3
Phase 4	0	4
Phase 5	0	5
Phase 6	0	6
Phase 7	0	7
Phase 8	0	8

Extra 1 Flags

1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

IC Select Flags

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

Extra 2 Flags

1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock

1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

Time and Date

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

Daylight Savings Time

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Date:
If set to all zeros, standard dates will be used.

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street Name: **Judicial Dr**
E/W Street Name: **Judicial Dwy**

Last Database Change:

Change Record					
Change	By	Date	Change	By	Date

Notes: ***37552-13-D***

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

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Free Lag _2_4_6_8 **<C/1+F+0>**

Manual Plan	**14**	<C/0+A+1>
Manual Offset	**0**	<C/0+B+1>

Manual Selection

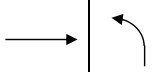
Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**0.0**	<F/1+C+0>
FYA Red Revert	**0.0**	<F/1+0+5>
OVLP CHG Red	**0.0**	<F/1+0+3>

Start / Revert Times

Exclusive Walk	**0**	<F/1+0+0>
Exclusive FDW	**0**	<F/1+0+1>
All Red Clear	**0.0**	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Judicial Dr — Judicial Dr

		Phase							
	Column Numbers ---->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Row	*Phase Names ---->*								
0	Ped Walk		**7**				**7**		**7**
1	Ped FDW		**10**				**12**		**18**
2	Min Green	**4**	**7**		**4**	**4**	**7**		**4**
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	**2.0**	**3.8**		**2.0**	**2.0**	**3.8**		**2.0**
6	Max Gap	**2.0**	**3.8**		**2.0**	**2.0**	**3.8**		**2.0**
7	Min Gap	**2.0**	**0.2**		**2.0**	**2.0**	**0.2**		**2.0**
8	Max Limit	**30**	**60**		**40**	**30**	**60**		**40**
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		**0.8**				**0.8**		
E	Yellow Change	**3.4**	**3.9**		**3.9**	**3.4**	**3.9**		**3.9**
F	Red Clear	**1.0**	**1.0**		**1.0**	**1.0**	**1.0**		**1.0**

Phase Timing - Bank 1 <F/1+Phase+Row>

	9	**A**	**B**	**C**	**D**
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

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

Preempt Timing <F/1+E+Row>

Row	**F**
Permit	**12_456_8**
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
View Set Peds	
Rest In Walk	
Red Rest	
Dual Entry	**___4___8**
Max Recall	
Soft Recall	**_2___6__**
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	**_2___6__**
First Phases	**___4___8**

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number									0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8	Overlap Recall									8
9	Queue Jump Phase									9
A	Queue Jump Time									A
B	Minimum Green									B
C	Maximum Green									C
D	Green Clear									D
E	Yellow Change									E
F	Red Clear									F

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	
Start-up Ped Calls	

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

	2	Row
		0
Phase 1	10	1
Phase 2	10	2
Phase 3	10	3
Phase 4	10	4
Phase 5	10	5
Phase 6	10	6
Phase 7	10	7
Phase 8	10	8
		9
		A
		B
		C
		D
		E
		F

Coordination Transition Minimums <C/5+2+Row>

Column Numbers ----->	0	1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2 I2U	39	45_7_	_2_____	123		**1.8**
1	6 J2U	40	45_7_	_____6__	123		**1.8**
2	4 I6U	41	45_7_	___4____	123		
3	8 J6U	42	45_7_	_______8	123		
4	I2L	43	45_7_	_2_____	123		**1.8**
5	6 J2L	44	45_7_	_____6__	123		**1.8**
6	4 I6L	45	45_7_	___4____	123		
7	8 J6L	46	45_7_	_______8	123		
8	2 I4	47	67_	_2_____	123		
9	6 J4	48	67_	_____6__	123		
A	4 I8	49	67_	___4____	123		
B	8 J8	50	67_	_______8	123		
C	5 J1U	55	45_7_	____5___	123		
D	1 I1U	56	45_7_	1_____	123		
E	7 J5	57	45_7_	_____7_	123		
F	3 I5	58	45_7_	__3____	123		

	4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5 J9U	59	45_7_	____5___	123		
1	1 I9U	60	45_7_	1_____	123		
2	7 J9L	61	45_7_	_____7_	123		
3	3 I9L	62	45_7_	__3____	123		
4	2 I3U	63	45_7_	_2_____	123		**1.8**
5	6 J3U	64	45_7_	_____6__	123		**1.8**
6	4 I7U	65	45_7_	___4____	123		
7	8 J7U	66	45_7_	_______8	123		
8	2 PPB	30	_2_____	_2_____	123		
9	6 PPB	68	_2_____	_____6__	123		
A	4 PPB	69	_2_____	___4____	123		
B	8 PPB	70	_2_____	_______8	123		
C	2 I3L	76	45_7_	_2_____	123		
D	6 J3L	77	45_7_	_____6__	123		
E	4 I7L	78	45_7_	___4____	123		
F	8 J7L	79	45_7_	_______8	123		

Detector Assignments <E/126+Column+Row> **<D/0+Column+Row>**

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ----->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	**0**	**<E/125+D+0>**

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	**20**	<D/0+0+1>
Max ON (minutes)	**7**	<D/0+0+2>
Chatter Fail Time	**0**	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	**0**	8
Ext. Timer	**0**	9
DELAY-A	**0**	A
DELAY-B	**0**	B
DELAY-C	**0**	C
DELAY-D	**0**	D
DELAY-E	**0**	E
DELAY-F	**0**	F

Delay Logic Times
<D/0+B+Row> (seconds)

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term 0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A 71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B 72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C 73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D 74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time 82	Free (7-Wire)	RR-1 51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2 52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5	C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6	D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved	E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved	F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: Easter Wy & Eastgate Mall

6/23/04

223 Prc m

Group Assignment:
Field Master Assignment: None

N/S Street Name: Easter Wy
E/W Street Name: Eastgate Mall

Last Change: 03/08/04
Timing Sheet By: BL
Approved By: DH

Drawing Number: 31430-2-D
System Ref. Number:

Row	Column # ---->	1	2	3	4	5	6	7	8
	Phase # ---->		Eastgate Mall		Easter Wy		Eastgate Mall		
			→		↓		←		
0	Ped Walk				7		7		
1	Ped FDW				①20 ~~17~~		①12 ~~10~~		
2	Min Green		10		4		10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		①3.7 ~~3.5~~		2.0		①4.1 ~~3.5~~		
6	Max Gap		①3.7 ~~3.5~~		2.0		①4.1 ~~3.5~~		
7	Min Gap		0.2		2.0		0.2		
8	Max Limit		60		40		60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		①0.5 0.9				①0.6 ~~0.9~~		
E	Yellow		①4.3 ~~4.2~~		3.9		①4.3 ~~4.2~~		
F	Red Clear		1.0		1.0		1.0		

Phase Timing - Bank 1 <F Page>
F + Phase + Row

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing
F + E + Row

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

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	15	C + 0 + 0
Zone Number	15	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	152	C + 0 + 3
QuicNet Channel	43	(QuicNet)

Communication Addresses

	F	Row
C + F + O		
Free Lag	2 6	0

Lag Phases <C Page>

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

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Manual Plan	14 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 Communications Ports
D + D + 9

① Yellow time update on 08/02/2018
- Shaikh.

I RSECTION: Easter Wy & Eastgate Mall — 223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	
6	Ped 6P	6
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

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 =

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	2
B	EV-B Phases	4
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

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

Configuration

For access, set F + 9 + E = 1 E + E + ROW

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

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

(This parameter is NOT downloaded)

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		1.8		2I2U	1
2		2.0		2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7				4I6U	3
8	10.0			4I6L	7
9				4I7U	23
A				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		1.8		6J2U	2
2		2.0		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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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)

(These parameters are NOT downloaded.)

INTERSECTION: EASTGATE DR @ EASTGATE ML

223 Prop

Group Assignment:
Field Master Assignment:

N/S Street Name: EASTGATE DR
E/W Street Name: EASTGATE ML

	EASTGATE ML		EASTGATE DR		EASTGATE ML		
Column # ---->	Phase						
Phase # ---->	1	2	3	4	5	6	7	8
Row		→		↓	↑	←		
0	Ped Walk			7		7		
1	Ped FDW			11		13		
2	Min Green	10		4	4	10		
3	Type 3 Limit							
4	Add/Veh							
5	Veh Extn	4.0		2.0	2.0	4.0		
6	Max Gap	4.0		2.0	2.0	4.0		
7	Min Gap	0.2		2.0	2.0	0.2		
8	Max Limit	60		40	30	60		
9	Max Limit 2							
A	Bus Adv							
B	Call to Phs							
C	Reduce By	0.1				0.1		
D	Every	0.8				0.8		
E	Yellow	4.4		3.9	3.4	4.7		
F	Red Clear	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row		E
	RR-1 Delay	
	RR-1 Clear	
	EV-A Delay	0
	EV-A Clear	0
	EV-B Delay	
	EV-B Clear	
	EV-C Delay	0
	EV-C Clear	0
	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_456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	Peds (View)	___4_6__
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	_2___6__
F	1st Phases	___4____

F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	10
Zone Number	10
Area Number	4
Area Address	54
QuicNet Channel	COM46

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

C + F + O	[illegible]	Row
Free Lag	_2_4_6__	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	14
Manual Offset	0

C + A + 1
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: 23899-12-D
Timing Implemented On: 10/07/13

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	
6	Ped 6P	6
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

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	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: EASTGATE MALL @ GENESEE AVE

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: Genesee Ave
E/W Street: Eastgate Mall

Timing sheets by: KT
Approved by: FC
Timing implemented on:
Drawing Number: 35450-36-D

Genesee | Eastgate Mall | Genesee | Eastgate Mall

Phase Timing - Bank 1 <F/1+Phase+Row>

Row	Phase Numbers---->	1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		19		27		20		27
2	Min Green	4	10	4	7	4	10	4	7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.2	2.0	2.0	2.0	4.3	2.0	2.0
6	Max Gap	2.0	4.2	2.0	2.0	2.0	4.3	2.0	2.0
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.7				0.7		
E	Yellow Change	3.4	4.7	3.4	3.9	3.4	4.7	3.4	4.1
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Preempt Timing <F/1+E+Row>

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Phase Functions <F/1+F+Row>

Row		
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	View Set Peds	2 4 6 8
6	Rest in Walk	
7	Red Rest	
8	Double Entry	
9	Max Recall	
A	Soft Recall	2 6
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	2 6
F	First Phases	3 7

Current Calculated Cycle Length: C/0 + B + F

Alternate Timing <F/1+Column+Phase>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Free Lag	2 4 6 8	<C/1+F+0>

How to Set Page Access Code:
F/1 – C + 0 + F = 1

Communication Addresses

Drop Number	8	<C/0+0+0>
Zone Number	8	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	63	<C/0+0+3>
QuicNet Channel	COM47	(QuicNet)

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

Start / Revert Times

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Ped Phase

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Manual Selection

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Notes: U-turns allowed for SB Genesee Ave
5 section-head (Overlap) is deactivated for WB Eastgate Mall

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

Row		F
0	Fast Green Flash Phase	
1	Green Flash Phases	
2	Flashing Walk Phases	
3	Guaranteed Passage	
4	Simultaneous Gap Term	12345678
5	Sequential Timing	
6	Advance Walk Phases	
7	Delay Walk Phases	
8	External Recall	
9	Start-up Overlap Green	
A	Max Extension	
B	Inhibit Ped Reservice	
C	Semi-Actuated	
D	Start-up Overlap Yellow	
E	Start-up Vehicle Calls	12345678
F	Start-up Ped Calls	12345678

Specials <F/2+F+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <E/125+F+Row>

	C
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	- - -
RR-2 *	- - -
SE-1	0
SE-2	0

<E/125+C+Row>

Preemption Priority

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

	2
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

<C/5+2+Row>

Coordination Transition Minimums

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Time

Daylight Savings Date:
If set to all zeros, standard dates will be used.

INTERSECTION: EASTGATE MALL @ GENESEE AVE

233 Program

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	1 Delay	3 Carry-Over
0	2I2U	39	45_7	2	123		1.8
1	6J2U	40	45_7	6	123		1.8
2		41	45_7	4	123		
3	8J6U	42	45_7	8	123	12.0	
4	2I2L	43	45_7	2	123		1.8
5	6J2L	44	45_7	6	123		1.8
6		45	45_7	4	123		
7		46	45_7	8	123		
8		47	67	2	123		
9		48	67	6	123		
A		49	67	4	123		
B		50	67	8	123		
C		55	45_7	5	123		
D		56	45_7	1	123		
E		57	45_7	7	123		
F		58	45_7	3	123		

Program Type:

	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

	30
Cabinet Type	

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	5	<D/0+0+1>
Max ON (minutes)	60	<D/0+0+2>

Detector Failure Monitor

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-Over
0		59	45_7	5	123		
1		60	45_7	1	123		
2		61	45_7	7	123		
3		62	45_7	3	123		
4	2I3U	63	45_7	2	123		1.8
5	6J3U	64	45_7	6	123		1.8
6		65	45_7	4	123		
7		66	45_7	8	123		
8		67	2	2	123		
9		68	2	6	123		
A		69	2	4	123		
B		70	2	8	123		
C		76	45_7	2	123		
D	Bike J3L	77	45_7	6	123		1.8
E		78	45_7	4	123		
F		79	45_7	8	123		

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Row	D
Output Port 1	
Output Port 2	
Output Port 3	
Output Port 4	
Output Port 5	
Output Port 6	
Output Port 7	

Dimming <E/125+D+Row>

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

Row	B
DELAY-A	1
DELAY-B	1
DELAY-C	0
DELAY-D	0
DELAY-E	0
DELAY-F	0

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	10 : 00	6	A	_23456_
2	15 : 00	7	A	_23456_
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row> (Bank 1)

Row	Time	Funct.	Day of Week	Column 4 Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <7/0.1+Row> <E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row> (Bank 1)

Time	Plan	Offset	Holiday Type	Row
				0
				1
				2
				3
				4
				5
				6
				7
				8
				9
				A
				B
				C
				D
				E
				F

Holiday Events <9/1.1+Row> (Bank 1)

T.O.D. Functions:
0 =
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 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Month Select:
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Cycle Timer:
Master: C/0 + A + 0
Ring A: C/0 + B + 0
Ring B: C/0 + D + 0

Interval Timer:
Ring A: F/0 + A + Interval Row
Ring B: F/0 + B + Interval Row

Master Plan: C/0 + A + 2
Current Plan: C/0 + A + 3
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row> (Bank 2)

Row	Time	Funct.	Holiday Type	Column 4 Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday TOD Function <7/0.2+Row> <E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row> (Bank 2)

Time	Plan	Offset	Holiday Type	Row
				0
				1
				2
				3
				4
				5
				6
				7
				8
				9
				A
				B
				C
				D
				E
				F

Holiday Events <9/1.2+Row> (Bank 2)

INTERSECTION: EASTGATE MALL @ GENESEE AVE

233 Program

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Plan Name ---->	Plan 1	2	3	4	5 AM	6 MID	7 PM	8	9	Row
0	Cycle Length					132	128	132			0
1	Phase 1 - ForceOff					112	98	114			1
2	Phase 2 - ForceOff					24	16	18			2
3	Phase 3 - ForceOff					47	39	39			3
4	Phase 4 - ForceOff					86	78	78	KT		4
5	Phase 5 - ForceOff					27 30	16 18	18 20	6/22/15		5
6	Phase 6 - ForceOff					0	0	0			6
7	Phase 7 - ForceOff					42	34	34			7
8	Phase 8 - ForceOff					86	78	78			8
9	Ring Offset										9
A	Offset 1					101	93	58			A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End					24	16	18			D
E	Hold Release					124 255	255	255			E
F	Zone Offset										F

Coordination - Timing Plans **<C/1+Plan+Row>**

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync	6	5
6	Plan 6 - Sync	6	6
7	Plan 7 - Sync	6	7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases **<C/1+E+Row>**

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment										0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase										A
B	Perm 1 Ped Phase										B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Parameters **<C/2+Plan+Row>**

Row		F	Row
0	Free Lag		0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag	2 45 8	5
6	Plan 6 - Lag	2 45 8	6
7	Plan 7 - Lag	2 45 8	7
8	Plan 8 - Lag		8
9	Plan 9 - Lag		9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases **<C/1+F+Row>**

Coordination Timing B KT

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A 71	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B 72	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C 73	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D 74	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time 82	Free (7-Wire)	RR-1 51	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2 52	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs **<E/126+Column+Row>**

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs **<E/127+Column+Row>**

INTERSECTION: EXECUTIVE DRIVE & GENESEE AVENUE — 233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: GENESEE
E/W Street: EXECUTIVE

Last Database Change:
Timing sheets by: KT
Approved by: PLG
Timing implemented on:

Row	Phase Numbers---->	1 GENESEE	2 EXECUTIVE	3	4 GENESEE	5	6 EXECUTIVE	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		17		27		16		30
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	3.6	2.0	2.0	2.0	3.8	2.0	2.0
6	Max Gap	2.0	3.6	2.0	2.0	2.0	3.8	2.0	2.0
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.9				0.8		
E	Yellow Change	3.4	4.5	3.4	3.9	3.4	4.4	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing <F/1+E+Row>

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	*View Set Peds*	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Double Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	_2___6__
F	First Phases	__3___7_

Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	62	<C/0+0+3>
QuicNet Channel (COM)	com47	(QuicNet)

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Free Lag	_2_4_6_8	<C/1+F+0>

How to Set Page Access Code:
F/1 -- C + 0 + F = 1

Notes:

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <F/2+F+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	C
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	---
RR-2 *	---
SE-1	0
SE-2	0

<E/125+C+Row>

Preemption Priority

(* RR-1 is always Highest, and RR-2 is always Second Highest)

	2
Phase 1	10
Phase 2	10
Phase 3	10
Phase 4	10
Phase 5	10
Phase 6	10
Phase 7	10
Phase 8	10

<C/5+2+Row>

Coordination Transition Minimums

Row: 0 1 2 3 4 5 6 7 8 9 A B C D E F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Time

Daylight Savings Date:
If set to all zeros, standard dates will be used.

INTERSECTION: EXECUTIVE DRIVE & GENESEE AVENUE — 233 Program

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	4 Delay	3 Carry-Over
0	2I2U	39	45_7	2	123 8		1.8
1	6J2U	40	45_7	6	123 8		1.8
2	4I6U	41	45_7	4	123 8	10.0	
3	8J6U	42	45_7	8	123 8	10.0	
4		43	45_7	2	123 8		
5		44	45_7	6	123 8		
6		45	45_7	4	123 8		
7		46	45_7	8	123 8		
8		47	67	2	123 8		
9		48	67	6	123 8		
A		49	67	4	123 8		
B		50	67	8	123 8		
C		55	45_7	5	123 8		
D		56	45_7	1	123 8		
E		57	45_7	7	123 8		
F		58	45_7	3	123 8		

Program Type:

	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	5	<D/0+0+1>
Max ON (minutes)	60	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-Over
0		59	45_7	5	123 8		
1		60	45_7	1	123 8		
2		61	45_7	7	123 8		
3		62	45_7	3	123 8		
4		63	45_7	2	123 8		
5		64	45_7	6	123 8		
6		65	45_7	4	123 8		
7		66	45_7	8	123 8		
8		67	2	2	123 8		
9		68	2	6	123 8		
A		69	2	4	123 8		
B		70	2	8	123 8		
C		76	45_7	2	123 8		
D		77	45_7	6	123 8		
E		78	45_7	4	123 8		
F		79	45_7	8	123 8		

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

INTERSECTION: EXECUTIVE DRIVE & GENESEE AVENUE

233 Program

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	6	A	23456
2	15 : 00	7	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row> (Bank 1)

Row	Time	Funct.	Day of Week
0	00 : 01	E	1234567
1			
2			
3			
4			
5			
6			
7			
8			
9			
A			
B			
C			
D			
E			
F			

TOD Function <7/0.1+Row>

Row	Column 4 Phases/Bits
0	1
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

<E/27+4+Row>

Day	Year	Month	Holiday Type

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Plan Name --->	1	2	3	4	5 AM	6 MID	7 PM	8	9
0	Cycle Length					132	128	150		
1	Phase 1 - ForceOff					78	76	85		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff					13	19	25		
4	Phase 4 - ForceOff					60	58	66		
5	Phase 5 - ForceOff					78	76	81		
6	Phase 6 - ForceOff					0	0	0		
7	Phase 7 - ForceOff					19	16	17		
8	Phase 8 - ForceOff					60	58	66		
9	Ring Offset									
A	Offset 1					127	114	100		
B	Offset 2									
C	Offset 3									
D	Perm 1 - End					13	13	15		
E	Hold Release					255	255	255		
F	Zone Offset									

Coordination - Timing Plans <C/1+Plan+Row>

Row		E
0		
1	Plan 1 - Sync	
2	Plan 2 - Sync	
3	Plan 3 - Sync	
4	Plan 4 - Sync	
5	Plan 5 - Sync	2 6
6	Plan 6 - Sync	2 6
7	Plan 7 - Sync	2 6
8	Plan 8 - Sync	
9	Plan 9 - Sync	
A	NEMA Sync	
B	NEMA Hold	
C		
D		
E	Coord Extra	
F		

Sync Phases <C/1+E+Row>

Row		1	2	3	4	5	6	7	8	9
0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time									
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase									
B	Perm 1 Ped Phase									
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Parameters <C/2+Plan+Row>

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	2 4 6 8
6	Plan 6 - Lag	2 4 6 8
7	Plan 7 - Lag	2 4 6 8
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	External Lag	
B		
C		
D		
E		
F		

Lag Phases <C/1+F+Row>

Coordination Timing By:

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1		NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term		0
1	Spec. Funct. 2		NOT-4		System Det 1		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A		1
2	Spec. Funct. 3		OR-4 (a)		System Det 2		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B		2
3	Spec. Funct. 4		OR-4 (b)		System Det 3		Plan 3		Dimming		Offset 2 (7-Wire)		EV-C		3
4	NAND-3 (a)		OR-5 (a)		System Det 4		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D		4
5	NAND-3 (b)		OR-5 (b)		System Det 5		Plan 5		Stop Time		Free (7-Wire)		RR-1		5
6	NAND-4 (a)		OR-6 (a)		System Det 6		Plan 6		Flash Sense	81	Flash (7-Wire)		RR-2		6
7	NAND-4 (b)		OR-6 (b)		System Det 7		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	OR-7 (a)		Fig 3 Diamond		System Det 8		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	OR-7 (b)		Fig 4 Diamond		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)		AND-1 (a)		A
B	OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)		AND-1 (b)		B
C	OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs **<E/126+Column+Row>**

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1		TOD Out 2		Dial 3 (7-Wire)		1
2	Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Phase ON - 4		Sp Evnt Out 3		Fig 3 Diamond		Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Phase ON - 5		Sp Evnt Out 4		Fig 4 Diamond		Plan 4		AND-1		TOD Out 5		Offset 3 (7-Wire)		4
5	Phase ON - 6		Sp Evnt Out 5				Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Phase ON - 7		Sp Evnt Out 6				Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Phase ON - 8		Sp Evnt Out 7				Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Ph. Check - 2				NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C				C
D	Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D				D
E	Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E				E
F	Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F				F

Assignable Outputs **<E/127+Column+Row>**

INTERSECTION: GENESEE AVE @ LA JOLLA VILLAGE DR

223 Pro...am

Group Assignment:
Field Master Assignment:

N/S Street Name: GENESEE
E/W Street Name: LA JOLLA VILLAGE

M2S 06/03/10

		LA JOLLA VILLAGE		GENESEE		LA JOLLA VILLAGE		GENESEE				
Column # --->		Phase										
Phase # --->		1	2	3	4	5	6	7	8		E	
Row								6+7				
0	Ped Walk		7		7					RR-1 Delay		
1	Ped FDW		29		31					RR-1 Clear		
2	Min Green	4	10	4	10 ~~4~~	4	10	4	10 ~~4~~	EV-A Delay	0	
3	Type 3 Limit									EV-A Clear	0	
4	Add/Veh									EV-B Delay	0	
5	Veh Extn	2.0	6.0	2.0	4.1	2.0	5.8	2.0	3.5	EV-B Clear	0	
6	Max Gap	2.0	6.0	2.0	4.1	2.0	5.8	2.0	3.5	EV-C Delay	0	
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2	EV-C Clear	0	
8	Max Limit	30	60	30	50	30	60	30	50	EV-D Delay	0	
9	Max Limit 2									EV-D Clear	0	
A	Bus Adv									RR-2 Delay		
B	Call to Phs									RR-2 Clear		
C	Reduce By		0.1		0.1		0.1		0.1	View EV Delay	---	
D	Every		0.5		0.8		0.5		0.9	View EV Clear	---	
E	Yellow	3.4	4.3	3.4	4.4	3.4	4.5	3.4	4.7	View RR Delay	---	
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	View RR Clear	---	

	F	Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall		3
Ped Recall		4
Peds (View)	_2_4____	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall	_2___6__	A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	_2___6__	E
1st Phases	__3___7_	F

Phase Timing - Bank 1
F + Phase + Row

<F Page>
F + E + Row
F + F + Row

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

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	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	60	C + 0 + 3
QuicNet Channel	COM 47	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	1__4_6_8	0

Lag Phases <C Page>

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:
Timing Implemented On: 04/19/10

INTERSECTION: GENESEE AVE @ LA JOLLA VILLAGE DR

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

7 + ROW

<D Page>

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	67
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

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
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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

Day of Week

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

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+B+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
0		
1		1.8
2		
3		1.8
4		
5		
6		
7		1.8
8		
9		1.8
A		1.8
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		1.8
4		
5		
6		
7		1.8
8		
9		1.8
A		1.8
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: GENESEE AVE @ LA JOLLA VILLAGE DR

223 Program

		Plan								
	Column # ---->	1	2	3	4	5	6	7	8	9
Row	Plan Name ---->		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		29			16	119			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		51			44	38			
4	Phase 4 - ForceOff		96			87	82			
5	Phase 5 - ForceOff		119			114	18			
6	Phase 6 - ForceOff		0			15	0			
7	Phase 7 - ForceOff		63			33	53			
8	Phase 8 - ForceOff		96			87	82			
9	Ring Offset									
A	Offset A		0			0	0			
B	Offset B									
C	Offset C									
D	Permissive		15			17	15			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

Coordination Timing By: KH&A
Implemented On: 10/13/2009

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

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	10 : 00	2	A	_23456_
2	15 : 00	6	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>

	E
Plan 1	
Plan 2	_2__6_
Plan 3	
Plan 4	
Plan 5	_2_____
Plan 6	_2__6__
Plan 7	
Plan 8	
Plan 9	
Coord Ped*	
NEMA Hold	

Sync Phases

C + E + FUNCTION #

Row		F
0	Free Lag	
1	Plan 1 - Lag	
2	Plan 2 - Lag	1_4_6_8
3	Plan 3 - Lag	
4	Plan 4 - Lag	
5	Plan 5 - Lag	1_4_6_8
6	Plan 6 - Lag	_2_45__8
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

Lag Phases <C Page>

C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: ATHENA WY/EASTGATE MALL @ REGENTS RD

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **649**

N/S Street Name: **REGENTS RD**
E/W Street Name: **ATHENA WY/EASTGATE MALL**

Last Database Change:
Implemented:

Change Record		
Change	By	Date
UPDATED TIMING SHEET	AL3	5/24/2021

Notes:

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

Drop Number	13	<C/0+0+0>
Zone Number	13	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	80	<C/0+0+3>
Transparity Chan	COM 47	

Communication Addresses

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8
			REGENTS		ATHENA		REGENTS		EASTGATE
	Phase Names ---->								
0	Ped Walk		7		7		7		7
1	Ped FDW		17		25		18		21
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	3.8	2.0	2.0	2.0	4.4	2.0	2.6
6	Max Gap	2.0	3.8	2.0	2.0	2.0	4.4	2.0	2.6
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.8				0.7		1.3
E	Yellow Change	3.1	3.9	3.4	3.9	3.4	3.9	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
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	- - -

Preempt Timing

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	*View Set Peds*	- - - - -
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	_2___6__
F	First Phases	___4___8

Phase Functions <C+0+F=1>

Row	Column Numbers ----> / Overlap Name ---->	Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	0
7	SE-2	0

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	___4__7_
C	EV-C Phases	1____6__
D	EV-D Phases	__3____8
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345687
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_______8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3_____

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	_2_4_6_8

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

	2
Phase 1	10
Phase 2	10
Phase 3	10
Phase 4	10
Phase 5	10
Phase 6	10
Phase 7	10
Phase 8	10

Coordination Transition Minimums
<C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ----> / Plan Name ---->	Plan 1	2	3	4	5	6	7	8	9	Row
0	Cycle Length										0
1	Phase 1 - ForceOff										1
2	Phase 2 - ForceOff										2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff										4
5	Phase 5 - ForceOff										5
6	Phase 6 - ForceOff										6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff										8
9	Ring Offset										9
A	Offset 1										A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End										D
E	Hold Release										E
F	Zone Offset										F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync		6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment										0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

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

Lag Phases <C+0+C=1>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term **0**	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A **71**	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B **72**	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C **73**	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D **74**	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time **82**	Free (7-Wire)	RR-1 **51**	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense **81**	Flash (7-Wire)	RR-2 **52**	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs <C+0+E=126>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases		<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time		<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**3**	<C/5+2+A>
Begin Week	**2**	<C/5+2+B>
End Month	**11**	<C/5+2+C>
End Week	**1**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	**0.0**	<F/1+C+E>
Phase Number	**0**	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	**0.0**	<F/1+D+E>
Phase Number	**0**	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure		<F/1+0+6>
Short Failure		<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	ADV	39	___45_7_	_2_____	123___8		1.8
1	ADV	40	___45_7_	_____6__	123___8		1.8
2	RT	41	___45_7_	___4____	123___8	5.0	
3	ADV	42	___45_7_	_____8	123___8		1.8
4	ADV	43	___45_7_	_2_____	123___8		1.8
5	ADV	44	___45_7_	_____6__	123___8		1.8
6	ST	45	___45_7_	___4____	123___8		
7	ST	46	___45_7_	_____8	123___8		
8	ST	47	___45_7_	_2_____	123___8		
9	J-4	48	_____67_	_____6__	123_____		
A	I-8	49	_____67_	___4____	123_____		
B	J-8	50	_____67_	_____8	123_____		
C	LT	55	___45_7_	____5___	123_____		
D	LT	56	___45_7_	1_____	123_____		
E	LT	57	___45_7_	_____7_	123_____		
F	LT	58	___45_7_	__3_____	123_____		

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	___45_7_	____5___	123_____		
1	I-9-U	60	___45_7_	1_____	123_____		
2	J-9-L	61	___45_7_	_____7_	123_____		
3	I-9-L	62	___45_7_	__3_____	123_____		
4	BIKE	63	___45_7_	_2_____	123___8		2.0
5	BIKE	64	___45_7_	_____6__	123___8		2.0
6	ST	65	___45_7_	___4____	123___8		
7	J-7-U	66	___45_7_	_____8	123_____		
8	I-12-U (Ped)	67	_2_____	_2_____	123_____		
9	I-13-U (Ped)	68	_2_____	_____6__	123_____		
A	I-12-L (Ped)	69	_2_____	___4____	123_____		
B	I-13-L (Ped)	70	_2_____	_____8	123_____		
C	RT	76	___45_7_	_2_____	123___8		
D	J-3-L	77	___45_7_	_____6__	123_____		
E	I-7-L	78	___45_7_	___4____	123_____		
F	J-7-L	19	___45_7_	_____8	123_____		

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type **0** <E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes) **60** <D/0+0+1>
Max ON (minutes) **5** <D/0+0+2>

Detector Failure Monitor

	D	Row
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <C+0+E=125>

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A		A
DELAY-B		B
DELAY-C		C
DELAY-D		D
DELAY-E		E
DELAY-F		F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm <C/5+F+0>

Disable Alarm Reporting

Time <C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		

TOD Function <C+0+7=0.1>

Column 4 Phases/Bits

<C+0+E=27>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
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 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		

Holiday TOD Function <C+0+7=0.2>

Column 4 Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.2>
(Bank 2)

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

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/27+5+F>

Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/28+5+F>

Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

Min Time (seconds) | **4** | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | **10** | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | **0** | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | **0** | <F/1+A+D>

Bus Delay

Max Time (seconds) | **0** | <F/1+A+E>

Max Early Green

Max Time (seconds) | **0** | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: REGENTS & EXECUTIVE DR

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **650**

N/S Street Name: **REGENTS RD**
E/W Street Name: **EXECUTIVE DR** / MIRAMAR ST.

Last Database Change: **8/31/2012 15:20**

Change Record					
Change	By	Date	Change	By	Date
SUPERLOOP		5/12			

Notes:

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

Drop Number	14	<C/0+0+0>
Zone Number	14	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	90	<C/0+0+3>
QuicNet Channel	COM47:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

N

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
	Column Numbers ---->	1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	16	0	17	0	8	0	14
2	Min Green	4	10	0	7	4	10	0	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.1	0.0	2.0	2.0	3.1	0.0	3.1
6	Max Gap	2.0	3.1	0.0	2.0	2.0	3.1	0.0	3.1
7	Min Gap	2.0	0.2	0.0	2.0	2.0	0.2	0.0	0.2
8	Max Limit	30	60	0	30	30	60	0	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	1	0	1	0	1	0	1
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
E	Yellow Change	3.4	3.9	0.0	3.9	3.4	3.9	0.0	3.9
F	Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

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

Preempt Timing

Row		F
0	Permit	12_456_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	*View Set Peds*	-----
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	___4___8
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	_2___6__
F	First Phases	___4___8

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0

Preempt Priority <C+0+E=125>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Configuration <C+0+E=125>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12_456_8
Start-up Ped Calls	2_4_6_8

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Row		2
0	Phase 1	10
1	Phase 2	10
2	Phase 3	10
3	Phase 4	10
4	Phase 5	10
5	Phase 6	10
6	Phase 7	10
7	Phase 8	10

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		Plan 1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

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

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Phase Names —>	Phase 1	2	3	4	5	6	7	8
	Column Numbers —>	1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Column Numbers --->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	I-2-U	39	45_7_	2	123 8	0.0	1.8
1	J-2-U	40	45_7_	6	123 8	0.0	1.8
2	I-6-U	41	45_7_	4	123 8	0.0	0.0
3	J-6-U	42	45_7_	8	123 8	10.0	0.0
4	I-2-L	43	45_7_	2	123 8	0.0	0.0
5	J-2-L	44	45_7_	6	123 8	0.0	0.0
6	I-6-L	45	45_7_	4	123 8	0.0	0.0
7	J-6-L	46	45_7_	8	123 8	0.0	0.0
8	I-4	47	67_	2	123 8	0.0	0.0
9	J-4	48	67_	6	123 8	0.0	0.0
A	I-8	49	67_	4	123 8	0.0	0.0
B	J-8	50	67_	8	123 8	0.0	0.0
C	J-1	55	45_7_	5	123 8	0.0	0.0
D	I-1	56	45_7_	1	123 8	0.0	0.0
E	J-5	57	45_7_	7	123 8	0.0	0.0
F	I-5	58	45_7_	3	123 8	0.0	0.0

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	45_7_	5	123 8	0.0	0.0
1	I-9-U	60	45_7_	1	123 8	0.0	0.0
2	J-9-L	61	45_7_	7	123 8	0.0	0.0
3	I-9-L	62	45_7_	3	123 8	0.0	0.0
4	I-3-U	63	45_7_	2	123 8	0.0	0.0
5	J-3-U	64	45_7_	6	123 8	0.0	0.0
6	I-7-U	65	45_7_	4	123 8	0.0	0.0
7	J-7-U	66	45_7_	8	123 8	0.0	0.0
8	I-12-U (Ped)	67	2	2	123 8	0.0	0.0
9	I-13-U (Ped)	68	2	6	123 8	0.0	0.0
A	I-12-L (Ped)	69	2	4	123 8	0.0	0.0
B	I-13-L (Ped)	70	2	8	123 8	0.0	0.0
C	I-3-L	76	45_7_	2	123 8	0.0	0.0
D	J-3-L	77	45_7_	6	123 8	0.0	0.0
E	I-7-L	78	45_7_	4	123 8	0.0	0.0
F	J-7-L	79	45_7_	8	123 8	0.0	1.8

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers --->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
Output Port 1		0
Output Port 2		1
Output Port 3		2
Output Port 4		3
Output Port 5		4
Output Port 6		5
Output Port 7		6
		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
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 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>

Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>

Limited Service Interval

INTERSECTION: REGENTS RD & MIRAMAR ST / REGENTS PARK ROW

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: **Regents Rd**
E/W Street: **Miramar St / Regents Park Row**

Last Database Change:
Timing sheets by: **JMV**
Approved by:
Timing implemented on:

		Regents Rd	Miramar St		Regents Rd		Regents Park Row		
		Phase							
Row	Phase Numbers---->	1	2	3	4	5	6	7	8
0	Ped Walk		7				7		7
1	Ped FDW		16				10		17
2	Min Green	4	7		4	4	7		4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	3.8		2.0	2.0	3.8		2.0
6	Max Gap	2.0	3.8		2.0	2.0	3.8		2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	~~30~~ 40	60		40
9	Max Limit 2					0			
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.8				0.8		
E	Yellow Change	3.4	3.9		3.9	3.4	3.9		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

0 FLG 6-12-14

Phase Timing - Bank 1 <F/1+Phase+Row>

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

Preempt Timing <F/1+E+Row>

	F	Row
Permit	12_456_8	0
Red Lock		1
Yellow Lock		2
Min Recall		3
Ped Recall		4
View Set Peds		5
Rest In Walk		6
Red Rest		7
Double Entry	4 8	8
Max Recall		9
Soft Recall	2 6	A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	2 6	E
First Phases	4 8	F

Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number	17	<C/0+0+0>
Zone Number	17	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	250	<C/0+0+3>
QuicNet Channel	Com 47	(QuicNet)

Communication Addresses

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

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

Manual Plan	~~14~~ 0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Notes: 35404-6-D

Free Lag	2 4 6 8	<C/1+F+0>

How to Set Page Access Code:
F/1 -- C + 0 + F = 1

INTERSECTION: REGENTS RD & MIRAMAR ST / REGENTS PARK ROW

233 Program

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

	F	Row
Fast Green Flash Phase		0
Green Flash Phases		1
Flashing Walk Phases		2
Guaranteed Passage		3
Simultaneous Gap Term		4
Sequential Timing		5
Advance Walk Phases		6
Delay Walk Phases		7
External Recall		8
Start-up Overlap Green		9
Max Extension		A
Inhibit Ped Reservice		B
Semi-Actuated		C
Start-up Overlap Yellow		D
Start-up Vehicle Calls		E
Start-up Ped Calls		F

Specials <F/2+F+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	C	Row
EV-A		0
EV-B		1
EV-C		2
EV-D		3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7
		8
		9
		A
		B
		C
		D
		E
		F

<E/125+C+Row>

Preemption Priority

(* RR-1 is always Highest, and RR-2 is always Second Highest)

	2	Row
		0
Phase 1	0	1
Phase 2	0	2
Phase 3	0	3
Phase 4	0	4
Phase 5	0	5
Phase 6	0	6
Phase 7	0	7
Phase 8	0	8
		9
		A
		B
		C
		D
		E
		F

<C/5+2+Row>

Coordination Transition Minimums

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Time

Daylight Savings Date:
If set to all zeros, standard dates will be used.

INTERSECTION: REGENTS RD & MIRAMAR ST / REGENTS PARK ROW

233 Program

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	1 Delay	3 Carry-Over
0	2I2U	39					1.8
1	6J2U	40					1.8
2	4I6U	41				10.0	
3	8J6U	42				10.0	
4	2I2L	43					1.8
5	6J2L	44					1.8
6	4I6L	45					
7	8J6L	46					
8	2I4	47					
9	6J4	48					
A	4I8	49					
B	8J8	50					
C	5J1	55					
D	1I1	56					
E	7J5	57					
F	3I5	58					

Program Type:

	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	60	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-Over
0	5J9U	59					
1	1I9U	60					
2	7J9L	61					
3	3I9L	62					
4	2I3U	63					1.8
5	6J3U	64					1.8
6	4I7U	65					
7	8J7U	66					
8	2PPB	67					
9	6PPB	68					
A	4PPB	69					
B	8PPB	70					
C	2I3L	76					
D	6J3L	77					
E	4I7L	78					
F	8J7L	79					

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	#NAME?

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs **<E/126+Column+Row>**

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs **<E/127+Column+Row>**

Row	Time	Plan	Offset	Day of Week
0	07 : 00	65	A	_23456_
1	10:00	E	A	1234567
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week

TOD Function <7/0.1+Row>

Column 4 Phases/Bits

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Holiday Events <9/1.1+Row>
(Bank 1)

T.O.D. Functions:
0 =
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 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Month Select:
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Cycle Timer:
Master: C/0 + A + 0
Ring A: C/0 + B + 0
Ring B: C/0 + D + 0

Interval Timer:
Ring A: F/0 + A + Interval Row
Ring B: F/0 + B + Interval Row

Master Plan: C/0 + A + 2
Current Plan: C/0 + A + 3
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>
(Bank 2)

Time	Funct.	Holiday Type

Holiday TOD Function <7/0.2+Row>

Column 4 Phases/Bits

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>
(Bank 2)

Time	Plan	Offset	Holiday Type

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Holiday Events <9/1.2+Row>
(Bank 2)

Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	Row
0	Cycle Length					70	70				0
1	Phase 1 - ForceOff					40	40				1
2	Phase 2 - ForceOff					0	0				2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff					25	25				4
5	Phase 5 - ForceOff					40	0				5
6	Phase 6 - ForceOff					0	50				6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff					25	25				8
9	Ring Offset										9
A	Offset 1					36	36				A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End					7	7				D
E	Hold Release					255	255				E
F	Zone Offset					0	0				F

Coordination - Timing Plans <C/1+Plan+Row>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	-2-5-	6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C/1+E+Row>

FLG
6-12-14

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment										0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall						6				9
A	Perm 1 Veh Phase										A
B	Perm 1 Ped Phase										B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Parameters <C/2+Plan+Row>

Row		F	Row
0	Free Lag		0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	2 4 5 8	6
7	Plan 7 - Lag		7
8	Plan 8 - Lag		8
9	Plan 9 - Lag		9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C/1+F+Row>

Coordination Timing By:

NTERSECTION: LA JOLLA VILLAGE DR @ REGENTS RD

223 Pro m

Group Assignment:
Field Master Assignment:

N/S Street Name: REGENTS
E/W Street Name: LA JOLLA VILLAGE

Row	Column # ---> / Phase # --->	1 (LA JOLLA VILLAGE)	2	3	4 (REGENTS)	5	6 (LA JOLLA VILLAGE)	7	8 (REGENTS)
0	Ped Walk		7		7		7		7
1	Ped FDW		29		36		23		33
2	Min Green	4	10	4	7	4	10	4	7
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	6.8	2.0	3.8	2.0	6.2	2.0	3.6
6	Max Gap	2.0	6.8	2.0	3.8	2.0	6.2	2.0	3.6
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	30	40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.5		0.8		0.5		0.9
E	Yellow	3.4	4.3	3.4	4.3	3.4	4.4	3.4	4.7
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

F + E + Row

	F	Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall		3
Ped Recall		4
Peds (View)	_2_4_6_8	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall	_2___6__	A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	_2___6__	E
1st Phases	__3___7_	F

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	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	95	C + 0 + 3
QuicNet Channel	COM 48	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6_8	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: 22696-16-D
Timing Implemented On: 05/06/10

INTERSECTION: LA JOLLA VILLAGE DR @ REGENTS RD

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

7 + ROW

<D Page>

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	6
7	Ped 4P	4
8	Ped 8P	8
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	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
Adv	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
Adv	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		1.8
9		1.8
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
Adv	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
Bike Loop	8J6L	8
Adv	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: LA JOLLA VILLAGE DR @ REGENTS RD

223 Program

		Plan								
	Column # ---->	1	2	3	4	5	6	7	8	9
Row	Plan Name ---->		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		94			119	96			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		22			104	17			
4	Phase 4 - ForceOff		78			87	75			
5	Phase 5 - ForceOff		93			37	93			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff		33			56	28			
8	Phase 8 - ForceOff		78			104	75			
9	Ring Offset									
A	Offset A		62			55	5			
B	Offset B									
C	Offset C									
D	Permissive		15			15	15			
E	Hold Release		255			127 255	255			
F	Ped Shift		10			0	0			

① M25 02/23/11

Coordination <C Page>

C + Plan + ROW

Coordination Timing By: KH&A

Implemented On: 10/13/2009

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	06 : 30	5	A	_23456_
1	10 : 00	2	A	_23456_
2	15 : 00	6	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>

Plan Select

1 thru 9 = Coordination Plan 1 thru 9

14 or E = Free

15 or F = Flash

	E	Row		F
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2	_2___6__	2	Plan 2 - Lag	_2_4_6_8
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	_2___6__	5	Plan 5 - Lag	_23_5__8
Plan 6	_2___6__	6	Plan 6 - Lag	_2_4_6_8
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition

C + D + D

Transition Type

0 = Shortway

Non-zero = Lengthen

ERSECTION: La Jolla Village Dr & Regents Rd

223 Pr am (13)

Group Assignment: None
Field Master Assignment: None

N/S Street Name: Genesee Av
E/W Street Name: Eastgate Mall

Last Change: 09/03/99 Drawing Number: 20880-18
Timing Sheet By: VAC System Ref. Num.:
Approved By: Timing implemented on:

N

	LJ Village Dr		Regents Rd		LJ Village Dr		Regents Rd	
Column # ---->	Phase							
Phase # ---->	1	2	3	4	5	6	7	8

Row									
0	Ped Walk		7		7		7		7
1	Ped FDW		29		38		23		35
2	Min Green	4	10	4	7	4	10	4	7
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.7	2.0	3.7	2.0	4.8	2.0	3.3
6	Max Gap	2.0	4.7	2.0	3.7	2.0	4.8	2.0	3.3
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	30	40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.7		0.9		0.7		0.9
E	Yellow	3.4 ~~3.0~~	4.7	3.4 ~~3.0~~	3.9	3.4 ~~3.0~~	4.7	3.4 ~~3.0~~	3.9 ~~3.0~~
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F Page>
F + Phase + Row

DOC 1/28/03

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

Preempt Timing
F + E + Row

Row		F
0	Permit	12345678
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	2 4 6 8
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	__3___7_

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	5 10	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	95	C + 0 + 3
QuicNet Channel	Com48	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6_8	0

Lag Phases <C Page>

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

Overlap Timing <F Page> <D Page>
F + COLOR + D + 0 + OVERLAP

Manual Plan	0
Manual Offset	0

C + A + 1
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

255

Downtime Flash	~~240~~ (minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communications Ports
D + D + 9

TERSECTION: La Jolla Village Dr & Regents Rd — 223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	6
7	Ped 4P	4
8	Ped 8P	8
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

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	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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 =

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

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Program Information
C + C + 0 = program
C + C + F = version

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

I. RSECTION: La Jolla Village Dr & Regents Rd

223 Program

Row	Column # → / Plan Name →	Plan 1 AM	Plan 2 MID	Plan 3 PM	Plan 4	Plan 5 AM	Plan 6 PM	Plan 7	Plan 8	Plan 9
0	Cycle Length	138	146	150		140	150			
1	Phase 1 - ForceOff	79	94	100		119	96			
2	Phase 2 - ForceOff	0	0	0		0	0			
3	Phase 3 - ForceOff	19 ~~17~~	22 ~~18~~	28 ~~16~~		104	17			
4	Phase 4 - ForceOff	67 ~~65~~	78	78		87	75			
5	Phase 5 - ForceOff	103	93	102 ~~92~~		37	93			
6	Phase 6 - ForceOff	0	0	0		0	0			
7	Phase 7 - ForceOff	20	33	33		56	28			
8	Phase 8 - ForceOff	67 ~~65~~	78	78		104	75			
9	Ring Offset									
A	Offset A	94	62	84		55	5			
B	Offset B									
C	Offset C									
D	Permissive	14	15	15		15	15			
E	Hold Release	255	255	255		255	255			
F	Ped Shift	0	0	0		0	0			

FLG 12-14-06

Coordination Timing By: VAC
Implemented On: 09/01/99

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

Coordination <C Page>
C + Plan + ROW

JDS 3/12/10

Row	Time	Plan	Offset	Day of Week
0	06:30	5 ~~1~~	A	_23456_
1	10:00	2	A	_23456_
2	15:00	6 ~~3~~	A	_23456_
3	19:00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

JDS 3/12/10

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

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

	E	Row		F
		0	Free Lag	_2_4_6_8
Plan 1	_2___6__	1	Plan 1 - Lag	_2_4_6_8
Plan 2	_2___6__	2	Plan 2 - Lag	_2_4_6_8
Plan 3	_2___6__	3	Plan 3 - Lag	_2_4_6_8
Plan 4		4	Plan 4 - Lag	
Plan 5	_2__6__	5	Plan 5 - Lag	_23_5_8
Plan 6	_2__4__	6	Plan 6 - Lag	_2_4_6_8
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases <C Page>
C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		
2		
3		
4		
5		
6		
7		
8		
9		1.8
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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)

(These parameters are NOT downloaded.)

INTERSECTION: GENESEE & REGENTS

233 Program

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Str[illegible] REGENTS
E/W Stre[illegible] GENESEE

Last Database Change:

Timing sheets by: LEM
Approved by: EFF
Timing implemented on:

GENESEE GENESEE REGENTS

Row	Phase Numbers---->	1	2	3	4	5	6	7	8
0	Ped Walk		7						7
1	Ped FDW		10						26
2	Min Green	4	10			4	10		7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	5.0			2.0	3.9		2.0
6	Max Gap	2.0	5.0			2.0	3.9		2.0
7	Min Gap	2.0	0.2			2.0	0.2		2.0
8	Max Limit	30	60			30	60		40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.6				0.8		
E	Yellow Change	3.4	4.7			3.4	4.7		3.9
F	Red Clear	1.0	1.0			1.0	1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	
5	EV-B Clear	
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing <F/1+E+Row>

Row		F
0	Permit	12__56_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	*View Set Peds*	_2____8
6	Rest In Walk	
7	Red Rest	
8	Double Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	12345678
E	Yellow Start	_2___6__
F	First Phases	_____8

Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number	9	<C/0+0+0>
Zone Number	9	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	76	<C/0+0+3>
QuicNet Channel (COM1-COM47:		(QuicNet)

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

Free Lag	2 6 8	<C/1+F+0>

How to Set Page Access Code:
F/1 -- C + 0 + F = 1

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

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Offset

Manual Selection

Notes:

INTERSECTION: GENESEE & REGENTS

233 Program

Row		Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	
Start-up Ped Calls	

Specials <F/2+F+Row>

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	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <E/125+F+Row>

	C
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	- - -
RR-2 *	- - -
SE-1	0
SE-2	0

<E/125+C+Row>

Preemption Priority

(* RR-1 is always Highest, and RR-2 is always Second Highest)

	2
Phase 1	0
Phase 2	0
Phase 3	0
Phase 4	0
Phase 5	0
Phase 6	0
Phase 7	0
Phase 8	0

<C/5+2+Row>

Coordination Transition Minimums

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

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

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Time and Date

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Time

Daylight Savings Date:
If set to all zeros, standard dates will be used.

INTERSECTION: GENESEE & REGENTS

233 Program

Row	Detector Name	0 C1 Pin Number	1 Attributes	2 Phase(s)	3 Assign	1 Delay	3 Carry-Over
0	2I2U	39	45_7	2	123_8		1.8
1	6J2U	40	45_7	6	123_8		1.8
2		41	45_7	4	123_8		
3	8J6U	42	45_7	8	123_8	10.0	
4	2I2L	43	45_7	2	123_8		1.8
5	6J2L	44	45_7	6	123_8		1.8
6		45	45_7	4	123_8		
7		46	45_7	8	123_8		
8		47	67	2	123_8		
9		48	67	6	123_8		
A		49	67	4	123_8		
B		50	67	8	123_8		
C		55	45_7	5	123_8		
D		56	45_7	1 7	123_8		
E		57	45_7	7	123_8		
F		58	45_7	3	123_8		

Program Type:

	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0

<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	5	<D/0+0+1>
Max ON (minutes)	60	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

Row	Detector Name	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 Carry-Over
0		59	45_7	5	123_8		
1		60	45_7	1 7	123_8		
2		61	45_7	7	123_8		
3		62	45_7	3	123_8		
4		63	45_7	2	123_8		
5		64	45_7	6	123_8		
6		65	45_7	4	123_8		
7		66	45_7	8	123_8		
8		67	2	2	123_8		
9		68	2	6	123_8		
A		69	2	4	123_8		
B		70	2	8	123_8		
C		76	45_7	2	123_8		
D		77	45_7	6	123_8		
E		78	45_7	4	123_8		
F		79	45_7	8	123_8		

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	#NAME?

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	_23456_
1	09 : 00	2	A	_23456_
2	15 : 00	3	A	_23456_
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week
00:01	E	1234567
06:30	C	23456
09:00	C	23456

TOD Function <7/0.1+Row>

Column 4 Phases/Bits
1
1

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>
(Bank 1)

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

T.O.D. Functions:
0 =
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 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Month Select:
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Cycle Timer:
Master: C/0 + A + 0
Ring A: C/0 + B + 0
Ring B: C/0 + D + 0

Interval Timer:
Ring A: F/0 + A + Interval Row
Ring B: F/0 + B + Interval Row

Master Plan: C/0 + A + 2
Current Plan: C/0 + A + 3
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>
(Bank 2)

Time	Funct.	Holiday Type

Holiday TOD Function <7/0.2+Row>

Column 4 Phases/Bits

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row>
(Bank 2)

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	10 : 00	6	A	_23456_
2	15 : 00	7	A	_23456_
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row> (Bank 1)

Row	Time	Funct.	Day of Week	Column 4 Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <7/0.1+Row> <E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row> (Bank 1)

Row	Time	Plan	Offset	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Events <9/1.1+Row> (Bank 1)

T.O.D. Functions:
0 =
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 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Month Select:
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Cycle Timer:
Master: C/0 + A + 0
Ring A: C/0 + B + 0
Ring B: C/0 + D + 0

Interval Timer:
Ring A: F/0 + A + Interval Row
Ring B: F/0 + B + Interval Row

Master Plan: C/0 + A + 2
Current Plan: C/0 + A + 3
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row> (Bank 2)

Row	Time	Funct.	Holiday Type	Column 4 Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday TOD Function <7/0.2+Row> <E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row> (Bank 2)

Row	Time	Plan	Offset	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Events <9/1.2+Row> (Bank 2)

Row	Plan Name ---->	1	2	3	4	5 AM	6 MID	7 PM	8	9	Row
0	Cycle Length					132	128	132			0
1	Phase 1 - ForceOff					75	61	58			1
2	Phase 2 - ForceOff					0	0	0			2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff										4
5	Phase 5 - ForceOff					65	59	58			5
6	Phase 6 - ForceOff					0	0	0			6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff					51	44	42			8
9	Ring Offset										9
A	Offset 1					60	56	29			A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End					13	13	13			D
E	Hold Release					255	255	255			E
F	Zone Offset					0	0	0			F

Plan

Coordination - Timing Plans <C/1+Plan+Row>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C/1+E+Row>

Row	Ped Adjustment										Row
0											0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase										A
B	Perm 1 Ped Phase										B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Parameters <C/2+Plan+Row>

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

Lag Phases <C/1+F+Row>

Coordination Timing By:

INTERSECTION: GENESEE & REGENTS

233 Program

Row	Plan Name ---->	Plan 1 AM	Plan 2 MID	Plan 3 PM	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9	Row
0	Cycle Length	140	106	150							0
1	Phase 1 - ForceOff	91	58	58							1
2	Phase 2 - ForceOff	116	0	0							2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff										4
5	Phase 5 - ForceOff	77	58	58							5
6	Phase 6 - ForceOff	0	0	0							6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff	62	42	42							8
9	Ring Offset										9
A	Offset 1	136	0	31							A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End	14	11	15							D
E	Hold Release	255	255	255							E
F	Zone Offset	0	0	0							F

Coordination - Timing Plans <C/1+Plan+Row>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
0			0
1	Plan 1 - Sync	6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync		6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C/1+E+Row>

Row		Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9	Row
0	Ped Adjustment										0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678							A
B	Perm 1 Ped Phase	12345678	12345678	12345678							B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Parameters <C/2+Plan+Row>

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

Lag Phases <C/1+F+Row>

Coordination Timing By:

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A 71	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B 72	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C 73	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D 74	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time 82	Free (7-Wire)	RR-1 51	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense 81	Flash (7-Wire)	RR-2 52	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs **<E/126+Column+Row>**

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs **<E/127+Column+Row>**

INTERSECTION: Campus Point Dr @ Genesee Ave

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: Genesee Ave
E/W Street Name: Campus Point Dr

Last Database Change:
System Ref. Number:

N

Genesee | Campus Point | Genesee

Row	Column # ---> / Phase # --->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk		7	7			7		
1	Ped FDW		25	28			21		
2	Min Green	4	10	7	7	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.7	2.0	2.0	2.0	4.0		
6	Max Gap	2.0	3.7	2.0	2.0	2.0	4.0		
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2		
8	Max Limit	30	60	40	40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.9				0.8		
E	Yellow	3.4	4.7	3.9	3.9	3.4	4.7		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Row	E	
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	0
9	EV-D Clear	0
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing
F + E + Row

Row	F	
0	Permit	123456
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	23 6
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	2 6
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	2 6
F	1st Phases	3

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	10
Zone Number	10
Area Number	4
Area Address	77
QuicNet Channel	COM47

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

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
Manual Offset	0

C + A + 1
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

Timing Sheet By: KT
Approved By: FLG
Drawing Number: 30909-70-D
Timing Implemented On:

	F	Row
C + F + O		
Free Lag	2 4 6	0

Lag Phases <C Page>

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	234

Disable Communication Ports
D + D + 9

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

TOD Function

7 + ROW

<D Page>

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

Configuration <E Page>

E + F + ROW

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	2
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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

Day of Week

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

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 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+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

INTERSECTION: Campus Point Dr @ Genesee Ave

223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A	10.0	
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

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

Active Detectors <D Page>

	0 Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
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	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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: Campus Point Dr @ Genesee Av 223 Program

Coordination Timing By: KT
Implemented On: 9/11/2014

Row	Column # --->	1	2	3	4	Plan 5	6	7	8	9
	Plan Name ---->					AM	MID	PM		
0	Cycle Length					132	128	132		
1	Phase 1 - ForceOff					29	18	17		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff					62	60	50		
4	Phase 4 - ForceOff					85	85	84		
5	Phase 5 - ForceOff					111	105	103		
6	Phase 6 - ForceOff					29	18	17		
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A					35	26	126		
B	Offset B									
C	Offset C									
D	Permissive					29	18	17		
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	06 : 30	5	A	_23456_
1	10 : 00	6	A	_23456_
2	15 : 00	7	A	_23456_
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

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

	E
Plan 1	
Plan 2	
Plan 3	
Plan 4	
Plan 5	_2_____
Plan 6	_2_____
Plan 7	_2_____
Plan 8	
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	1__4_6__
6	Plan 6 - Lag	1__4_6__
7	Plan 7 - Lag	1__4_6__
8	Plan 8 - Lag	
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

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: Genesee Ave @ Scripps Hospital Dy

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: **Genesee Ave**
E/W Street Name: **Scripps Hospital Dy**

Last Database Change:
System Ref. Number:

N

Genesee | Scripps Hospital | Genesee

Column # --->		Phase							
Phase # --->		1	2	3	4	5	6	7	8
Row		↰	↑		→	↰	↓		
0	Ped Walk				7		7		
1	Ped FDW				24		15		
2	Min Green	4	10		7	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.2		2.0	2.0	4.0		
6	Max Gap	2.0	5.2		2.0	2.0	4.0		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.8		
E	Yellow	3.4	4.7		3.9	3.4	4.7		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1 <F Page>
F + Phase + Row

Row		E
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing
F + E + Row

Row		F
0	Permit	12_456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	___4_6__
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	___4____

Phase Functions <F Page>
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	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	78	C + 0 + 3
QuicNet Channel	COM47	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	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

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234_

Disable Communication Ports
D + D + 9

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

Timing Sheet By: KT
Approved By: FLG
Drawing Number: 30909-69-D
Timing Implemented On:

INTERSECTION: Genesee Ave @ Scripps Hospital ... 223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0	:			
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	
6	Ped 6P	6
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

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 =

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	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8	12.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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: Genesee Ave @ Scripps Hospita

223 Prog.am

Coordination Timing By: KT
Implemented On: 9/11/2014

Row	Column # → / Plan Name →	1	2	3	4	5 AM	6 MID	7 PM	8	9
		Plan								
0	Cycle Length					132	128	132		
1	Phase 1 - ForceOff					50	58	58		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff					36	43	43		
5	Phase 5 - ForceOff					62	71	61		
6	Phase 6 - ForceOff					0	0	0		
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A					77	60	27		
B	Offset B									
C	Offset C									
D	Permissive					13	13	13		
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	06 : 30	5	A	23456
1	10 : 00	6	A	23456
2	15 : 00	7	A	23456
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

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

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

TERSECTION: Genesee Av @ Scripps Hospital Dwy

223 Prog n

Group Assignment:
Field Master Assignment:

N/S Street Name: **Genesee Av**
E/W Street Name: **Scripps Hospital Dwy**

Last Database Change:
System Ref. Number:

Row	Phase # ---->	1	2	3	4	5	6	7	8
	Column # ---->	Genesee Av			Scripps Hospital		Genesee Av		
0	Ped Walk				7		7		
1	Ped FDW				24		14		
2	Min Green	4	10		7	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.2		2.0	2.0	4.4		
6	Max Gap	2.0	5.2		2.0	2.0	4.4		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.7		
E	Yellow	3.4	4.4		3.9	3.4	4.3		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		
	Grade								

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

Preempt Timing
F + E + Row

Row		F
0	Permit	12_456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	___4_6__
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	_2___6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	___4____

Phase Functions <F Page>
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	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	78	C + 0 + 3
QuicNet Channel	Com47	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	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: rej
Approved By:
Drawing Number: 30909-69-D
Timing Implemented On:

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

TOD Function

7 + ROW

<D Page>

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	
6	Ped 6P	6
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 + F + ROW

<E Page>

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	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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

Day of Week

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

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 =

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

Program Information
C + C + 0 = program
C + C + F = version

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

Disable Parity	0	D+B+0

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Row	1 Delay	3 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8	12.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: Genesee Av @ Scripps Hospital [illegible] 223 Prog[illegible]

JDS 12/28/10

Coordination Timing By: [illegible]
Implemented On: 12/23/08

Row	Column # ---> / Plan Name --->	Plan 1 AM	2 MID	3 PM	4 PM Offpeak	5	6	7	8	9
0	Cycle Length	140 ~~138~~	106	150	150					
1	Phase 1 - ForceOff	✓48	49	84	94					
2	Phase 2 - ForceOff	0	0	19	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	34	35	70	80					
5	Phase 5 - ForceOff	52	55	20	30					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	25 ~~67~~	49	2	2					
B	Offset B									
C	Offset C									
D	Permissive	14	11	15	15					
E	Hold Release	255	255	255	120 ~~255~~					
F	Ped Shift	0	0	0	0					

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

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	_23456_
1	09:00	2	A	_23456_
2	15:00	4	A	_23456_
3	16:30	3	A	_23456_
4	18:30	E	A	1234567
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

	E
Plan 1	_2___6__
Plan 2	_2___6__
Plan 3	_____6__
Plan 4	_2___6__
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Coord Ped*	
NEMA Hold	

Sync Phases

C + E + FUNCTION #

Row		F
0	Free Lag	
1	Plan 1 - Lag	_2_4_6__
2	Plan 2 - Lag	_2_4_6__
3	Plan 3 - Lag	_2_45___
4	Plan 4 - Lag	_2_45___
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
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

Transition Type
0 = Shortway
Non-zero = Lengthen

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

I RSECTION: Genesee Av & Scripps Hospital

223 Prc n

1

Group Assignment: None
Field Master Assignment: None

N/S Street Na ripps Hospital
E/W Street Name: Genesee Ave

Last Database Change:
System Reference Number:
Timing Sheet By: FLG vac
Drawing Number: 19053-2-D

N

Row	Column # ----> / Phase # ---->	1	2	3	4	5	6	7	8
		Genesee Av					Genesee Av		Scripps Hospital
0	Ped Walk		7						7
1	Ped FDW		12						20
2	Min Green	4	10			4	10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.1			2.0	3.6		2.3
6	Max Gap	2.0	3.1			2.0	3.6		2.3
7	Min Gap	2.0	0.2			2.0	0.2		2.3
8	Max Limit	30	60			30	60		45
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		1.0			3.4	0.9		
E	Yellow	3.4 ~~3.0~~	5.0			~~3.0~~	4.4		3.0
F	Red Clear	1.0	1.0			1.0	1.0		1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

Preempt Timing
F + E + Row

	F
Permit	12__56_8
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	_2___6__
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2___6__
1st Phases	_____8

Phase Functions
F + F + Row

<F Page>

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	1	C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2___6_8	0

Lag Phases <C Page>

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

Overlap Timing <F Page> <D Page>
F + COLOR + 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	240	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communications Ports
D + D + 9

Row	Time			Function	Day of Week	Column F Phases/Bits
0	00	:	01	E	1234567	1
1	15	:	00	3	23456	1
2	18	:	30	3	23456	
3		:				
4		:				
5		:				
6		:				
7		:				
8		:				
9		:				
A		:				
B		:				
C		:				
D		:				
E		:				
F		:				

TOD Function

7 + ROW

<D Page>

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	
8	Ped 8P	8
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 + F + ROW

<E Page>

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

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 =

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	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D

Dial-Up Telephone Communications

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

(This parameter is NOT downloaded)

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		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6				3I5	16
7				4I6U	3
8				4I6L	7
9				4I7U	23
A	10.0			4I7L	27
B				4I8	11
C				1I9U	18
D	10.0			3I9L	20
E		---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0				5J1	13
1		1.8		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
0	1 2 3 4 5 6 7 8	12345678
1	9 10 11 12 – – – –	1234
2	13 14 15 16 17 18 19 20	12345678
3	– – – – 21 22 23 24	5678
4	– – – – – – – –	1234
5	– 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	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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)

(These parameters are NOT downloaded.)

Coordination Timing By VAC

Implemented On 06/25/99

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

Plan

Row	Column # → / Plan Name →	1 AM	2 MID	3 PM	4 PM Offpeak	5	6	7	8	9
0	Cycle Length	138	106	150	150					
1	Phase 1 - ForceOff	52	55	20	30					
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff	255	255	255	255					
4	Phase 4 - ForceOff	255	255	255	255					
5	Phase 5 - ForceOff	48	49	84	94					
6	Phase 6 - ForceOff	0	0	19	0					
7	Phase 7 - ForceOff	255	255	255	255					
8	Phase 8 - ForceOff	34	35	70	80					
9	Ring Offset									
A	Offset A	67	49	2	2					
B	Offset B									
C	Offset C									
D	Permissive	14	11	15	15					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	0	0	0					

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	09:00	2	A	23456
2	15:00	4	A	23456
3	16:30	3	A	23456
4	18:30	E	A	1234567
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

Plan Select

1 thru 9 = Coordination Plan 1 thru 9

14 or E = Free

15 or F = Flash

	E	Row	F	E
		0	Free Lag	_2__6_8
Plan 1	_2___6__	1	Plan 1 - Lag	_2__6_8
Plan 2	_2___6__	2	Plan 2 - Lag	_2__6_8
Plan 3	_____	3	Plan 3 - Lag	1____6_8
Plan 4	_2_____	4	Plan 4 - Lag	1____6_8
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Ped*	
NEMA Hold		B	Coord Lag	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition

C + D + D

Transition Type

0 = Shortway

Non-zero = Lengthen

INTERSECTION: LA JOLLA VILLAGE DR @ LEBON DR

223 Program

Group Assignment:
Field Master Assignment:
N/S Street Name: LEBON
E/W Street Name: LA JOLLA VILLAGE

Row	Column # ---> / Phase # --->	1	2	3	4	5	6	7	8
		LA JOLLA VILLAGE		LEBON	LEBON		LA JOLLA VILLAGE		
				2+3					
0	Ped Walk		7	7			7		
1	Ped FDW		25	28			11		
2	Min Green	4	10	7	4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	6.1	6.5	2.0	2.0	5.6		
6	Max Gap	2.0	6.1	6.5	2.0	2.0	5.6		
7	Min Gap	2.0	0.2	0.2	2.0	2.0	0.2		
8	Max Limit	30	60	30	30	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1	0.1			0.1		
D	Every		0.5	0.5			0.6		
E	Yellow	3.4	4.3	3.9	3.9	3.4	4.7		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

F + E + Row

	F
Permit	123456__
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	_23__6__
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	_2__6__
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2__6__
1st Phases	__4__

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	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	101	C + 0 + 3
QuicNet Channel	COM 48	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_23__6__	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: FLS
Drawing Number: 21118-22-D
Timing Implemented On: 05/04/10

12

INTERSECTION: LA JOLLA VILLAGE DR @ LEBON DR

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

7 + ROW

<D Page>

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 6 - 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	6
7	Ped 4P	
8	Ped 8P	3
9	Yellow Flash Phases	
A	Overlap A - Phases	23
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

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	2
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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

Day of Week

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

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+B+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		1.8		2I2U	1
2				2I2L	5
3				2I3U	21
4				2I3L	25
5				2I4	9
6	10.0	1.8		3I5	16
7	5.0			4I6U	3
8				4I6L	7
9				4I7U	23
A				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		1.8		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: LA JOLLA VILLAGE DR @ LEBON DR

223 Program

Coordination Timing By: KH&A
Implemented On: 10/13/2009

		Plan								
	Column # ⟶	1	2	3	4	5	6	7	8	9
Row	Plan Name ⟶		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		74			71	28			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		58			55	79			
4	Phase 4 - ForceOff		18			13	40			
5	Phase 5 - ForceOff		74			70	95			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A		103			83	2			
B	Offset B									
C	Offset C									
D	Permissive		15			15	15			
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
Mester 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	06 : 30	5	A	_23456_
1	10 : 00	2	A	_23456_
2	15 : 00	6	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>

	E	Row		F
		0	Free Lag	
Plan 1		1	Plan 1 - Lag	
Plan 2	_2__6__	2	Plan 2 - Lag	_23__6__
Plan 3		3	Plan 3 - Lag	
Plan 4		4	Plan 4 - Lag	
Plan 5	_2__6__	5	Plan 5 - Lag	_23__6__
Plan 6	_2__6__	6	Plan 6 - Lag	1_3__6__
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: EASTGATE DR @ EASTGATE ML

223 Prop

Group Assignment:
Field Master Assignment:

N/S Street Name: EASTGATE DR
E/W Street Name: EASTGATE ML

		EASTGATE ML		EASTGATE DR		EASTGATE ML						
Column # ---->		Phase										
Phase # ---->		1	2	3	4	5	6	7	8	E	F	
Row			→		↓↓	↱	←					Row
0	Ped Walk				7		7			RR-1 Delay		Permit	_2_456__	0
1	Ped FDW				11		13			RR-1 Clear		Red Lock		1
2	Min Green		10		4	4	10			EV-A Delay	0	Yellow Lock		2
3	Type 3 Limit									EV-A Clear	0	Min Recall	_2___6__	3
4	Add/Veh									EV-B Delay		Ped Recall		4
5	Veh Extn		4.0		2.0	2.0	4.0			EV-B Clear		Peds (View)	___4_6__	5
6	Max Gap		4.0		2.0	2.0	4.0			EV-C Delay	0	Rest In Walk		6
7	Min Gap		0.2		2.0	2.0	0.2			EV-C Clear	0	Red Rest		7
8	Max Limit		60		40	30	60			EV-D Delay		Dbl Entry		8
9	Max Limit 2									EV-D Clear		Max Recall		9
A	Bus Adv									RR-2 Delay		Soft Recall		A
B	Call to Phs									RR-2 Clear		Max 2		B
C	Reduce By		0.1				0.1			View EV Delay	---	Cond Serv		C
D	Every		0.8				0.8			View EV Clear	---	Ped Lock	12345678	D
E	Yellow		4.4		3.9	3.4	4.7			View RR Delay	---	Yellow Start	_2___6__	E
F	Red Clear		1.0		1.0	1.0	1.0			View RR Clear	---	1st Phases	___4____	F

Phase Timing - Bank 1
F + Phase + Row

<F Page>

F + E + Row

F + F + Row

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

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	10	C + 0 + 0
Zone Number	10	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	54	C + 0 + 3
QuicNet Channel	COM46	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	0

Lag Phases <C Page>

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Manual Plan	14	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

Timing Sheet By: M2S
Approved By: FLG
Drawing Number: 23899-12-D
Timing Implemented On: 10/07/13

INTERSECTION: EASTGATE DR @ EASTGATE ML

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	
6	Ped 6P	6
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

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

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	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: EASTGATE MALL @ MIRAMAR RD

223 Pr

Group Assignment:
Field Master Assignment:

N/S Street Name: EASTGATE MALL
E/W Street Name: MIRAMAR RD

Last Database Change:
System Ref. Number:

MIRAMAR RD — MIRAMAR RD — EASTGATE ML

Row	Column # ----> / Phase # ---->	Phase 1	2	3	4	5	6	7	8
		↱	→			↑	←	↓	
0	Ped Walk						7	7	
1	Ped FDW						17	27	
2	Min Green	4	10			4	10	10	
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.0			2.0	6.1	4.5	
6	Max Gap	2.0	5.0			2.0	6.1	4.5	
7	Min Gap	2.0	0.2			2.0	0.2	0.2	
8	Max Limit	20	60			30	60	40	
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1	0.1	
D	Every		0.6				0.5	0.7	
E	Yellow	3.4	5.3			3.4	4.4	3.4	
F	Red Clear	1.0	1.0			1.0	1.0	1.0	
	Grade								

Phase Timing - Bank 1 <F Page>
F + Phase + Row

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

Preempt Timing
F + E + Row

Row		F
0	Permit	12__567_
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	Peds (View)	_____67_
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	_2___6__
F	1st Phases	_____7

Phase Functions <F Page>
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	3	C + 0 + 0
Zone Number	3	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	59	C + 0 + 3
QuicNet Channel	Dig.49	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2___67_	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: rej
Approved By: BC
Drawing Number: 32611-25-D
Timing Implemented On: 11/28/2006

INTERSECTION: EASTGATE MALL @ MIRAMAR RD

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	
6	Ped 6P	6
7	Ped 4P	7
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

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	2 5
B	EV-B Phases	7
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6	10.0	1.8
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Delay & Carryover <D Page>

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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>

	0 Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
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: MIRAMAR MALL @ MIRAMAR

22[illegible] ogram

Group Assignment: 4074
Field Master Assignment: NONE

N/S Street Name: MIRAMAR MALL
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 10:57
Timing Sheet By: EFF
Approved By: mm
System Ref. Number: 382
Drawing Number:
Timing Implemented On: 7/24/01

N

Row	Column # --->	1	2	3	4	5	6	7	8
	Phase # --->		MIRAMAR →		MIRAMAR MALL ↓	MIRAMAR MALL ↑	MIRAMAR ←		
0	Ped Walk				7		7		
1	Ped FDW				26		12		
2	Min Green		10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		4.6		2.0	2.0	5.2		
6	Max Gap		4.6		2.0	2.0	5.2		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		30	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.6		
E	Yellow		4.8		3.0	3.0	4.4		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row
<F Page>

Row	E	Preempt Timing
0		RR-1 Delay
1		RR-1 Clear
2	0	EV-A Delay
3	0	EV-A Clear
4		EV-B Delay
5		EV-B Clear
6	0	EV-C Delay
7	0	EV-C Clear
8		EV-D Delay
9		EV-D Clear
A		RR-2 Delay
B		RR-2 Clear
C	---	View EV Delay
D	---	View EV Clear
E	---	View RR Delay
F	---	View RR Clear

F + E + Row

Row	F	Phase Functions
0	_2_456__	Permit
1		Red Lock
2		Yellow Lock
3	_2___6__	Min Recall
4		Ped Recall
5	___4_6__	Peds (View)
6		Rest In Walk
7		Red Rest
8		Dbl Entry
9		Max Recall
A		Soft Recall
B		Max 2
C		Cond Serv
D	12345678	Ped Lock
E	_2___6__	Yellow Start
F	___4___	1st Phases

<F Page>
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	4	C + 0 + 0
Zone Number	4	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	35	C + 0 + 3
QuicNet Channel	DIGI49:	(QuicNet)

Communication Addresses

C + F + O		Row
Free Lag	_2_4_6__	0

Lag Phases <C Page>

Overlap Timing

Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A				
Overlap B				
Overlap C				
Overlap 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:
Approved By:
Drawing Number:
Timing Implemented On:

2

INTERSECTION: MIRAMAR MALL @ MIRAMAR

223 Program

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

TOD Function

7 + ROW

<D Page>

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	
6	Ped 6P	6
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

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	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

ccess, set F + 9 + E = 1

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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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

City of San Diego

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

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

Active Detectors <D Page>

	0 Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
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: MIRAMAR MALL @ MIRAMAR

223 Program

Row	Plan Name --->	1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	61	58	38	58					
5	Phase 5 - ForceOff	24	21	52	21					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	87	36	91	36					
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	0	0	0					

Coordination <C Page>

C + Plan + ROW

Coordination Timing By: EFF
Implemented On: 7/24/01

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	06 : 30	1	A	23456
1	11 : 00	2	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

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

	B	Row		F
		0	Free Lag	2 4 6
Plan 1	2 6	1	Plan 1 - Lag	2 45
Plan 2	2 6	2	Plan 2 - Lag	2 45
Plan 3	2 6	3	Plan 3 - Lag	2 4 6
Plan 4	2 6	4	Plan 4 - Lag	2 45
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Longthon

INTERSECTION: MIRAMAR MALL @ MIRAMAR

Program

Group Assignment: 4074
Field Master Assignment: [illegible]

N/S Street Name: MIRAMAR MALL
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 10:57
Timing Sheet By: EFF
Approved By: [illegible]
System Ref. Number: 382
Drawing Number:
Timing Implemented On: [illegible]

N

Row	Column # ---> / Phase # --->	1	2	3	4	5	6	7	8
			MIRAMAR		MIRAMAR MALL		MIRAMAR		
0	Ped Walk				7		7		
1	Ped FDW				26		12		
2	Min Green		10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		4.6		2.0	2.0	5.2		
6	Max Gap		4.6		2.0	2.0	5.2		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		30	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.6		
E	Yellow		4.8		3.9	3.4	4.4		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

	E		F	Row
RR-1 Delay		Permit	2 456	0
RR-1 Clear		Red Lock		1
EV-A Delay	0	Yellow Lock		2
EV-A Clear	0	Min Recall	2 6	3
EV-B Delay		Ped Recall		4
EV-B Clear		Peds (View)	4 6	5
EV-C Delay	0	Rest In Walk		6
EV-C Clear	0	Red Rest		7
EV-D Delay		Dbl Entry		8
EV-D Clear		Max Recall		9
RR-2 Delay		Soft Recall		A
RR-2 Clear		Max 2		B
View EV Delay	---	Cond Serv		C
View EV Clear	---	Ped Lock	12345678	D
View RR Delay	---	Yellow Start	2 6	E
View RR Clear	---	1st Phases	4	F

Preempt Timing
F + E + Row

Phase Functions
F + F + Row

<F Page>

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	4	C + 0 + 0
Zone Number	4	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	35	C + 0 + 3
QuicNet Channel	DIGI49:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	2 4 6	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

2

INTERSECTION: MIRAMAR MALL @ MIRAMAR

223 Program

Row	Time	Function	Day of Week	Column 4 Phases/Bits
0				
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	
6	Ped 6P	6
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

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	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

access, set F + 9 + E = 1 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 = Preempt 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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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

INTERSECTION: MIRAMAR MALL @ MIRAMAR

223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

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

Active Detectors <D Page>

	0 Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
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: MIRAMAR MALL @ MIRAMAR

223 Program

Row	Column # ---> / Plan Name --->	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
00	Cycle Length	150	125	160	125					
01	Phase 1 - ForceOff									
02	Phase 2 - ForceOff	0	0	0	0					
03	Phase 3 - ForceOff									
04	Phase 4 - ForceOff	61	58	38	58					
05	Phase 5 - ForceOff	24	21	52	21					
06	Phase 6 - ForceOff	0	0	0	0					
07	Phase 7 - ForceOff									
08	Phase 8 - ForceOff									
09	Ring Offset									
0A	Offset A	87	36	91	36					
0B	Offset B									
0C	Offset C									
0D	Permissive	10	10	10	10					
0E	Hold Release	255	255	255	255					
0F	Ped Shift	0	0	0	0					

Coordination <C Page>

C + Plan + ROW

Coordination Timing By: EFF
Implemented On: 7/24/01

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 + D
Ring A Cycle	C + B + D
Ring B Cycle	C + D + D
Min Cycle	C + A + E
Max Cycle	C + D + E

Row	Time	Plan	Offset	Day of Week
10	06 : 30	1	A	_23456_
11	11 : 00	3 2	A	_23456_
12	14 : 00	3	A	_23456_
13	19 : 00	2	A	_23456_
14	21 : 00	E	A	_23456_
15	10 : 00	4	A	_____7
16	11 : 00	4	A	1_____
17	18 : 00	E	A	1____7
18				
19				
1A				
1B				
1C				
1D				
1E				
1F				

TOD Coordination

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

	Sync Phases	Row	Lag Phases <C Page>
		10	Free Lag _2_4_6__
Plan 1	_2___6__	11	Plan 1 - Lag _2_45___
Plan 2	_2___6__	12	Plan 2 - Lag _2_45___
Plan 3	_2___6__	13	Plan 3 - Lag _2_4_6__
Plan 4	_2___6__	14	Plan 4 - Lag _2_45___
Plan 5		15	Plan 5 - Lag
Plan 6		16	Plan 6 - Lag
Plan 7		17	Plan 7 - Lag
Plan 8		18	Plan 8 - Lag
Plan 9		19	Plan 9 - Lag
Coord Ped*		1A	Coord Max *
NEMA Hold		1B	Coord Lag *
		1C	
		1D	
		1E	
		1F	

Sync Phases C + E + FUNCTION #

Lag Phases <C Page> C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: MIRAMAR PL @ MIRAMAR

2[illegible] Program

Group Assignment: 4074
Field Master Assignment: NONE

N/S Street Name: MIRAMAR PL
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 11:54
Timing Sheet By: EFF
Approved By: [illegible]
System Ref. Number: 381
Drawing Number:
Timing Implemented On: 7/24/01

N

Row	Column # ---> / Phase # --->	1	2	3	4	5	6	7	8
		MIRAMAR			MIRAMAR PL		MIRAMAR		
0	Ped Walk				7		7		
1	Ped FDW				26		17		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.6		3.0	3.0	5.2		
6	Max Gap	2.0	4.6		3.0	3.0	5.2		
7	Min Gap	2.0	0.2		3.0	3.0	0.2		
8	Max Limit	30	60		40	40	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.6		
E	Yellow	3.4	4.8		3.9	3.4	4.4		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

Preempt Timing
F + E + Row

	F
Permit	12_456__
Red Lock	
Yellow Lock	
Min Recall	_2___6__
Ped Recall	
Peds (View)	___4_6__
Rest in Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2___6__
1st Phases	___4____

Phase Functions
F + F + Row

<F Page>

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	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	34	C + 0 + 3
QuicNet Channel	DIGI49:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	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

3

INTERSECTION: MIRAMAR PL @ MIRAMAR

223 Program

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

TOD Function

7 + ROW

<D Page>

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 Leg Phase
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	
6	Ped 6P	6
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 6 Outputs	

Configuration

E + F + ROW

<E Page>

Day of Week

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

Assign 6 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 =

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	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

F ess, set F + 9 + E = 1

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

Time and Date

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

Disable Parity	0	D+B+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

INTERSECTION: MIRAMAR PL @ MIRAMAR

223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- -- --	1234____
13 14 15 16 17 18 19 20	12345678
-- -- -- -- 21 22 23 24	____5678
-- -- -- -- -- -- -- --	1234____
-- 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: MIRAMAR PL @ MIRAMAR

223 Program

Row	Column # ---> / Plan Name --->	1	2	3	4	5	6	7	8	9
		Plan								
00	Cycle Length	150	125	160	125					
01	Phase 1 - ForceOff	16	79	70	79					
02	Phase 2 - ForceOff	0	0	0	0					
03	Phase 3 - ForceOff									
04	Phase 4 - ForceOff	40	65	62	65					
05	Phase 5 - ForceOff	75	32	40	32					
06	Phase 6 - ForceOff	0	0	0	0					
07	Phase 7 - ForceOff									
08	Phase 8 - ForceOff									
09	Ring Offset									
10	Offset A	56	19	63	19					
11	Offset B									
12	Offset C									
13	Permissive	10	10	10	10					
14	Hold Release	255	255	255	255					
15	Ped Shift	10	4	10	4					

Coordination

<C Page>

C + Plan + ROW

Coordination Timing By: EFF

Implemented On: 7/24/01

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 + 6
Ring A Cycle	C + B + 6
Ring B Cycle	C + D + 6
Min Cycle	C + A + E
Max Cycle	C + B + E

Row	Time	Plan	Offset	Day of Week
00	06 : 30	1	A	23456
01	11 : 00	2	A	23456
02	14 : 00	3	A	23456
03	19 : 00	2	A	23456
04	21 : 00	E	A	23456
05	10 : 00	4	A	7
06	11 : 00	4	A	1
07	18 : 00	E	A	1 7
08				
09				
0A				
0B				
0C				
0D				
0E				
0F				

TOD Coordination

<9 Key with C+0+8=1>

	Sync Phases	Row		Lag Phases
		00	Free Lag	2 4 6
Plan 1	2 6	01	Plan 1 - Lag	1 4 6
Plan 2	2 6	02	Plan 2 - Lag	2 45
Plan 3	2 6	03	Plan 3 - Lag	2 45
Plan 4	2 6	04	Plan 4 - Lag	2 45
Plan 5		05	Plan 5 - Lag	
Plan 6		06	Plan 6 - Lag	
Plan 7		07	Plan 7 - Lag	
Plan 8		08	Plan 8 - Lag	
Plan 9		09	Plan 9 - Lag	
Coord Ped*		0A	Coord Max*	
NEMA Hold		0B	Coord Lag*	
		0C		
		0D		
		0E		
		0F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition

C + D + D

Transition Type

0 = Shortway

Non-zero = Lengthen

Plan Select

1 thru 9 = Coordination Plan 1 thru 9

14 or E = Free

15 or F = Flash

INTERSECTION: MIRAMAR PL @ MIRAMAR

22 rogram

Group Assignment: 4074
Field Master Assignment: NONE
N/S Street Name: MIRAMAR PL
E/W Street Name: MIRAMAR
Last Database Change: 2/24/2010 11:04
System Ref. Number: 381

N

MIRAMAR RD | MIRAMAR PL | MIRAMAR RD

Phase Timing - Bank 1
F + Phase + Row

Row	Column # ---> / Phase # --->	1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				26		16		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.8		3.0	3.0	5.4		
6	Max Gap	2.0	4.8		3.0	3.0	5.4		
7	Min Gap	2.0	0.2		3.0	3.0	0.2		
8	Max Limit	30	60		40	40	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.6		
E	Yellow	3.4	4.7		3.9	3.4	4.7		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		
	Grade								

<F Page>

Preempt Timing
F + E + Row

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

Phase Functions <F Page>
F + F + Row

Row	F
Permit	12_456__
Red Lock	___4_____
Yellow Lock	
Min Recall	_2___6__
Ped Recall	
Peds (View)	___4_6__
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2___6__
1st Phases	___4____

BAD LOOPS

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	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	34	C + 0 + 3
QuicNet Channel	COM53:	(QuicNet)

Communication Addresses

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

C + F + O	F	Row
Free Lag	_2_4_6	0

Lag Phases <C Page>

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Timing Sheet By: MC1
Approved By: EFF
Drawing Number:
Timing Implemented On: 6/25/2010

INTERSECTION: MIRAMAR PL @ MIRAMAR

223 Program

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

TOD Function

7 + ROW

<D Page>

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	
6	Ped 6P	6
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

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	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 45
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

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

Day of Week

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

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 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

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

Active Detectors <D Page>

	0 Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
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: MIRAMAR PL @ MIRAMAR

223 Program

Coordination Timing By: KHA
Implemented On: 2/24/2010

Row	Column # --->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name --->									
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	16	79	70	79	73	51			
2	Phase 2 - ForceOff	0	0	0	0	0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	40	65	62	65	59	39			
5	Phase 5 - ForceOff	75	32	40	32	25	59			
6	Phase 6 - ForceOff	0	0	0	0	0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	56	19	63	19	150	54			
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10	16	16			
E	Hold Release	255	255	255	255	255	255			
F	Ped Shift	10	4	10	4	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	06 : 30	5	A	_23456_
1	11 : 00	3	A	_23456_
2	14 : 00	6	A	_23456_
3	19 : 00	2	A	_23456_
4	21 : 00	E	A	_23456_
5	10 : 00	4	A	_____7
6	11 : 00	4	A	1_____
7	18 : 00	E	A	1____7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination

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

	E	Row		F
		0	Free Lag	
Plan 1	_2__6_	1	Plan 1 - Lag	1__4_6__
Plan 2	_2__6_	2	Plan 2 - Lag	_2_45___
Plan 3	_2__6_	3	Plan 3 - Lag	_2_45___
Plan 4	_2__6_	4	Plan 4 - Lag	_2_45___
Plan 5	_2__6_	5	Plan 5 - Lag	_2_45___
Plan 6	_2__6_	6	Plan 6 - Lag	_2_4_6__
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: CAMINO SANTA FE @ MIRAMAR ROAD

223 ...gram

Group Assignment: 4074
Field Master Assignment: NONE
N/S Street Name: CAMINO SANTA FE
E/W Street Name: MIRAMAR ROAD
Last Database Change: 2/24/2010 12:31
System Ref. Number: 380

N : MIRAMAR FROST MAR PL C. SANTA FE MIRAMAR

Phase Timing - Bank 1
F + Phase + Row

Row	Column # ---> / Phase # --->	Phase 1	2	3	4	6	8	7	8
		↰	→ ←- - -	↱ ↕	↳	↷	←- - - - →		
0	Ped Walk		7	4			7		
1	Ped FDW		11	28			25		
2	Min Green	4	10	4	4	12	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.8	2.0	2.8	2.0	5.4		
6	Max Gap	2.0	4.8	2.0	2.8	2.0	5.4		
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2		
8	Max Limit	20	60	20	20	30	60		
9	Max Limit 2					50			
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		
D	Every		0.6		1.2		0.6		
E	Yellow	3.4	4.8	3.9	4.5	3.4	4.7		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		
	Grade								

<F Page>

Preempt Timing
F + E + Row

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

Phase Functions <F Page>
F + F + Row

Row		F
0	Permit	123456
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2 6
4	Ped Recall	
5	Peds (View)	23 6
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	2 6
F	1st Phases	4

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	5
Zone Number	5
Area Number	3
Area Address	33
QuicNet Channel	COM53:

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses
C + F + O

	F	Row
Free Lag	2 4 6	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
Manual Offset	0

C + A + 1
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: eml
Approved By: EFF
Drawing Number: 22750-6
Timing Implemented On:

INTERSECTION: CAMINO SANTA FE @ MIRAMAR ROAD

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0	06 : 30	B	_23456_	___5___
1	19 : 00	B	_23456_	
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>

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	_____6__
7	Ped 4P	
8	Ped 8P	__3_____
9	Yellow Flash Phases	
A	Overlap A - Phases	___45___
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1_____

Configuration

<E Page>

E + F + ROW

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	___4___
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	___4____
C	EV-C Phases	1____6__
D	EV-D Phases	___3____
E	Extra 1 Config. Bits	1_345___
F	IC Select (Interconnect)	_2_____

Configuration

For access, set F + 9 + E = 1

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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		
3		
4		
5		
6	10.0	
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Delay & Carryover <D Page>

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: COMMERCE AV/MILCH ST @ MIRAMAR RD

Group Assignment: **4074**
Field Master Assignment: **NONE**
System Reference Number: **379**

N/S Street Name: **COMMERCE AV/MILCH ST**
E/W Street Name: **MIRAMAR RD**

Last Database Change:

Change Record		
Timing Sheet By	Approved By	Date
AL3	TP	5/12/16

Notes: ***Phase 4 rewired to SB; Phase 8 rewired ro NB***

Free Lag <C/1+F+0>: _2_4_6_8

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

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

Drop Number	11	<C/0+0+0>
Zone Number	11	<C/0+0+1>
Area Number	3	<C/0+0+2>
Area Address	32	<C/0+0+3>
QuicNet Channel	DIGI49:	(QuicNet)

Communication Addresses

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>
FYA Red Revert	0.0	<F/1+0+5>
OVLP CHG Red	0.0	<F/1+0+3>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

	MIRAMAR			COMMERCE		MIRAMAR		MILCH
	Phase							
Column Numbers ---->	1	2	3	4	5	6	7	8
Row	*Phase Names ---->*							
0	Ped Walk		7		7		7	7
1	Ped FDW		14		28		13	27
2	Min Green	4	10		6	4	10	6
3	Type 3 Disconnect							
4	Added per Vehicle							
5	Veh Extension	2.0	4.8		4.0	2.0	5.2	3.0
6	Max Gap	2.0	4.8		4.0	2.0	5.2	3.0
7	Min Gap	2.0	0.2		4.0	2.0	0.2	3.0
8	Max Limit	30	60		40	30	60	40
9	Max Limit 2				50			
A	Adv. / Delay Walk							
B	PE Min Ped FDW		1		1		1	1
C	Cond Serv Check							
D	Reduce Every		0.7				0.6	
E	Yellow Change	3.4	5.0		3.9	3.4	4.7	3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
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	---

Preempt Timing <F/1+E+Row>

Row		F
0	Permit	12_456_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	*View Set Peds*	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	___4___8
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	_2___6__
F	First Phases	___4___8

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD

Row	Column Numbers ---> / Overlap Name --->	Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8	Overlap Recall								
9	Queue Jump Phase								
A	Queue Jump Time								
B	Minimum Green								
C	Maximum Green								
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold in FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

Row	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7
		8
		9
		A
		B
		C
		D
		E
		F

Preempt Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers --->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	8
3	RR-2 Limited Service	2 56
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

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

Row		2	Row
			0
	Phase 1	10	1
	Phase 2	10	2
	Phase 3	10	3
	Phase 4	10	4
	Phase 5	10	5
	Phase 6	10	6
	Phase 7	10	7
	Phase 8	10	8
			9
			A
			B
			C
			D
			E
			F

Coordination Transition Minimums <C/5+2+Row>

INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD

Column Numbers ---->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45_7_	2	123		1.8
1	6J2U	40	45_7_	6	123		1.8
2	4I6U	41	45_7_	4	123	10.0	
3	8J6U	42	45_7_	8	123		
4	2I2L	43	45_7_	2	123		
5	6J2L	44	45_7_	6	123		
6	4I6L	45	45_7_	4	123		
7	8J6L	46	45_7_	8	123		
8	2I4	47	67_	2	123		
9	6J4	48	67_	6	123		
A	4I8	49	67_	4	123		
B	8J8	50	67_	8	123		
C	5J1	55	45_7_	5	123		
D	1I1	56	45_7_	1	123		
E	7J5	57	45_7_	7	123		
F	3I5	58	45_7_	3	123		

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	45_7_	5	123		
1	1I9U	60	45_7_	1	123		
2	7J9L	61	45_7_	7	123		
3	3I9L	62	45_7_	3	123		
4	2I3U	63	45_7_	2	123		
5	6J3U	64	45_7_	6	123		
6	4I7U	65	45_7_	4	123		
7	8J7U	66	45_7_	8	123		
8	2P I 12 U	67	2	2	123		
9	6P I 13 U	68	2	6	123		
A	4P I 12 L	69	2	4	123		
B	8P I 13 L	70	2	8	123		
C	2I3L	76	45_7_	2	123		
D	6J3L	77	45_7_	6	123		
E	4I7L	78	45_7_	4	123		
F	8J7L	79	45_7_	8	123		

Detector Assignments <E/126+Column+Row> **<D/0+Column+Row>**

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<D/0+B+Row> (seconds)

INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	_23456_
1	11 : 00	3	A	_23456_
2	14 : 00	6	A	_23456_
3	19 : 00	2	A	_23456_
4	21 : 00	E	A	_23456_
5	10 : 00	4	A	_____7
6	11 : 00	4	A	1_____
7	18 : 00	E	A	1____7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits

TOD Function <7/0.1+Row> <E/27+4+Row>

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>
(Bank 1)

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 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, Decmber = C

INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	150	125	160	125	160	160				0
1	Phase 1 - ForceOff	27	22	32	22	67	21				1
2	Phase 2 - ForceOff	0	0	0	0	0	0				2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff	59	56	72	56	41	61				4
5	Phase 5 - ForceOff	88	86	102	86	64	76				5
6	Phase 6 - ForceOff	0	0	0	0	0	0				6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff	59	56	72	56	41	61				8
9	Ring Offset										9
A	Offset 1	83	68	158	68	110	40				A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End	10	10	10	10	10	10				D
E	Hold Release	255	255	255	255	255	255				E
F	Reserved										F

Coordination - Bank 1 <C/1+Plan+Row>

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C/1+E+Row>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	5									0
1	Perm 2 - Start										1
2	Perm 2 - End										2
3	Perm 3 - Start										3
4	Perm 3 - End										4
5	Reservice Time										5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678				A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678				B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C/2+Plan+Row>

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

Lag Phases <C/1+F+Row>

Coordination Timing By:
Date:

Row	Column 8	Column 9	Column A	Column B	Column C	Column D		Column E	Column F		Row
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday		Dial 2 (7-Wire)	Sim Term	0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1		Dial 3 (7-Wire)	EV-A	71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2		Offset 1 (7-Wire)	EV-B	72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down		Offset 2 (7-Wire)	EV-C	73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock		Offset 3 (7-Wire)	EV-D	74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time	82	Free (7-Wire)	RR-1	51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense	81	Flash (7-Wire)	RR-2	52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable		Excl. Ped Omit	Spec. Event 1		7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance		NOT-1	Spec. Event 2		8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm		NOT-2	External Lag		9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2		OR-1 (a)	AND-1 (a)		A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3		OR-1 (b)	AND-1 (b)		B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2		OR-2 (a)	AND-2 (a)		C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3		OR-2 (b)	AND-2 (b)		D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2		OR-3 (a)	AND-3 (a)		E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3		OR-3 (b)	AND-3 (b)		F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5	C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6	D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved	E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved	F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: MIRAMAR @ PRODUCTION

2__ Program

Group Assignment: 4074
Field Master Assignment: NONE

N/S Street Name: PRODUCTION
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 12:01
Timing Sheet By: EFF
Approved By: mm
System Ref. Number: 378
Drawing Number:
Timing Implemented On: 7/24/01

N

Row	Column # ---> / Phase # --->	1	2	3	4	5	6	7	8
			MIRAMAR		PRODUCTION		MIRAMAR		
0	Ped Walk				7		7		
1	Ped FDW				28		13		
2	Min Green		10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		5.8		2.0	2.0	6.6		
6	Max Gap		5.8		2.0	2.0	6.6		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.5				0.5		
E	Yellow		4.9		3.9	3.4	4.4		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

Preempt Timing
F + E + Row

	F
Permit	_2_456__
Red Lock	
Yellow Lock	
Min Recall	_2___6__
Ped Recall	
Peds (View)	___4_6__
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2___6__
1st Phases	___4____

Phase Functions
F + F + Row

<F Page>

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	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	31	C + 0 + 3
QuicNet Channel	DIGI49:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	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

16

INTERSECTION: MIRAMAR @ PRODUCTION

223 Program

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

TOD Function

7 + ROW

<D Page>

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 Leg 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	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	45
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

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	4
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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

INTERSECTION: MIRAMAR @ PRODUCTION — 223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I0U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: MIRAMAR @ PRODUCTION

223 Program

Row	Column # --->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name --->									
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	32	37	42	37					
5	Phase 5 - ForceOff	57	60	70	60					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	22	59	14	59					
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10					
E	Hold Release	255	255	255	255					
F	Ped Shift	5	4	0	4					

Coordination <C Page>

C + Plan + ROW

Coordination Timing By: EFF
Implemented On: 7/24/01

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	06 : 30	1	A	_23456_
1	11 : 00	2	A	_23456_
2	14 : 00	3	A	_23456_
3	19 : 00	2	A	_23456_
4	21 : 00	E	A	_23456_
5	10 : 00	4	A	_____7
6	11 : 00	4	A	1_____
7	18 : 00	E	A	1____7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

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

	Sync Phases
Plan 1	_2___6__
Plan 2	_2___6__
Plan 3	_2___6__
Plan 4	_2___6__
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Coord Ped*	
NEMA Hold	

C + E + FUNCTION #

Row		Lag Phases
0	Free Lag	_2_4_6__
1	Plan 1 - Lag	_2_4_6__
2	Plan 2 - Lag	_2_4_6__
3	Plan 3 - Lag	_2_4_6__
4	Plan 4 - Lag	_2_4_6__
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

<C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: DISTRIBUTION @ MIRAMAR

223 . ogram

Group Assignment: 4074
Field Master Assignment: NONE

N/S Street Name: DISTRIBUTION
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 11:36
System Ref. Number: 377
Drawing Number:
Timing Implemented On: 7/24/01

Timing Sheet By: EFF
Approved By:

N

Column # ---->		MIRAMAR		DISTRIBUTION		MIRAMAR			
Phase # ---->	Row	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
			→		↓	↑	←		
Ped Walk	0				7		7		
Ped FDW	1				25		12		
Min Green	2		10		4	4	10		
Type 3 Limit	3								
Add/Veh	4								
Veh Extn	5		4.8		2.0	2.0	4.9		
Max Gap	6		4.8		2.0	2.0	4.9		
Min Gap	7		0.2		2.0	2.0	0.2		
Max Limit	8		60		40	30	60		
Max Limit 2	9								
Bus Adv	A								
Call to Phs	B								
Reduce By	C		0.1				0.1		
Every	D		0.6				0.6		
Yellow	E		4.8		3.4 ~~3.0~~	3.4 ~~3.0~~	4.4		
Red Clear	F		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1 <F Page>
F + Phase + Row

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

Preempt Timing
F + E + Row

	Row	F
Permit	0	_2_456__
Red Lock	1	
Yellow Lock	2	
Min Recall	3	_2___6__
Ped Recall	4	
Peds (View)	5	___4_6__
Rest In Walk	6	
Red Rest	7	
Dbl Entry	8	
Max Recall	9	
Soft Recall	A	
Max 2	B	
Cond Serv	C	
Ped Lock	D	12345678
Yellow Start	E	_2___6__
1st Phases	F	___4____

Phase Functions <F Page>
F + F + Row

WH 6/6/05

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	1	C + 0 + 0
Zone Number	1	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	30	C + 0 + 3
QuicNet Channel	DIGI50:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	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:
Approved By:
Drawing Number:
Timing Implemented On:

7

INTERSECTION: DISTRIBUTION @ MIRAMAR

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	
6	Ped 6P	6
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	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

access, set F + 9 + E = 1 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 =

Time and Date

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

Disable Parity	0	D+B+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

INTERSECTION: DISTRIBUTION @ MIRAMAR

223 Program

	1	3
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	5.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

	2	4
Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: DISTRIBUTION @ MIRAMAR

223 Program

Coordination Timing By: **EFF**
Implemented On: **7/24/01**

Row	Column # ---> / Plan Name --->	Plan 1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	54	55	72	55					
5	Phase 5 - ForceOff	21	19	32	19					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	19	52	1	52					
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	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

MBD 10/11/07

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	_23456_
1	11 : 00	3 ~~2~~	A	_23456_
2	14 : 00	3	A	_23456_
3	19 : 00	2	A	_23456_
4	21 : 00	E	A	_23456_
5	10 : 00	4	A	_____7
6	11 : 00	4	A	1_____
7	18 : 00	E	A	1_____7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

	E
Plan 1	_2___6__
Plan 2	_2___6__
Plan 3	_2___6__
Plan 4	_2___6__
Plan 5	
Plan 6	
Plan 7	
Plan 8	
Plan 9	
Coord Ped*	
NEMA Hold	

Sync Phases

C + E + FUNCTION #

Row		F
0	Free Lag	_2_4_6__
1	Plan 1 - Lag	_2_45___
2	Plan 2 - Lag	_2_45___
3	Plan 3 - Lag	_2_45___
4	Plan 4 - Lag	_2_45___
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

Lag Phases <C Page>

C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: MIRAMAR WY @ MIRAMAR

22' ogram

Group Assignment: 4074 | N/S Street Name: MIRAMAR WY | Last Database Change: 5/1/03 13:04
Field Master Assignment: NONE | E/W Street Name: MIRAMAR | System Ref. Number: 376

N

		MIRAMAR Rd			MIRAMAR Wy			MIRAMAR Rd			MIRAMAR Wy		
Column # ---->		Phase											
Phase # ---->		1	2	3	4	5	6	7	8		E		F
Row		↓	→		↓	↱	←		↑				
0	Ped Walk		7		7				7	RR-1 Delay		Permit	12_456_8
1	Ped FDW		17		25				25	RR-1 Clear		Red Lock	
2	Min Green	4	10		4	4	10		4	EV-A Delay		Yellow Lock	
3	Type 3 Limit									EV-A Clear		Min Recall	_2___6__
4	Add/Veh									EV-B Delay		Ped Recall	
5	Veh Extn	2.0	5.0		2.0	2.0	5.4		2.0	EV-B Clear		Peds (View)	_2_4_6_8
6	Max Gap	2.0	5.0		2.0	2.0	5.4		2.0	EV-C Delay		Rest In Walk	
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0	EV-C Clear		Red Rest	
8	Max Limit	30	60		40	30	60		40	EV-D Delay		Dbl Entry	___4___8
9	Max Limit 2									EV-D Clear		Max Recall	
A	Bus Adv									RR-2 Delay		Soft Recall	
B	Call to Phs									RR-2 Clear		Max 2	
C	Reduce By		0.1				0.1			View EV Delay	---	Cond Serv	
D	Every		0.6				0.6			View EV Clear	---	Ped Lock	12345678
E	Yellow	3.4	4.9		3.9	3.4	4.4		3.9	View RR Delay	---	Yellow Start	_2___6__
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0	View RR Clear	---	1st Phases	___4___8
	Grade												

Phase Timing - Bank 1
F + Phase + Row

<F Page>

Preempt Timing
F + E + Row

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	2
Zone Number	2
Area Number	3
Area Address	29
QuicNet Channel	DIGI50:

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

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
Manual Offset	0

C + A + 1
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

C + F + O	F	Row
Free Lag	_2_4_6_8	0

Lag Phases <C Page>

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234____

Disable Communication Ports
D + D + 9

Timing Sheet By: JD
Approved By: MM
Drawing Number:
Timing Implemented On: 7/24/01

INTERSECTION: MIRAMAR WY @ MIRAMAR

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	6
7	Ped 4P	4
8	Ped 8P	8
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

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	
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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+G+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: MIRAMAR WY @ MIRAMAR

223 Program

Row	Column # ---->	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
	Plan Name ---->									
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff	24	57	32	57					
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	51	32	68	32					
5	Phase 5 - ForceOff	73	57	82	57					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff	51	32	68	32					
9	Ring Offset									
A	Offset A	132	33	106	33					
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10					
E	Hold Release	255	255	255	255					
F	Ped Shift	9	6	0	6					

Coordination <C Page>

C + Plan + ROW

Coordination Timing By: EFF
Implemented On: 7/24/01

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

mar 10/1/07

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	_23456_
1	11 : 00	3 2	A	_23456_
2	14 : 00	3	A	_23456_
3	19 : 00	2	A	_23456_
4	21 : 00	E	A	_23456_
5	10 : 00	4	A	____7
6	11 : 00	4	A	1_____
7	18 : 00	E	A	1____7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

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

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

	E	Row		F
		0	Free Lag	_2_4_6_8
Plan 1	_2___6__	1	Plan 1 - Lag	1__4_6_8
Plan 2	_2___6__	2	Plan 2 - Lag	_2_4_6_8
Plan 3	_2___6__	3	Plan 3 - Lag	1__4_6_8
Plan 4	_2___6__	4	Plan 4 - Lag	_2_4_6_8
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord, Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases

C + E + FUNCTION #

Lag Phases <C Page>

C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

INTERSECTION: CARROLL ROAD AT MIRAMAR ROAD

223 F[illegible]ram

Group Assignment: 4074
Field Master Assignment: NONE
N/S Street Name: CARROLL ROAD
E/W Street Name: MIRAMAR ROAD
Last Database Change:
System Ref. Number: 375

N

MIRAMAR — MIRAMAR — CARROLL RD

Phase

Row	Phase # ---->	1	2	3	4	5	6	7	8
0	Ped Walk						7	7	
1	Ped FDW						19	23	
2	Min Green	4	10			4	10	4	
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.6			2.0	4.2	2.0	
6	Max Gap	2.0	4.6			2.0	4.2	2.0	
7	Min Gap	2.0	0.2			2.0	0.2	2.0	
8	Max Limit	30	60			30	60	30	
9	Max Limit 2					40			
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.8		
E	Yellow	3.4	4.7			3.4	5.0	3.9	
F	Red Clear	1.0	1.0			1.0	1.0	1.0	
	Grade								

Phase Timing - Bank 1
F + Phase + Row <F Page>

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

Preempt Timing
F + E + Row

Row		F
0	Permit	12__567_
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2___6__
4	Ped Recall	
5	Peds (View)	_____67_
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	_2___6__
F	1st Phases	_____7_

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	3
Zone Number	3
Area Number	3
Area Address	28
QuicNet Channel	COM54:

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2___67_	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
Manual Offset	0

C + A + 1
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: eml
Approved By: EFF
Drawing Number: 18004-6
Timing Implemented On:

(10)

Row	Time	Function	Day of Week	Column F Phases/Bits
0	06 : 30	B	_23456_	____5___
1	18 : 00	B	_23456_	
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	
6	Ped 6P	____6__
7	Ped 4P	____7_
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	____67_
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1_____

Configuration <E Page>

E + F + ROW

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__
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	_____7_
C	EV-C Phases	1___6__
D	EV-D Phases	
E	Extra 1 Config. Bits	1__45___
F	IC Select (Interconnect)	_2_____

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D	10.0	
E	---	---
F	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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: CARROLL ROAD AT MIRAMAR ROAD

223 Program

Coordination Timing By: KIMLEY-HORN
Implemented On: 2/22/2010

Row	Column # --->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name ---->									
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	46	46	73	46	47	68			
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff	57	55	84	55	71	78			
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	31	31	51	31	33	57			
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	28	12	114	12	77	115			
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10	10	10			
E	Hold Release	255	255	255	255	255	255			
F	Ped Shift	7	7	0	7	5	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	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination

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

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

	E	Row		F
		0	Free Lag	2 67
Plan 1	2 6	1	Plan 1 - Lag	2 67
Plan 2	2 6	2	Plan 2 - Lag	2 67
Plan 3	2 6	3	Plan 3 - Lag	2 67
Plan 4	2 6	4	Plan 4 - Lag	2 67
Plan 5	2 6	5	Plan 5 - Lag	2 67
Plan 6	2 6	6	Plan 6 - Lag	2 67
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases
C + E + FUNCTION #

Lag Phases <C Page>
C + F + FUNCTION #

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Lengthen

Alesmith Ct

INTERSECTION: ~~Empire St~~ & Miramar Rd

223 Program

Group Assignment:
Field Master Assignment:

N/S Street Name: Empire
E/W Street Name: Miramar

Last Change:
Timing Sheet By: BJU
Approved By:

Drawing Number: 30670-2-D
Sys. Ref. Number:
Timing implemented on: 8/29/02

Row	Column # ---->	1	2	3	4	5	6	7	8
	Phase # ---->		Miramar		Empire		Miramar		
	N	↓	→		↓	↑	←		
0	Ped Walk				7		7		
1	Ped FDW				25		12		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.1		2.0	2.0	5.1		
6	Max Gap	2.0	5.1		2.0	2.0	5.1		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.7		
E	Yellow	3.0	4.5		3.0	3.0	4.8		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1 <F Page>
F + Phase + Row

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

Preempt Timing
F + E + Row

Row		F
0	Permit	12_456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2__6_
4	Ped Recall	
5	Peds (View)	___4_6__
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	~~2~~ ~~6~~
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	_2___6__
F	1st Phases	___4____

Phase Functions <F Page>
F + F + Row

EFF 8/29/02

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	5
Zone Number	5
Area Number	3
Area Address	122
QuicNet Channel	DIGI50:

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

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

Overlap Timing <F Page>
F + COLOR +
<D Page>
D + 0 + OVERLAP

Manual Plan	0
Manual Offset	0

C + A + 1
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

C + F + O
Free Lag

F	Row
_2_4_6__	0

Lag Phases <C Page>

Downtime Flash	255 (minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communications Ports
D + D + 9

10

Alesmith Ct

INTERSECTION: ~~Empire St~~ & Miramar Rd

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
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	
6	Ped 6P	6
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

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	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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

Day of Week

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

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 =

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

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

(This parameter is NOT downloaded)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Alesmith Ct

INTERSECTION: ~~Empire St~~ & Miramar Rd

223 Program

Row	1 Delay	3 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	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)

(These parameters are NOT downloaded.)

Alesmith Ct

INTERSECTION: ~~Empire St~~ & Miramar Rd

223 Program

Coordination Timing By: EFF
Implemented On: 8/29/02

Row	Plan Name ---->	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff	52	52	53	52					
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	38	38	39	38					
5	Phase 5 - ForceOff	63	63	64	63					
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	147 ~~100~~	96	55	96					
B	Offset B									
C	Offset C									
D	Permissive	10	10	12	12					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	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	06:30	1	A	23456
1	11:00	3/2	A	23456
2	14:00	3	A	23456
3	19:00	2	A	23456
4	21:00	E	A	23456
5	10:00	4	A	7
6	11:00	4	A	1
7	18:00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

MBF 10/11/07

TOD Coordination

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

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

Sync Phases

C + E + FUNCTION #

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

INTERSECTION: DOWDY DRIVE AT MIRAMAR ROAD

223 Program

Group Assignment: 4074
Field Master Assignment: NONE

N/S Street Name: DOWDY DRIVE
E/W Street Name: MIRAMAR ROAD

Last Database Change:
System Ref. Number: 374

Row	Column # ---> / Phase # --->	MIRAMAR 1	MIRAMAR 2	MIRAMAR 3	DOWDY 4	DOWDY 5	MIRAMAR 6	MIRAMAR 7	MIRAMAR 8
0	Ped Walk				7		7		
1	Ped FDW				27		11		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.8		2.0	2.0	3.8		
6	Max Gap	2.0	3.8		2.0	2.0	3.8		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		45	30	60		
9	Max Limit 2					40			
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.8				0.8		
E	Yellow	3.4	5.0		3.9	3.4	5.4		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		
	Grade								

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

Preempt Timing
F + E + Row

	F
Permit	12_456__
Red Lock	
Yellow Lock	
Min Recall	_2___6__
Ped Recall	
Peds (View)	___4_6__
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2___6__
1st Phases	___4____

Phase Functions <F Page>
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	3	C + 0 + 2
Area Address	27	C + 0 + 3
QuicNet Channel	COM54:	(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6__	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: eml
Approved By: EFF
Drawing Number: 23145
Timing Implemented On:

10

Row	Time	Function	Day of Week	Column F Phases/Bits
0	06 : 30	B	_23456_	5
1	19 : 00	B	_23456_	
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	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	45
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration <E Page>

E + F + ROW

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	4
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 45
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1 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 = Prelimed 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

Day of Week

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

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 =

Time and Date

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

Disable Parity	0	D+B+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
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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 -- -- -- --	34
C	13 14 15 16 17 18 19 20	12_4__8
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	5

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: DOWDY DRIVE AT MIRAMAR ROAD

223 Program

Coordination Timing By: KIMLEY-HORN
Implemented On: 2/22/2010

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 + 9
Ring A Cycle	C + B + 9
Ring B Cycle	C + D + 9
Min Cycle	C + A + E
Max Cycle	C + B + E

Plan

Row	Column # ----> / Plan Name ---->	1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	16	51	61	51	56	56			
2	Phase 2 - ForceOff	0	0	0	0	0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	52	37	50	37	41	41			
5	Phase 5 - ForceOff	69	57	82	57	60	62			
6	Phase 6 - ForceOff	0	0	0	0	0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	131	78	38	78	34	119			
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10	16	16			
E	Hold Release	255	255	255	255	255	255			
F	Ped Shift	3	4	0	4	0	0			

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination

<9 Key with C+0+8=1>

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

Sync Phases

C + E + FUNCTION #

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

Lag Phases <C Page>

C + F + FUNCTION #

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

Transition Type	0

TBC Transition
C + D + D

Transition Type
0 = Shortway
Non-zero = Longther

INTERSECTION: CABOT DR @ MIRAMAR RD

Group Assignment: **4074**
Field Master Assignment: **NONE**
System Reference Number: **368**

N/S Street Name: **CABOT DR**
E/W Street Name: **MIRAMAR RD**
Last Database Change:

Change Record		
Timing Sheet By	Approved By	Date
AL3	DRH	7.22.16

Notes: ***INCLUDES RESERVICE FOR PHASE 5 DURING PLAN 6***

Free Lag <C/1+F+0>: _2_4_6__

Manual Plan
0 = Automatic
1-8 = Plan 1-9
14 = Free
15 = Flash

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

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	3	<C/0+0+2>
Area Address	26	<C/0+0+3>
QuicNet Channel	COM54:	(QuicNet)

Communication Addresses

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>
FYA Red Revert	0.0	<F/1+0+5>
OVLP CHG Red	0.0	<F/1+0+3>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

	MIRAMAR RD			CABOT DR		MIRAMAR RD		
	Phase							
Column Numbers ---->	1	2	3	4	5	6	7	8
Row / Phase Names ---->								
0 Ped Walk				7		7		
1 Ped FDW				24		12		
2 Min Green	4	10		4	4	10		
3 Type 3 Disconnect								
4 Added per Vehicle								
5 Veh Extension	2.0	4.4		2.0	2.0	4.5		
6 Max Gap	2.0	4.4		2.0	2.0	4.5		
7 Min Gap	2.0	0.2		2.0	2.0	0.2		
8 Max Limit	20	60		30	30	60		
9 Max Limit 2								
A Adv. / Delay Walk								
B PE Min Ped FDW				1		1		
C Cond Serv Check								
D Reduce Every		0.7				0.7		
E Yellow Change	3.4	5.0		3.9	3.4	5.0		
F Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1 <F/1+Phase+Row>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
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	---

Preempt Timing <F/1+E+Row>

	F	Row
Permit	12_456__	0
Red Lock		1
Yellow Lock		2
Min Recall	_2___6__	3
Ped Recall		4
View Set Peds	___4_6__	5
Rest In Walk		6
Red Rest		7
Dual Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	_2___6__	E
First Phases	___4___	F

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

INTERSECTION: CABOT DR @ MIRAMAR RD

Row	Column Numbers ----> / Overlap Name ---->	Overlap 1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8	Overlap Recall								
9	Queue Jump Phase								
A	Queue Jump Time								
B	Minimum Green								
C	Maximum Green								
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = Reserved
3 = Disable Min Walk
4 = QuicNet System
5 = Ignore P/P on EV
6 = Manual Hold In FDW
7 = Allow QuicNet PE
8 = Flash Grn B4 Yellow

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	0
7	SE-2	0
8		
9		
A		
B		
C		
D		
E		
F		

Preempt Priority <E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 34
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <F/2+F+Row>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flegs
1 =
2 = Modem
3 = 7-Wire Slave
4 =
5 =
6 = Simplox Master
7 =
8 = Offset Interrupter

Row		2
0		
1	Phase 1	10
2	Phase 2	10
3	Phase 3	10
4	Phase 4	10
5	Phase 5	10
6	Phase 6	10
7	Phase 7	10
8	Phase 8	10
9		
A		
B		
C		
D		
E		
F		

Coordination Transition Minimums <C/5+2+Row>

INTERSECTION: CABOT DR @ MIRAMAR RD

Column Numbers ---->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45_7_	2	123 8		1,8
1	6J2U	40	45_7_	6	123 8		1,8
2	4I6U	41	45_7_	4	123 8		
3	8J6U	42	45_7_	8	123 8		
4	2I2L	43	45_7_	2	123 8		
5	6J2L	44	45_7_	6	123 8		
6	4I6L	45	45_7_	4	123 8		
7	8J6L	46	45_7_	8	123 8		
8	2I4	47	67_	2	123 8		
9	6J4	48	67_	6	123 8		
A	4I8	49	67_	4	123 8		
B	8J8	50	67_	8	123 8		
C	5J1	55	45_7_	5	123 8		
D	1I1	56	45_7_	1	123 8		
E	7J5	57	45_7_	7	123 8		
F	3I5	58	45_7_	3	123 8		

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	45_7_	5	123 8		
1	1I9U	60	45_7_	1	123 8		
2	7J9L	61	45_7_	7	123 8		
3	3I9L	62	45_7_	3	123 8		
4	2I3U	63	45_7_	2	123 8		
5	6J3U	64	45_7_	6	123 8		
6	4I7U	65	45_7_	4	123 8		
7	8J7U	66	45_7_	8	123 8		
8	2P I 12 U	67	2	2	123 8		
9	6P I 13 U	68	2	6	123 8		
A	4P I 12 L	69	2	4	123 8		
B	8P I 13 L	70	2	8	123 8		
C	2I3L	76	45_7_	2	123 8		
D	6J3L	77	45_7_	6	123 8		
E	4I7L	78	45_7_	4	123 8		
F	8J7L	79	45_7_	8	123 8		

Detector Assignments <E/126+Column+Row> **<D/0+Column+Row>**

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 = Overlap
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<D/0+B+Row> (seconds)

INTERSECTION: CABOT DR @ MIRAMAR RD

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
14 : 00	F	23456	1
19 : 00	F	23456	

TOD Function <7/0.1+Row> <E/27+4+Row>

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>
(Bank 1)

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 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

Offset Select
A = Offset A
B = Offset B
C = Offset C

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <C+0+9=1.2>
(Bank 2)

Month Select: October = A, November = B, December = C

INTERSECTION: CABOT DR @ MIRAMAR RD

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9
	Plan Name ---->									
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	54	51	52	51	53	53			
2	Phase 2 - ForceOff	0	0	0	0	0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	36	37	38	37	38	43			
5	Phase 5 - ForceOff	54	56	59	56	66	59			
6	Phase 6 - ForceOff	0	0	0	0	0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset 1	119	71	49	71	14	115			
B	Offset 2									
C	Offset 3									
D	Perm 1 - End	10	10	10	10	16	16			
E	Hold Release	255	255	255	255	255	255			
F	Reserved									

Coordination - Bank 1 <C/1+Plan+Row>

Row		F
0		
1	Plan 1 - Sync	2 6
2	Plan 2 - Sync	2 6
3	Plan 3 - Sync	2 6
4	Plan 4 - Sync	2 6
5	Plan 5 - Sync	2 6
6	Plan 6 - Sync	2 6
7	Plan 7 - Sync	
8	Plan 8 - Sync	
9	Plan 9 - Sync	
A	NEMA Sync	
B	NEMA Hold	
C		
D		
E	Coord Extra	
F		

Sync Phases <C/1+E+Row>

Row		1	2	3	4	5	6	7	8	9
0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time						125			
6	Reservice Phases						5			
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678			
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678			
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2 <C/2+Plan+Row>

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

Lag Phases <C/1+F+Row>

Coordination Timing By:
Date:

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E		Column F		Row
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)		Sim Term	0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)		EV-A	71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)		EV-B	72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)		EV-C	73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)		EV-D	74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time	82	Free (7-Wire)	RR-1	51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense	81	Flash (7-Wire)	RR-2	52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable		Excl. Ped Omit	Spec. Event 1		7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance		NOT-1	Spec. Event 2		8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm		NOT-2	External Lag		9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	202	OR-1 (a)	AND-1 (a)		A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3		OR-1 (b)	AND-1 (b)		B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2		OR-2 (a)	AND-2 (a)		C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3		OR-2 (b)	AND-2 (b)		D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2		OR-3 (a)	AND-3 (a)		E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3		OR-3 (b)	AND-3 (b)		F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E		Column F		Row
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	202	Dial 2 (7-Wire)		0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2		Dial 3 (7-Wire)		1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3		Offset 1 (7-Wire)		2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4		Offset 2 (7-Wire)		3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5		Offset 3 (7-Wire)		4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6		Free (7-Wire)		5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7		Flash (7-Wire)		6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8		Preempt		7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1		Low Priority A		8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2		Low Priority B		9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A		Low Priority C		A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B		Low Priority D		B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		AND-5		C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		AND-6		D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		Reserved		E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		Reserved		F

Assignable Outputs <E/127+Column+Row>

INTERSECTION: CABOT DR @ MIRAMAR RD

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				24		12		
2	Min Green	4	10		4	4	25		
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.4		2.0	2.0	4.5		
6	Max Gap	2.0	4.4		2.0	2.0	4.5		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	20	60		30	30	60		
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW				1		1		
C	Cond Serv Check								
D	Reduce Every		0.7				0.7		
E	Yellow Change	3.4	5.0		3.9	3.4	5.0		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Hawk Select	0	<F/1+0+4>

Hawk Select 200 = Mid-Block, 201 = Hawk

Address	0	<C/1+0+6>
Select Parity	0	<C/1+0+5>

AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time	0	<C/5+2+E>
Max Cycle Time	20	<C/5+2+F>

Yellow Yield Coordination

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

12345678

Omit Alarm	#NAME?

Local Alarm Disable <C/5+F+0>

IEN Status	1	<C/5+1+B>
Synch Time	0.0	<C/5+1+C>

Other Parameters

Prepared by National Data & Surveying Services

VOLUME

Campus Point Dr N/O Campus Point Ct

Day: Tuesday
Date: 10/27/2020

City: San Diego
Project #: CA20_040214_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,280	1,297	0	0	2,577

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		15						21		**12:00**	25		21						46	
00:15	0		5						5		**12:15**	25		28						53	
00:30	2		3						5		**12:30**	20		22						42	
00:45	0	8	0	23					0	31	**12:45**	34	104	17	88					51	192
01:00	2		5						7		**13:00**	10		22						32	
01:15	1		2						3		**13:15**	18		23						41	
01:30	1		3						4		**13:30**	12		33						45	
01:45	0	4	2	12					2	16	**13:45**	20	60	22	100					42	160
02:00	1		1						2		**14:00**	13		31						44	
02:15	0		1						1		**14:15**	13		32						45	
02:30	0		0						0		**14:30**	12		25						37	
02:45	0	1	0	2					0	3	**14:45**	14	52	18	106					32	158
03:00	4		1						5		**15:00**	14		33						47	
03:15	0		4						4		**15:15**	16		26						42	
03:30	4		1						5		**15:30**	14		61						75	
03:45	1	9	0	6					1	15	**15:45**	12	56	27	147					39	203
04:00	3		1						4		**16:00**	6		48						54	
04:15	3		0						3		**16:15**	10		35						45	
04:30	9		2						11		**16:30**	7		44						51	
04:45	13	28	0	3					13	31	**16:45**	13	36	46	173					59	209
05:00	7		1						8		**17:00**	10		57						67	
05:15	6		3						9		**17:15**	5		36						41	
05:30	19		0						19		**17:30**	5		43						48	
05:45	24	56	2	6					26	62	**17:45**	1	21	32	168					33	189
06:00	18		10						28		**18:00**	8		21						29	
06:15	16		0						16		**18:15**	4		22						26	
06:30	14		3						17		**18:30**	2		14						16	
06:45	50	98	6	19					56	117	**18:45**	2	16	17	74					19	90
07:00	41		5						46		**19:00**	3		17						20	
07:15	24		1						25		**19:15**	5		8						13	
07:30	33		4						37		**19:30**	2		9						11	
07:45	58	156	10	20					68	176	**19:45**	5	15	8	42					13	57
08:00	47		12						59		**20:00**	1		6						7	
08:15	56		7						63		**20:15**	2		7						9	
08:30	45		10						55		**20:30**	2		6						8	
08:45	44	192	14	43					58	235	**20:45**	5	10	3	22					8	32
09:00	36		12						48		**21:00**	2		11						13	
09:15	34		22						56		**21:15**	3		5						8	
09:30	28		7						35		**21:30**	4		4						8	
09:45	36	134	16	57					52	191	**21:45**	4	13	3	23					7	36
10:00	25		20						45		**22:00**	1		4						5	
10:15	26		17						43		**22:15**	2		2						4	
10:30	18		10						28		**22:30**	2		5						7	
10:45	30	99	20	67					50	166	**22:45**	10	15	1	12					11	27
11:00	16		10						26		**23:00**	1		6						7	
11:15	28		18						46		**23:15**	3		5						8	
11:30	21		20						41		**23:30**	3		7						10	
11:45	22	87	16	64					38	151	**23:45**	3	10	2	20					5	30
TOTALS		872		322						**1194**	**TOTALS**		408		975						**1383**
SPLIT %		73.0%		27.0%						**46.3%**	**SPLIT %**		29.5%		70.5%						**53.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,280	1,297	0	0	2,577

AM Peak Hour	07:45	11:45			**07:45**	**PM Peak Hour**	12:00	16:30		**16:15**
AM Pk Volume	206	87			**245**	**PM Pk Volume**	104	183		**222**
Pk Hr Factor	0.888	0.777			**0.901**	**Pk Hr Factor**	0.765	0.803		**0.828**
7 - 9 Volume	348	63	0	0	**411**	**4 - 6 Volume**	57	341	0	0	**398**
7 - 9 Peak Hour	07:45	08:00			**07:45**	**4 - 6 Peak Hour**	16:15	16:30			**16:15**
7 - 9 Pk Volume	206	43	0	0	**245**	**4 - 6 Pk Volume**	40	183	0	0	**222**
Pk Hr Factor	0.888	0.768	0.000	0.000	**0.901**	**Pk Hr Factor**	0.769	0.803	0.000	0.000	**0.828**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Campus Point Drive (Between Genesee Avenue and Voigt Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			31		10			12:00			165		162		
00:15			18		10			12:15			183		150		
00:30			21		7			12:30			177		135		
00:45			9	79	6	33	112	12:45			205	730	121	568	1298
01:00			17		10			13:00			149		125		
01:15			19		4			13:15			143		138		
01:30			16		6			13:30			147		161		
01:45			14	66	6	26	92	13:45			186	625	116	540	1165
02:00			7		5			14:00			241		117		
02:15			7		3			14:15			204		107		
02:30			5		4			14:30			186		121		
02:45			8	27	1	13	40	14:45			180	811	119	464	1275
03:00			1		1			15:00			219		124		
03:15			3		1			15:15			183		91		
03:30			7		4			15:30			256		108		
03:45			6	17	7	13	30	15:45			188	846	118	441	1287
04:00			11		4			16:00			186		101		
04:15			2		4			16:15			208		104		
04:30			3		10			16:30			216		111		
04:45			7	23	29	47	70	16:45			205	815	118	434	1249
05:00			8		43			17:00			203		103		
05:15			11		63			17:15			196		85		
05:30			16		96			17:30			163		103		
05:45			18	53	146	348	401	17:45			135	697	87	378	1075
06:00			33		156			18:00			163		105		
06:15			29		161			18:15			154		100		
06:30			34		197			18:30			230		156		
06:45			23	119	213	727	846	18:45			162	709	114	475	1184
07:00			56		204			19:00			146		52		
07:15			66		217			19:15			142		51		
07:30			167		195			19:30			178		50		
07:45			100	389	195	811	1200	19:45			146	612	45	198	810
08:00			90		198			20:00			144		42		
08:15			82		168			20:15			114		50		
08:30			101		180			20:30			81		52		
08:45			88	361	193	739	1100	20:45			93	432	47	191	623
09:00			113		214			21:00			89		32		
09:15			108		221			21:15			69		33		
09:30			129		189			21:30			92		36		
09:45			121	471	193	817	1288	21:45			59	309	36	137	446
10:00			111		196			22:00			64		19		
10:15			136		222			22:15			51		24		
10:30			145		214			22:30			61		16		
10:45			165	557	179	811	1368	22:45			41	217	21	80	297
11:00			191		128			23:00			39		21		
11:15			175		155			23:15			45		17		
11:30			160		113			23:30			45		14		
11:45			145	671	143	539	1210	23:45			35	164	12	64	228
Total Vol.				2833		4924	**7757**					6967		3970	**10937**

Daily Totals

NB	SB	EB	WB	**Combined**
		9800	8894	**18694**

	AM			**PM**		
Split %	36.5%	63.5%	**41.5%**	63.7%	36.3%	**58.5%**
Peak Hour	10:45	06:30	**10:15**	15:00	12:00	**12:00**
Volume	691	831	**1380**	846	568	**1298**
P.H.F.	0.90	0.96	**0.96**	0.83	0.88	**0.97**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Eastgate Mall (Between Easter Way and Towne Centre Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			18		9			12:00			108		134		
00:15			22		6			12:15			111		108		
00:30			15		8			12:30			91		87		
00:45			11	66	8	31	97	12:45			91	401	112	441	842
01:00			5		7			13:00			116		110		
01:15			10		2			13:15			121		105		
01:30			15		6			13:30			114		100		
01:45			9	39	10	25	64	13:45			135	486	98	413	899
02:00			8		5			14:00			108		84		
02:15			5		2			14:15			101		94		
02:30			4		8			14:30			114		96		
02:45			5	22	3	18	40	14:45			116	439	104	378	817
03:00			1		3			15:00			111		86		
03:15			5		4			15:15			133		80		
03:30			2		4			15:30			118		96		
03:45			6	14	5	16	30	15:45			131	493	95	357	850
04:00			1		6			16:00			151		126		
04:15			8		12			16:15			130		116		
04:30			12		22			16:30			144		102		
04:45			9	30	28	68	98	16:45			158	583	127	471	1054
05:00			15		23			17:00			166		146		
05:15			6		32			17:15			189		122		
05:30			15		50			17:30			155		124		
05:45			22	58	67	172	230	17:45			162	672	104	496	1168
06:00			41		66			18:00			144		121		
06:15			55		85			18:15			116		104		
06:30			58		88			18:30			108		103		
06:45			54	208	126	365	573	18:45			121	489	78	406	895
07:00			55		128			19:00			103		46		
07:15			80		180			19:15			88		55		
07:30			81		237			19:30			90		47		
07:45			88	304	252	797	1101	19:45			70	351	26	174	525
08:00			115		208			20:00			66		38		
08:15			101		188			20:15			61		54		
08:30			91		212			20:30			68		42		
08:45			88	395	219	827	1222	20:45			50	245	32	166	411
09:00			99		228			21:00			40		26		
09:15			105		177			21:15			44		45		
09:30			88		153			21:30			51		30		
09:45			80	372	133	691	1063	21:45			44	179	28	129	308
10:00			77		130			22:00			41		25		
10:15			71		119			22:15			30		17		
10:30			84		104			22:30			28		16		
10:45			65	297	104	457	754	22:45			33	132	20	78	210
11:00			55		88			23:00			38		21		
11:15			101		102			23:15			30		10		
11:30			90		110			23:30			25		6		
11:45			118	364	124	424	788	23:45			34	127	7	44	171
Total Vol.				2169		3891	**6060**					4597		3553	**8150**

Daily Totals

NB	SB	EB	WB	Combined
		6766	7444	**14210**

	AM			PM		
Split %	35.8%	64.2%	**42.6%**	56.4%	43.6%	**57.4%**
Peak Hour	11:45	07:30	**07:30**	17:00	16:45	**16:45**
Volume	428	885	**1270**	672	519	**1187**
P.H.F.	0.91	0.88	**0.93**	0.89	0.89	**0.95**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Eastgate Mall (Between Eastgate Drive and Miramar Road)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		10					12:00	93		120				
00:15	5		9					12:15	111		124				
00:30	8		9					12:30	101		98				
00:45	10	34	6	34			68	12:45	110	415	90	432			847
01:00	6		8					13:00	102		83				
01:15	12		12					13:15	81		79				
01:30	7		16					13:30	85		86				
01:45	9	34	8	44			78	13:45	80	348	99	347			695
02:00	6		11					14:00	68		110				
02:15	6		13					14:15	87		124				
02:30	2		9					14:30	79		127				
02:45	5	19	0	33			52	14:45	69	303	115	476			779
03:00	6		0					15:00	77		170				
03:15	15		10					15:15	84		136				
03:30	13		9					15:30	97		182				
03:45	13	47	2	21			68	15:45	84	342	137	625			967
04:00	20		3					16:00	101		230				
04:15	14		19					16:15	89		168				
04:30	22		11					16:30	92		240				
04:45	22	78	11	44			122	16:45	76	358	248	886			1244
05:00	19		17					17:00	90		298				
05:15	55		8					17:15	77		229				
05:30	59		12					17:30	86		233				
05:45	69	202	21	58			260	17:45	62	315	189	949			1264
06:00	75		26					18:00	63		163				
06:15	116		34					18:15	64		137				
06:30	129		44					18:30	47		119				
06:45	155	475	53	157			632	18:45	40	214	121	540			754
07:00	147		56					19:00	29		85				
07:15	207		56					19:15	22		78				
07:30	247		80					19:30	19		56				
07:45	252	853	65	257			1110	19:45	19	89	39	258			347
08:00	241		77					20:00	10		35				
08:15	233		66					20:15	24		31				
08:30	234		108					20:30	16		28				
08:45	228	936	65	316			1252	20:45	11	61	18	112			173
09:00	206		74					21:00	7		18				
09:15	172		63					21:15	18		23				
09:30	148		67					21:30	15		24				
09:45	138	664	60	264			928	21:45	13	53	14	79			132
10:00	87		90					22:00	9		20				
10:15	100		64					22:15	11		17				
10:30	80		71					22:30	11		16				
10:45	86	353	82	307			660	22:45	2	33	23	76			109
11:00	80		89					23:00	7		11				
11:15	90		98					23:15	9		11				
11:30	86		104					23:30	8		17				
11:45	95	351	128	419			770	23:45	10	34	12	51			85
Total Vol.		4046		1954			**6000**			2565		4831			**7396**

Daily Totals

NB	SB	EB	WB	**Combined**
6611	6785			**13396**

	AM			**PM**		
Split %	67.4%	32.6%	**44.8%**	34.7%	65.3%	**55.2%**
Peak Hour	07:30	11:30	**07:45**	12:15	16:30	**16:30**
Volume	973	476	**1276**	424	1015	**1350**
P.H.F.	0.97	0.93	**0.93**	0.97	0.85	**0.87**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Eastgate Mall (Between Genesee Avenue and Easter Way)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			20		10			12:00			95		148		
00:15			16		8			12:15			101		111		
00:30			18		10			12:30			100		100		
00:45			9	63	7	35	98	12:45			93	389	106	465	854
01:00			3		6			13:00			105		115		
01:15			18		4			13:15			101		111		
01:30			19		7			13:30			107		104		
01:45			8	48	10	27	75	13:45			130	443	112	442	885
02:00			7		5			14:00			95		85		
02:15			7		3			14:15			98		100		
02:30			3		9			14:30			99		106		
02:45			4	21	2	19	40	14:45			95	387	112	403	790
03:00			0		3			15:00			111		100		
03:15			4		4			15:15			133		95		
03:30			4		4			15:30			118		103		
03:45			5	13	6	17	30	15:45			131	493	101	399	892
04:00			1		7			16:00			148		132		
04:15			11		15			16:15			137		117		
04:30			10		24			16:30			128		133		
04:45			9	31	29	75	106	16:45			156	569	144	526	1095
05:00			12		19			17:00			172		151		
05:15			3		36			17:15			157		140		
05:30			16		52			17:30			162		132		
05:45			26	57	68	175	232	17:45			145	636	128	551	1187
06:00			45		74			18:00			136		147		
06:15			42		85			18:15			106		125		
06:30			57		97			18:30			116		115		
06:45			46	190	122	378	568	18:45			105	463	80	467	930
07:00			60		118			19:00			94		57		
07:15			79		172			19:15			79		65		
07:30			108		194			19:30			75		62		
07:45			116	363	188	672	1035	19:45			78	326	34	218	544
08:00			105		212			20:00			78		39		
08:15			111		219			20:15			69		63		
08:30			90		188			20:30			51		55		
08:45			91	397	208	827	1224	20:45			47	245	32	189	434
09:00			89		214			21:00			54		26		
09:15			90		193			21:15			56		45		
09:30			75		145			21:30			59		32		
09:45			89	343	135	687	1030	21:45			39	208	28	131	339
10:00			63		134			22:00			45		23		
10:15			69		118			22:15			27		22		
10:30			71		111			22:30			44		20		
10:45			68	271	118	481	752	22:45			36	152	19	84	236
11:00			59		93			23:00			36		19		
11:15			99		111			23:15			25		18		
11:30			78		118			23:30			25		6		
11:45			102	338	136	458	796	23:45			38	124	7	50	174
Total Vol.			2135		3851	**5986**					4435		3925		**8360**

Daily Totals

NB	SB	EB	WB	Combined
		6570	7776	**14346**

	AM			PM		
Split %	35.7%	64.3%	**41.7%**	53.1%	46.9%	**58.3%**
Peak Hour	07:30	08:15	**07:30**	16:45	16:30	**16:45**
Volume	440	829	**1253**	647	568	**1214**
P.H.F.	0.95	0.95	**0.95**	0.94	0.94	**0.94**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Eastgate Mall (Between Judicial Way and Eastgate Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			8		3			12:00			83		71		
00:15			7		2			12:15			103		82		
00:30			5		3			12:30			77		63		
00:45			4	24	5	13	37	12:45			73	336	79	295	631
01:00			2		3			13:00			69		70		
01:15			2		2			13:15			50		68		
01:30			16		2			13:30			80		67		
01:45			2	22	2	9	31	13:45			74	273	61	266	539
02:00			4		0			14:00			93		46		
02:15			8		1			14:15			110		57		
02:30			4		4			14:30			109		60		
02:45			0	16	0	5	21	14:45			93	405	53	216	621
03:00			1		0			15:00			159		49		
03:15			1		4			15:15			127		43		
03:30			1		4			15:30			161		57		
03:45			3	6	4	12	18	15:45			125	572	50	199	771
04:00			3		6			16:00			188		88		
04:15			7		11			16:15			151		70		
04:30			3		17			16:30			208		61		
04:45			11	24	17	51	75	16:45			189	736	77	296	1032
05:00			7		11			17:00			226		84		
05:15			8		25			17:15			205		88		
05:30			9		41			17:30			190		70		
05:45			20	44	51	128	172	17:45			155	776	74	316	1092
06:00			17		49			18:00			153		65		
06:15			31		85			18:15			137		55		
06:30			32		92			18:30			120		40		
06:45			44	124	127	353	477	18:45			115	525	22	182	707
07:00			52		119			19:00			72		20		
07:15			44		151			19:15			91		16		
07:30			65		189			19:30			62		16		
07:45			77	238	195	654	892	19:45			46	271	9	61	332
08:00			80		199			20:00			37		11		
08:15			74		168			20:15			37		18		
08:30			99		155			20:30			22		17		
08:45			105	358	184	706	1064	20:45			16	112	7	53	165
09:00			47		185			21:00			21		5		
09:15			42		142			21:15			24		12		
09:30			57		110			21:30			22		10		
09:45			45	191	102	539	730	21:45			11	78	12	39	117
10:00			47		73			22:00			19		6		
10:15			44		75			22:15			11		4		
10:30			49		67			22:30			12		5		
10:45			52	192	63	278	470	22:45			14	56	2	17	73
11:00			76		49			23:00			7		3		
11:15			79		60			23:15			10		3		
11:30			105		53			23:30			12		2		
11:45			101	361	69	231	592	23:45			9	38	0	8	46
Total Vol.				1600		2979	**4579**					4178		1948	**6126**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			5778	4927	**10705**

	AM			**PM**		
Split %	34.9%	65.1%	**42.8%**	68.2%	31.8%	**57.2%**
Peak Hour	11:30	07:30	**08:00**	16:30	16:45	**16:30**
Volume	392	751	**1064**	828	319	**1138**
P.H.F.	0.93	0.94	**0.92**	0.92	0.91	**0.92**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Eastgate Mall (Between Regents Road and Genesee Avenue)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		0			12:00			27		49		
00:15			4		2			12:15			30		42		
00:30			3		2			12:30			32		29		
00:45			2	14	1	5	19	12:45			46	135	34	154	289
01:00			1		3			13:00			38		37		
01:15			3		0			13:15			41		57		
01:30			7		1			13:30			40		35		
01:45			3	14	2	6	20	13:45			46	165	55	184	349
02:00			4		2			14:00			44		28		
02:15			2		1			14:15			52		48		
02:30			0		1			14:30			66		64		
02:45			4	10	1	5	15	14:45			53	215	65	205	420
03:00			0		2			15:00			74		91		
03:15			4		0			15:15			52		62		
03:30			5		1			15:30			50		56		
03:45			4	13	1	4	17	15:45			45	221	61	270	491
04:00			1		2			16:00			55		68		
04:15			9		7			16:15			60		88		
04:30			17		6			16:30			40		70		
04:45			7	34	8	23	57	16:45			45	200	71	297	497
05:00			12		6			17:00			54		66		
05:15			11		3			17:15			66		59		
05:30			9		22			17:30			45		50		
05:45			12	44	26	57	101	17:45			26	191	44	219	410
06:00			21		19			18:00			30		55		
06:15			21		36			18:15			29		42		
06:30			18		31			18:30			46		24		
06:45			22	82	40	126	208	18:45			27	132	28	149	281
07:00			30		37			19:00			37		17		
07:15			31		63			19:15			28		25		
07:30			55		121			19:30			27		18		
07:45			88	204	129	350	554	19:45			22	114	11	71	185
08:00			101		99			20:00			26		14		
08:15			55		90			20:15			21		9		
08:30			40		44			20:30			14		13		
08:45			49	245	88	321	566	20:45			16	77	9	45	122
09:00			59		74			21:00			9		6		
09:15			44		45			21:15			21		2		
09:30			40		44			21:30			21		8		
09:45			48	191	36	199	390	21:45			6	57	18	34	91
10:00			33		54			22:00			20		7		
10:15			30		45			22:15			8		4		
10:30			30		47			22:30			10		2		
10:45			30	123	42	188	311	22:45			8	46	1	14	60
11:00			24		37			23:00			6		2		
11:15			25		36			23:15			11		2		
11:30			20		33			23:30			11		4		
11:45			28	97	58	164	261	23:45			8	36	2	10	46
Total Vol.				1071		1448	**2519**					1589		1652	**3241**

Daily Totals

NB	SB	EB	WB	Combined
		2660	3100	**5760**

	AM			PM		
Split %	42.5%	57.5%	**43.7%**	49.0%	51.0%	**56.3%**
Peak Hour	07:30	07:30	**07:30**	14:15	16:00	**14:30**
Volume	299	439	**738**	245	297	**527**
P.H.F.	0.74	0.85	**0.85**	0.83	0.84	**0.80**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Eastgate Mall (Between Towne Centre Drive and Judicial Way)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			9		2			12:00			89		125		
00:15			6		5			12:15			106		110		
00:30			4		6			12:30			99		92		
00:45			6	25	4	17	42	12:45			100	394	94	421	815
01:00			2		4			13:00			105		91		
01:15			8		3			13:15			99		90		
01:30			11		7			13:30			93		96		
01:45			4	25	5	19	44	13:45			99	396	68	345	741
02:00			5		0			14:00			79		76		
02:15			6		2			14:15			103		84		
02:30			3		4			14:30			102		107		
02:45			0	14	0	6	20	14:45			80	364	95	362	726
03:00			2		2			15:00			101		87		
03:15			4		5			15:15			113		73		
03:30			1		4			15:30			122		91		
03:45			7	14	1	12	26	15:45			113	449	83	334	783
04:00			5		7			16:00			154		115		
04:15			8		10			16:15			138		109		
04:30			7		16			16:30			159		99		
04:45			13	33	12	45	78	16:45			164	615	110	433	1048
05:00			12		9			17:00			190		131		
05:15			14		20			17:15			170		115		
05:30			21		36			17:30			167		102		
05:45			34	81	44	109	190	17:45			149	676	106	454	1130
06:00			44		51			18:00			111		93		
06:15			55		67			18:15			111		77		
06:30			59		92			18:30			108		73		
06:45			62	220	115	325	545	18:45			79	409	73	316	725
07:00			67		118			19:00			54		45		
07:15			71		172			19:15			71		36		
07:30			97		205			19:30			57		37		
07:45			105	340	217	712	1052	19:45			45	227	25	143	370
08:00			97		190			20:00			44		33		
08:15			103		185			20:15			42		24		
08:30			112		183			20:30			22		27		
08:45			109	421	205	763	1184	20:45			27	135	19	103	238
09:00			100		197			21:00			28		8		
09:15			114		139			21:15			31		39		
09:30			91		109			21:30			28		18		
09:45			86	391	114	559	950	21:45			18	105	19	84	189
10:00			66		94			22:00			20		11		
10:15			65		97			22:15			15		11		
10:30			53		81			22:30			17		9		
10:45			62	246	95	367	613	22:45			13	65	8	39	104
11:00			83		75			23:00			14		10		
11:15			87		80			23:15			16		6		
11:30			78		105			23:30			10		6		
11:45			105	353	117	377	730	23:45			17	57	4	26	83
Total Vol.				2163		3311	**5474**					3892		3060	**6952**

			Daily Totals		
	NB	SB	EB	WB	**Combined**
			6055	6371	**12426**

	AM			**PM**		
Split %	39.5%	60.5%	**44.1%**	56.0%	44.0%	**55.9%**
Peak Hour	08:30	07:30	**07:30**	16:45	16:45	**16:45**
Volume	435	797	**1199**	691	458	**1149**
P.H.F.	0.95	0.92	**0.93**	0.91	0.87	**0.89**

THURSDAY - NOVEMBER 17TH, 2016 CITY: UTC PROJECT: PTD16-1118-03

EXECUTIVE DR BTN TOWNE CENTRE & JUDICIAL

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		1			12:00			104		66		
00:15			1		3			12:15			71		64		
00:30			3		5			12:30			86		45		
00:45			2	8	0	9	17	12:45			115	376	56	231	607
01:00			1		1			13:00			114		62		
01:15			4		0			13:15			81		38		
01:30			1		2			13:30			79		47		
01:45			2	8	1	4	12	13:45			74	348	63	210	558
02:00			4		1			14:00			63		58		
02:15			4		1			14:15			50		54		
02:30			0		8			14:30			38		64		
02:45			3	11	5	15	26	14:45			50	201	52	228	429
03:00			1		0			15:00			51		89		
03:15			1		1			15:15			42		84		
03:30			6		2			15:30			40		93		
03:45			4	12	2	5	17	15:45			44	177	87	353	530
04:00			4		2			16:00			44		121		
04:15			6		1			16:15			51		88		
04:30			23		0			16:30			40		105		
04:45			34	67	1	4	71	16:45			52	187	99	413	600
05:00			23		4			17:00			66		101		
05:15			44		1			17:15			48		81		
05:30			68		2			17:30			66		77		
05:45			78	213	5	12	225	17:45			61	241	66	325	566
06:00			93		9			18:00			65		76		
06:15			92		10			18:15			69		59		
06:30			84		17			18:30			62		55		
06:45			115	384	11	47	431	18:45			56	252	49	239	491
07:00			116		24			19:00			42		49		
07:15			101		25			19:15			42		38		
07:30			99		37			19:30			40		30		
07:45			116	432	38	124	556	19:45			24	148	17	134	282
08:00			115		41			20:00			20		14		
08:15			105		45			20:15			23		11		
08:30			131		40			20:30			7		8		
08:45			142	493	51	177	670	20:45			10	60	5	38	98
09:00			161		53			21:00			16		7		
09:15			97		36			21:15			9		12		
09:30			83		38			21:30			12		14		
09:45			77	418	32	159	577	21:45			9	46	7	40	86
10:00			69		26			22:00			11		6		
10:15			70		29			22:15			9		6		
10:30			51		39			22:30			10		6		
10:45			69	259	48	142	401	22:45			6	36	1	19	55
11:00			65		47			23:00			8		2		
11:15			79		62			23:15			7		4		
11:30			74		68			23:30			4		3		
11:45			96	314	66	243	557	23:45			5	24	2	11	35
Total Vol.				2619		941	**3560**					2096		2241	**4337**

Daily Totals

NB	SB	EB	WB	**Combined**
		4715	3182	**7897**

	AM			**PM**		
Split %	73.6%	26.4%	**45.1%**	48.3%	51.7%	**54.9%**
Peak Hour	08:15	11:30	**08:15**	12:30	16:00	**12:15**
Volume	539	264	**728**	396	413	**613**
P.H.F.	0.84	0.97	**0.85**	0.86	0.85	**0.87**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 17. Executive Dr, West of Towne Center Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

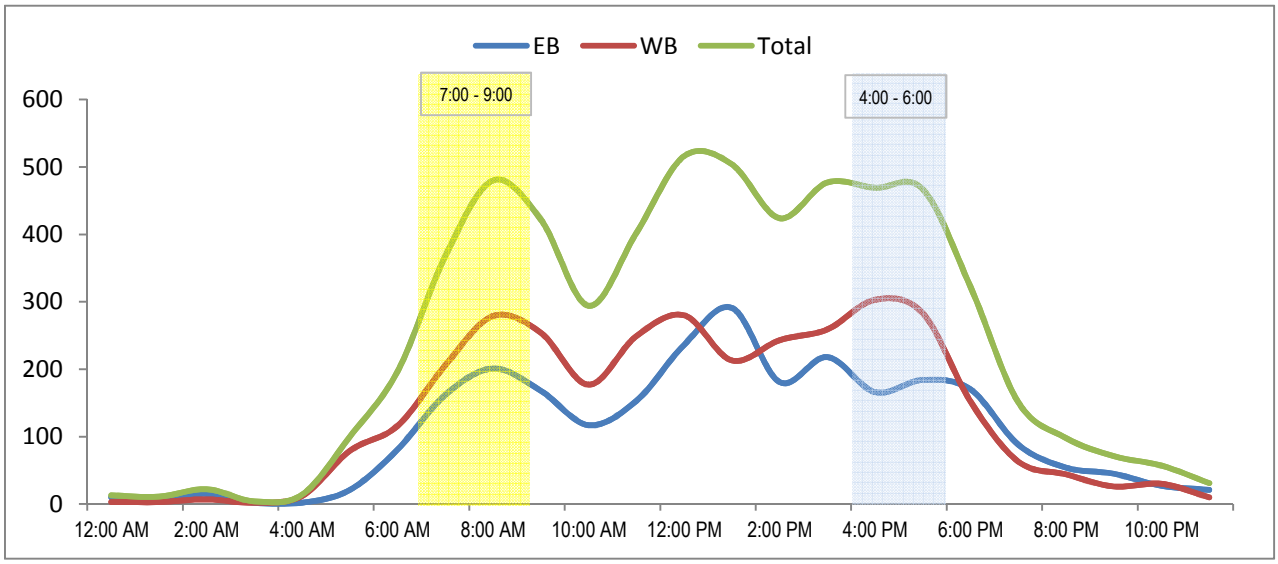
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*5,914*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	10	3	13
1:00 AM - 2:00 AM	8	3	11
2:00 AM - 3:00 AM	15	7	22
3:00 AM - 4:00 AM	2	2	4
4:00 AM - 5:00 AM	2	12	14
5:00 AM - 6:00 AM	21	79	100
6:00 AM - 7:00 AM	81	116	197
7:00 AM - 8:00 AM	162	206	368
8:00 AM - 9:00 AM	201	279	480
9:00 AM - 10:00 AM	168	254	422
10:00 AM - 11:00 AM	117	177	294
11:00 AM - 12:00 PM	153	249	402
Total	**940**	**1,387**	**2,327**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	236	280	516
1:00 PM - 2:00 PM	291	213	504
2:00 PM - 3:00 PM	181	243	424
3:00 PM - 4:00 PM	218	259	477
4:00 PM - 5:00 PM	166	303	469
5:00 PM - 6:00 PM	184	283	467
6:00 PM - 7:00 PM	170	152	322
7:00 PM - 8:00 PM	88	63	151
8:00 PM - 9:00 PM	54	44	98
9:00 PM - 10:00 PM	45	26	71
10:00 PM - 11:00 PM	27	30	57
11:00 PM - 12:00 AM	21	10	31
Total	**1,681**	**1,906**	**3,587**

24-Hour	*EB*	*Volume*	*2,621*	*24-Hour*	*WB*	*Volume*	*3,293*



TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Executive Drive (Between Executive Way and Genesee Avenue)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		8			12:00			93		91		
00:15			3		1			12:15			83		104		
00:30			0		1			12:30			88		85		
00:45			4	7	1	11	18	12:45			126	390	80	360	750
01:00			1		2			13:00			121		81		
01:15			5		1			13:15			111		90		
01:30			2		0			13:30			86		60		
01:45			4	12	0	3	15	13:45			93	411	74	305	716
02:00			2		2			14:00			75		76		
02:15			5		4			14:15			73		69		
02:30			5		2			14:30			57		76		
02:45			2	14	3	11	25	14:45			73	278	88	309	587
03:00			2		2			15:00			58		97		
03:15			2		0			15:15			54		72		
03:30			4		4			15:30			56		76		
03:45			2	10	1	7	17	15:45			69	237	56	301	538
04:00			0		2			16:00			69		88		
04:15			3		3			16:15			55		91		
04:30			2		2			16:30			49		90		
04:45			11	16	2	9	25	16:45			65	238	91	360	598
05:00			21		7			17:00			69		105		
05:15			11		6			17:15			74		121		
05:30			22		6			17:30			88		80		
05:45			26	80	15	34	114	17:45			58	289	81	387	676
06:00			44		16			18:00			36		84		
06:15			36		12			18:15			28		70		
06:30			57		31			18:30			35		61		
06:45			136	273	37	96	369	18:45			27	126	50	265	391
07:00			108		47			19:00			24		37		
07:15			99		33			19:15			17		46		
07:30			88		47			19:30			20		22		
07:45			84	379	77	204	583	19:45			21	82	22	127	209
08:00			81		89			20:00			16		20		
08:15			70		135			20:15			25		23		
08:30			84		88			20:30			16		21		
08:45			88	323	111	423	746	20:45			11	68	15	79	147
09:00			83		116			21:00			15		16		
09:15			110		125			21:15			8		7		
09:30			99		92			21:30			20		11		
09:45			124	416	61	394	810	21:45			15	58	5	39	97
10:00			95		87			22:00			6		9		
10:15			93		66			22:15			5		8		
10:30			69		71			22:30			9		5		
10:45			68	325	75	299	624	22:45			7	27	4	26	53
11:00			59		72			23:00			14		5		
11:15			91		81			23:15			8		1		
11:30			85		89			23:30			3		4		
11:45			86	321	100	342	663	23:45			0	25	2	12	37
Total Vol.				2176		1833	**4009**					2229		2570	**4799**

Daily Totals

NB	SB	EB	WB	Combined
		4405	4403	**8808**

	AM			PM		
Split %	54.3%	45.7%	**45.5%**	46.4%	53.6%	**54.5%**
Peak Hour	06:45	08:15	**08:45**	12:30	16:30	**12:30**
Volume	431	450	**824**	446	407	**782**
P.H.F.	0.79	0.83	**0.88**	0.88	0.84	**0.95**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Executive Drive (Between Genesee Avenue and Regents Road)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		3			12:00			26		41		
00:15			1		0			12:15			26		45		
00:30			2		1			12:30			29		27		
00:45			3	7	3	7	14	12:45			32	113	33	146	259
01:00			1		1			13:00			39		49		
01:15			3		0			13:15			28		25		
01:30			0		0			13:30			26		35		
01:45			2	6	1	2	8	13:45			22	115	44	153	268
02:00			1		9			14:00			37		41		
02:15			1		7			14:15			21		28		
02:30			0		3			14:30			20		23		
02:45			0	2	3	22	24	14:45			23	101	35	127	228
03:00			1		3			15:00			20		33		
03:15			0		2			15:15			31		42		
03:30			0		6			15:30			31		35		
03:45			0	1	10	21	22	15:45			17	99	44	154	253
04:00			0		8			16:00			19		44		
04:15			2		19			16:15			7		68		
04:30			1		25			16:30			9		88		
04:45			1	4	19	71	75	16:45			7	42	61	261	303
05:00			2		20			17:00			37		70		
05:15			2		25			17:15			37		61		
05:30			5		14			17:30			37		84		
05:45			10	19	14	73	92	17:45			25	136	55	270	406
06:00			16		19			18:00			27		62		
06:15			9		25			18:15			18		39		
06:30			14		24			18:30			17		45		
06:45			15	54	42	110	164	18:45			22	84	49	195	279
07:00			30		39			19:00			14		31		
07:15			15		51			19:15			17		18		
07:30			34		53			19:30			18		27		
07:45			38	117	59	202	319	19:45			19	68	27	103	171
08:00			36		80			20:00			15		24		
08:15			37		81			20:15			16		17		
08:30			54		42			20:30			9		10		
08:45			44	171	62	265	436	20:45			9	49	11	62	111
09:00			52		76			21:00			10		23		
09:15			37		73			21:15			5		12		
09:30			30		55			21:30			9		11		
09:45			21	140	47	251	391	21:45			4	28	3	49	77
10:00			24		53			22:00			18		15		
10:15			28		42			22:15			4		3		
10:30			19		46			22:30			2		1		
10:45			23	94	31	172	266	22:45			3	27	6	25	52
11:00			28		31			23:00			6		3		
11:15			23		33			23:15			7		1		
11:30			31		38			23:30			1		2		
11:45			25	107	52	154	261	23:45			0	14	0	6	20
Total Vol.				722		1350	**2072**					876		1551	**2427**

Daily Totals

NB	SB	EB	WB	Combined
		1598	2901	**4499**

	AM			PM		
Split %	34.8%	65.2%	**46.1%**	36.1%	63.9%	**53.9%**
Peak Hour	08:15	07:30	**08:15**	17:00	16:15	**17:00**
Volume	187	273	**448**	136	287	**406**
P.H.F.	0.87	0.84	**0.88**	0.92	0.82	**0.84**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Genesee Avenue (Between Campus Point Drive and Regents Road)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		34					12:00	203		266				
00:15	22		28					12:15	218		249				
00:30	22		24					12:30	204		230				
00:45	15	79	20	106			185	12:45	233	858	237	982			1840
01:00	10		12					13:00	256		213				
01:15	8		25					13:15	219		205				
01:30	9		22					13:30	225		200				
01:45	10	37	11	70			107	13:45	200	900	217	835			1735
02:00	9		9					14:00	199		265				
02:15	10		13					14:15	198		237				
02:30	16		8					14:30	210		308				
02:45	1	36	8	38			74	14:45	214	821	290	1100			1921
03:00	4		4					15:00	213		321				
03:15	3		6					15:15	161		294				
03:30	11		10					15:30	143		377				
03:45	13	31	15	35			66	15:45	158	675	358	1350			2025
04:00	14		8					16:00	161		366				
04:15	25		5					16:15	140		361				
04:30	26		5					16:30	144		368				
04:45	29	94	12	30			124	16:45	156	601	379	1474			2075
05:00	28		14					17:00	182		358				
05:15	66		25					17:15	169		352				
05:30	92		41					17:30	165		338				
05:45	126	312	54	134			446	17:45	152	668	258	1306			1974
06:00	147		81					18:00	165		279				
06:15	145		65					18:15	171		262				
06:30	190		78					18:30	185		270				
06:45	206	688	95	319			1007	18:45	151	672	213	1024			1696
07:00	222		127					19:00	106		210				
07:15	239		168					19:15	121		157				
07:30	258		257					19:30	134		178				
07:45	300	1019	226	778			1797	19:45	102	463	187	732			1195
08:00	298		152					20:00	81		150				
08:15	279		170					20:15	102		141				
08:30	274		178					20:30	81		103				
08:45	290	1141	141	641			1782	20:45	78	342	98	492			834
09:00	271		163					21:00	62		87				
09:15	328		157					21:15	70		98				
09:30	266		176					21:30	67		89				
09:45	277	1142	207	703			1845	21:45	73	272	69	343			615
10:00	255		157					22:00	55		75				
10:15	235		191					22:15	45		53				
10:30	234		184					22:30	36		71				
10:45	212	936	195	727			1663	22:45	41	177	58	257			434
11:00	170		217					23:00	29		41				
11:15	172		224					23:15	19		30				
11:30	205		256					23:30	24		45				
11:45	227	774	249	946			1720	23:45	24	96	41	157			253
Total Vol.		6289		4527			**10816**			6545		10052			**16597**

Daily Totals

NB	SB	EB	WB	**Combined**
12834	14579			**27413**

	AM			**PM**		
Split %	58.1%	41.9%	**39.5%**	39.4%	60.6%	**60.5%**
Peak Hour	08:30	11:30	**07:30**	12:45	16:00	**16:30**
Volume	1163	1020	**1940**	933	1474	**2108**
P.H.F.	0.89	0.96	**0.92**	0.91	0.97	**0.98**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 15. Genesee Avenue North of Executive Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

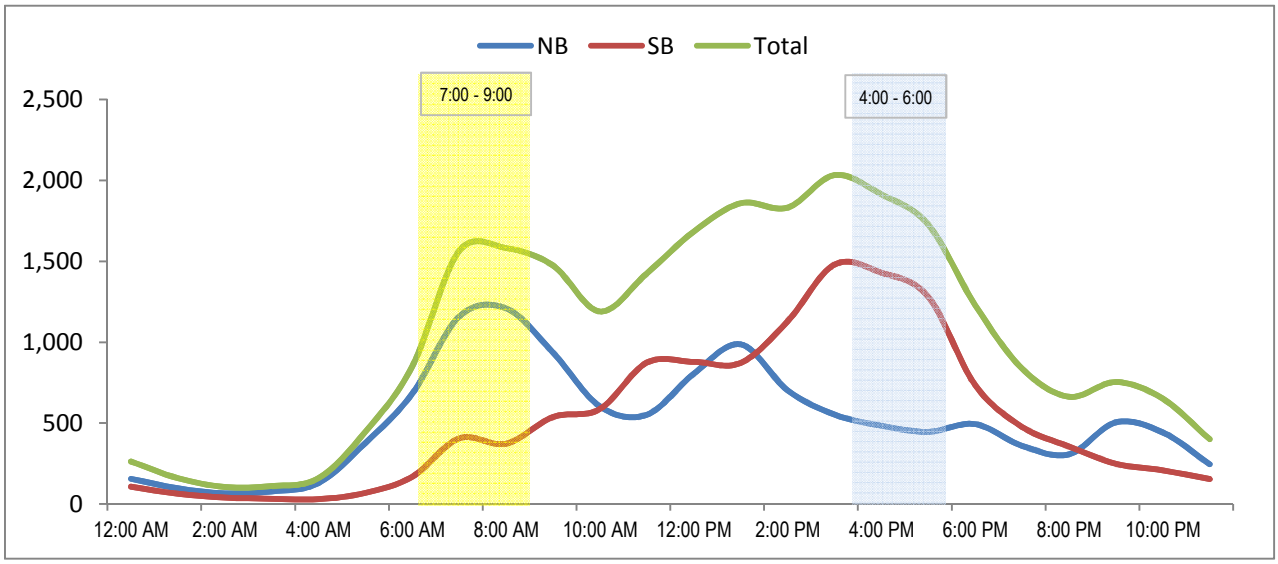
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*24,921*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	156	107	263
1:00 AM - 2:00 AM	97	63	160
2:00 AM - 3:00 AM	66	40	106
3:00 AM - 4:00 AM	78	33	111
4:00 AM - 5:00 AM	130	30	160
5:00 AM - 6:00 AM	378	69	447
6:00 AM - 7:00 AM	683	169	852
7:00 AM - 8:00 AM	1,159	406	1,565
8:00 AM - 9:00 AM	1,209	373	1,582
9:00 AM - 10:00 AM	936	538	1,474
10:00 AM - 11:00 AM	603	587	1,190
11:00 AM - 12:00 PM	552	874	1426
Total	**6,047**	**3,289**	**9,336**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	805	879	1,684
1:00 PM - 2:00 PM	987	872	1,859
2:00 PM - 3:00 PM	703	1,129	1,832
3:00 PM - 4:00 PM	553	1,480	2,033
4:00 PM - 5:00 PM	484	1,430	1,914
5:00 PM - 6:00 PM	446	1,281	1,727
6:00 PM - 7:00 PM	494	736	1,230
7:00 PM - 8:00 PM	360	477	837
8:00 PM - 9:00 PM	307	356	663
9:00 PM - 10:00 PM	505	249	754
10:00 PM - 11:00 PM	443	208	651
11:00 PM - 12:00 AM	246	155	401
Total	**6,333**	**9,252**	**15,585**

24-Hour	*NB*	*Volume*	*12,380*	*24-Hour*	*SB*	*Volume*	*12,541*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 18. Genesee Avenue South of Regents Road

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

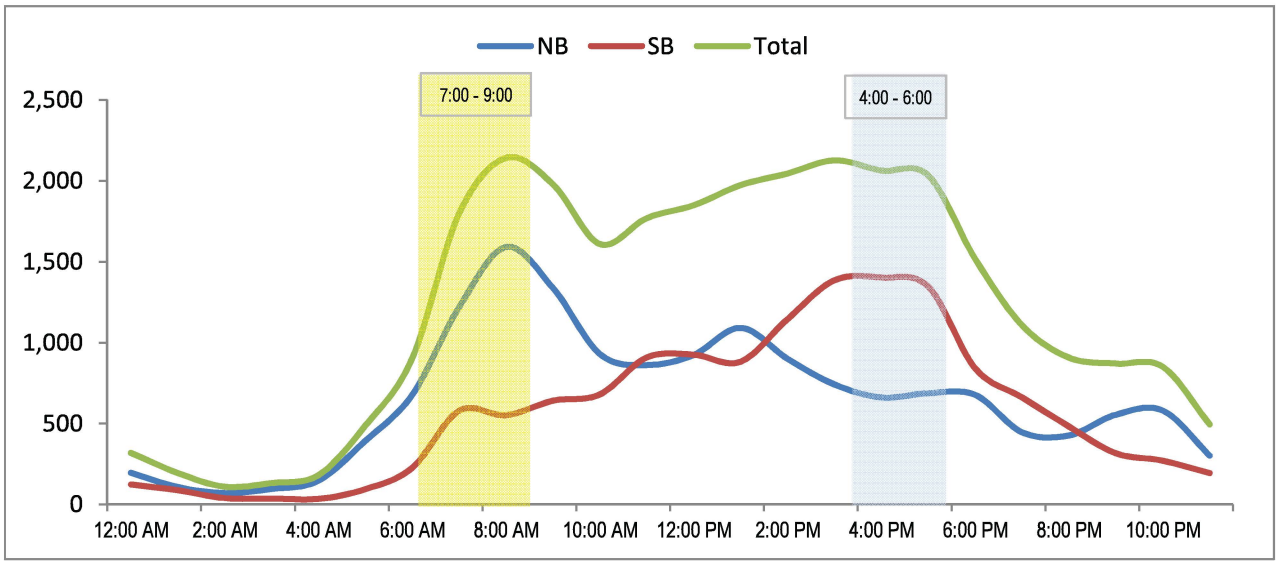
AVC Proj. No: *15-0345*

24 Hour Segment Volume			29,457

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	195	123	318
1:00 AM - 2:00 AM	107	87	194
2:00 AM - 3:00 AM	70	39	109
3:00 AM - 4:00 AM	95	37	132
4:00 AM - 5:00 AM	147	34	181
5:00 AM - 6:00 AM	393	94	487
6:00 AM - 7:00 AM	678	226	904
7:00 AM - 8:00 AM	1,220	579	1,799
8:00 AM - 9:00 AM	1,591	551	2,142
9:00 AM - 10:00 AM	1,337	641	1,978
10:00 AM - 11:00 AM	929	680	1,609
11:00 AM - 12:00 PM	861	908	1769
Total	**7,623**	**3,999**	**11,622**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	924	925	1,849
1:00 PM - 2:00 PM	1,091	882	1,973
2:00 PM - 3:00 PM	900	1,145	2,045
3:00 PM - 4:00 PM	741	1,385	2,126
4:00 PM - 5:00 PM	661	1,402	2,063
5:00 PM - 6:00 PM	687	1,346	2,033
6:00 PM - 7:00 PM	677	841	1,518
7:00 PM - 8:00 PM	446	661	1,107
8:00 PM - 9:00 PM	426	481	907
9:00 PM - 10:00 PM	554	316	870
10:00 PM - 11:00 PM	580	270	850
11:00 PM - 12:00 AM	301	193	494
Total	**7,988**	**9,847**	**17,835**

24-Hour NB Volume	15,611	24-Hour SB Volume	13,846



TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Genesee Avenue (Between I-5 Northbound Ramps and Campus Point Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	30		10					12:00	251		309				
00:15	17		19					12:15	253		319				
00:30	28		12					12:30	242		290				
00:45	9	84	14	55			139	12:45	257	1003	282	1200			2203
01:00	18		9					13:00	256		244				
01:15	8		13					13:15	231		262				
01:30	7		9					13:30	248		270				
01:45	10	43	9	40			83	13:45	259	994	249	1025			2019
02:00	5		3					14:00	299		275				
02:15	8		7					14:15	299		241				
02:30	16		9					14:30	306		313				
02:45	4	33	1	20			53	14:45	298	1202	314	1143			2345
03:00	4		5					15:00	328		287				
03:15	4		9					15:15	241		243				
03:30	12		9					15:30	274		295				
03:45	10	30	9	32			62	15:45	249	1092	309	1134			2226
04:00	8		3					16:00	271		297				
04:15	22		9					16:15	260		341				
04:30	25		18					16:30	266		342				
04:45	21	76	52	82			158	16:45	250	1047	387	1367			2414
05:00	18		70					17:00	289		310				
05:15	39		100					17:15	231		301				
05:30	55		172					17:30	242		330				
05:45	65	177	229	571			748	17:45	216	978	308	1249			2227
06:00	83		246					18:00	245		298				
06:15	96		308					18:15	237		252				
06:30	109		343					18:30	250		282				
06:45	129	417	403	1300			1717	18:45	243	975	236	1068			2043
07:00	145		424					19:00	179		186				
07:15	152		429					19:15	188		148				
07:30	230		539					19:30	217		148				
07:45	235	762	491	1883			2645	19:45	156	740	159	641			1381
08:00	246		467					20:00	166		148				
08:15	205		424					20:15	135		119				
08:30	211		443					20:30	92		100				
08:45	186	848	402	1736			2584	20:45	75	468	72	439			907
09:00	188		361					21:00	64		68				
09:15	219		372					21:15	72		60				
09:30	231		311					21:30	71		62				
09:45	243	881	320	1364			2245	21:45	65	272	45	235			507
10:00	199		316					22:00	57		40				
10:15	241		315					22:15	41		41				
10:30	195		297					22:30	52		40				
10:45	236	871	256	1184			2055	22:45	39	189	42	163			352
11:00	219		249					23:00	28		22				
11:15	223		268					23:15	38		23				
11:30	227		270					23:30	27		25				
11:45	263	932	316	1103			2035	23:45	27	120	22	92			212
Total Vol.		5154		9370			**14524**			9080		9756			**18836**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	14234	19126			**33360**

	AM			**PM**		
Split %	35.5%	64.5%	**43.5%**	48.2%	51.8%	**56.5%**
Peak Hour	11:45	07:15	**07:30**	14:15	16:15	**16:15**
Volume	1009	1926	**2837**	1231	1380	**2445**
P.H.F.	0.96	0.89	**0.92**	0.98	0.89	**0.96**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

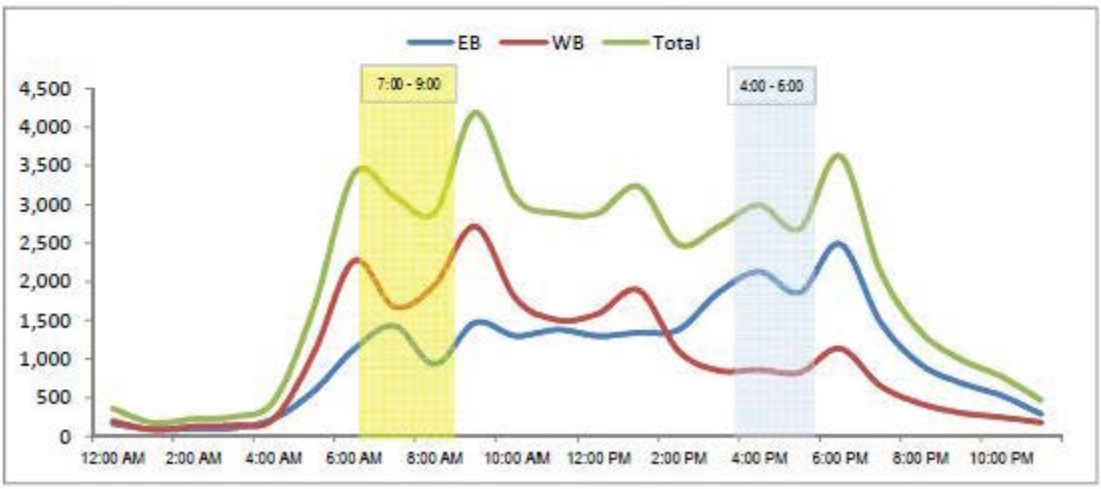
Location:	59. Genesee Avenue Between I-5 NB & SB Ramps
Orientation:	*East-West*
Date of Count:	*Tuesday, May 12, 2015*
Analysts:	*DASH*
Weather:	*Sunny*
AVC Proj. No:	*15-0345*

24 Hour Segment Volume			49,051

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	163	198	361
1:00 AM - 2:00 AM	89	87	176
2:00 AM - 3:00 AM	96	129	225
3:00 AM - 4:00 AM	109	144	253
4:00 AM - 5:00 AM	228	226	454
5:00 AM - 6:00 AM	588	1,083	1,671
6:00 AM - 7:00 AM	1,130	2,271	3,401
7:00 AM - 8:00 AM	1,429	1,675	3,104
8:00 AM - 9:00 AM	934	1,963	2,897
9:00 AM - 10:00 AM	1,472	2,715	4,187
10:00 AM - 11:00 AM	1,300	1,788	3,088
11:00 AM - 12:00 PM	1,381	1,504	2885
Total	**8,919**	**13,783**	**22,702**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,299	1,588	2,887
1:00 PM - 2:00 PM	1,342	1,890	3,232
2:00 PM - 3:00 PM	1,381	1,102	2,483
3:00 PM - 4:00 PM	1,865	850	2,715
4:00 PM - 5:00 PM	2,131	860	2,991
5:00 PM - 6:00 PM	1,858	825	2,683
6:00 PM - 7:00 PM	2,490	1,137	3,627
7:00 PM - 8:00 PM	1,484	655	2,139
8:00 PM - 9:00 PM	932	424	1,356
9:00 PM - 10:00 PM	691	304	995
10:00 PM - 11:00 PM	529	246	775
11:00 PM - 12:00 AM	286	180	466
Total	**16,288**	**10,061**	**26,349**

24-Hour EB Volume	25,207	24-Hour WB Volume	23,844



WEDNESDAY - APRIL 5, 2017 CITY: CAMPUS POINT, UC PROJECT: PTD17-0407-01

GENESEE - REGENTS TO EASTGATE

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			24		0			12:00			238		205		
00:15			25		0			12:15			243		238		
00:30			15		0			12:30			226		196		
00:45			23	87	0	0	87	12:45			199	906	225	864	1770
01:00			20		0			13:00			197		238		
01:15			18		0			13:15			251		202		
01:30			19		0			13:30			220		212		
01:45			12	69	0	0	69	13:45			215	883	211	863	1746
02:00			13		0			14:00			229		205		
02:15			8		0			14:15			228		169		
02:30			16		8			14:30			211		181		
02:45			6	43	5	13	56	14:45			239	907	170	725	1632
03:00			9		8			15:00			275		190		
03:15			10		8			15:15			317		145		
03:30			15		12			15:30			380		151		
03:45			6	40	13	41	81	15:45			324	1296	142	628	1924
04:00			5		12			16:00			362		145		
04:15			4		18			16:15			337		142		
04:30			9		21			16:30			377		161		
04:45			7	25	44	95	120	16:45			357	1433	161	609	2042
05:00			9		35			17:00			391		148		
05:15			18		66			17:15			406		146		
05:30			27		113			17:30			320		149		
05:45			34	88	138	352	440	17:45			298	1415	148	591	2006
06:00			43		140			18:00			264		149		
06:15			25		164			18:15			258		157		
06:30			73		237			18:30			231		158		
06:45			72	213	269	810	1023	18:45			180	933	141	605	1538
07:00			89		215			19:00			227		116		
07:15			100		315			19:15			199		111		
07:30			167		330			19:30			173		112		
07:45			182	538	386	1246	1784	19:45			145	744	107	446	1190
08:00			120		338			20:00			150		73		
08:15			132		336			20:15			110		87		
08:30			150		383			20:30			92		74		
08:45			187	589	343	1400	1989	20:45			81	433	87	321	754
09:00			191		311			21:00			89		78		
09:15			155		274			21:15			92		66		
09:30			155		292			21:30			80		63		
09:45			180	681	288	1165	1846	21:45			60	321	49	256	577
10:00			182		209			22:00			68		59		
10:15			166		205			22:15			75		50		
10:30			185		222			22:30			74		43		
10:45			168	701	180	816	1517	22:45			45	262	45	197	459
11:00			202		180			23:00			49		28		
11:15			175		211			23:15			48		21		
11:30			215		217			23:30			37		24		
11:45			239	831	231	839	1670	23:45			38	172	23	96	268
Total Vol.				3905		6777	**10682**					9705		6201	**15906**

Daily Totals

NB	SB	EB	WB	**Combined**
		13610	12978	**26588**

	AM			**PM**		
Split %	36.6%	63.4%	**40.2%**	61.0%	39.0%	**59.8%**
Peak Hour	11:45	07:45	**08:15**	16:30	12:15	**16:30**
Volume	946	1443	**2033**	1531	897	**2147**
P.H.F.	0.97	0.93	**0.95**	0.94	0.94	**0.97**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Genesee Avenue (Between La Jolla Village Drive and Esplande Court)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		17					12:00	160		209				
00:15	14		18					12:15	158		225				
00:30	8		10					12:30	182		192				
00:45	5	49	12	57			106	12:45	218	718	186	812			1530
01:00	8		13					13:00	165		162				
01:15	8		19					13:15	192		165				
01:30	7		9					13:30	159		145				
01:45	7	30	12	53			83	13:45	173	689	160	632			1321
02:00	4		7					14:00	166		179				
02:15	8		15					14:15	136		203				
02:30	5		7					14:30	188		212				
02:45	3	20	10	39			59	14:45	168	658	224	818			1476
03:00	4		4					15:00	148		240				
03:15	2		7					15:15	118		276				
03:30	6		5					15:30	123		329				
03:45	10	22	9	25			47	15:45	120	509	380	1225			1734
04:00	3		3					16:00	119		321				
04:15	7		5					16:15	121		339				
04:30	13		5					16:30	112		308				
04:45	11	34	11	24			58	16:45	120	472	321	1289			1761
05:00	13		14					17:00	119		256				
05:15	35		20					17:15	109		255				
05:30	68		27					17:30	112		297				
05:45	73	189	58	119			308	17:45	110	450	293	1101			1551
06:00	67		51					18:00	134		259				
06:15	117		50					18:15	131		288				
06:30	186		53					18:30	124		270				
06:45	202	572	52	206			778	18:45	114	503	261	1078			1581
07:00	175		76					19:00	115		184				
07:15	244		87					19:15	121		164				
07:30	300		78					19:30	142		129				
07:45	277	996	100	341			1337	19:45	95	473	154	631			1104
08:00	282		79					20:00	126		135				
08:15	315		81					20:15	96		115				
08:30	295		93					20:30	88		112				
08:45	276	1168	87	340			1508	20:45	105	415	82	444			859
09:00	272		109					21:00	76		96				
09:15	225		87					21:15	68		93				
09:30	178		122					21:30	63		74				
09:45	171	846	100	418			1264	21:45	61	268	69	332			600
10:00	131		148					22:00	55		72				
10:15	124		102					22:15	48		63				
10:30	132		125					22:30	49		54				
10:45	131	518	136	511			1029	22:45	33	185	61	250			435
11:00	130		148					23:00	28		45				
11:15	119		192					23:15	24		29				
11:30	158		200					23:30	26		27				
11:45	147	554	210	750			1304	23:45	26	104	14	115			219
Total Vol.		4998		2883			**7881**		5444		8727				**14171**

Daily Totals

NB	SB	EB	WB	**Combined**
10442	11610			**22052**

	AM			**PM**		
Split %	63.4%	36.6%	**35.7%**	38.4%	61.6%	**64.3%**
Peak Hour	07:30	11:30	**08:15**	12:30	15:30	**15:30**
Volume	1174	844	**1528**	757	1369	**1852**
P.H.F.	0.93	0.94	**0.96**	0.84	0.90	**0.93**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 20. Genesee Ave, West of Science Center Dr

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

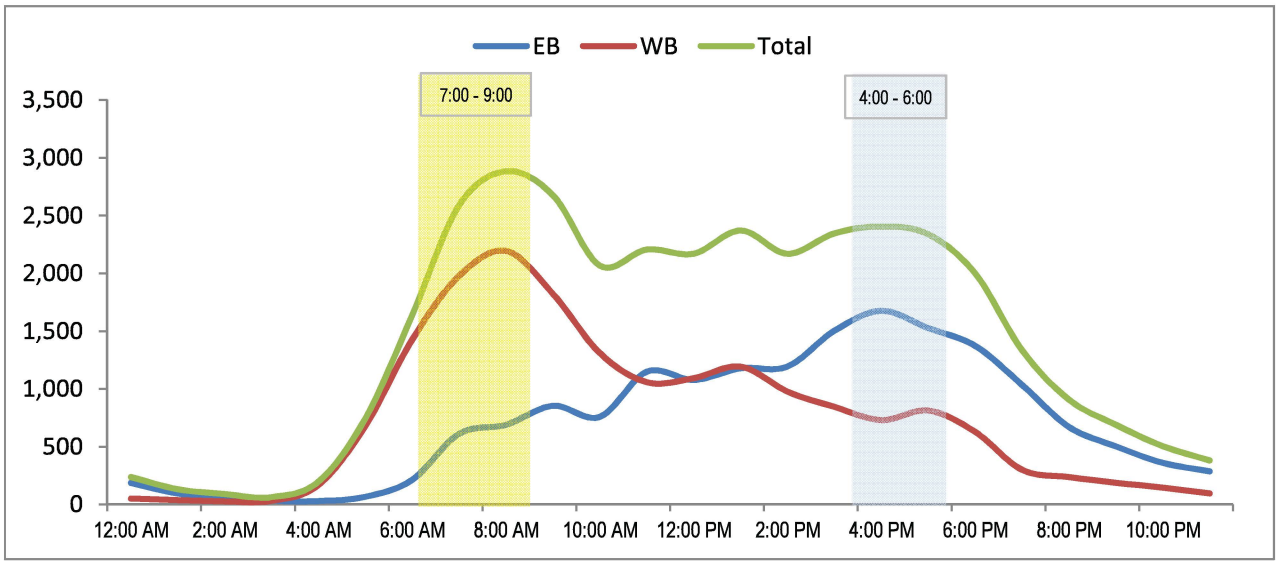
AVC Proj. No: *15-0345*

24 Hour Segment Volume			35,124

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	186	50	236
1:00 AM - 2:00 AM	94	37	131
2:00 AM - 3:00 AM	63	26	89
3:00 AM - 4:00 AM	33	30	63
4:00 AM - 5:00 AM	29	168	197
5:00 AM - 6:00 AM	66	679	745
6:00 AM - 7:00 AM	213	1,427	1,640
7:00 AM - 8:00 AM	611	1,978	2,589
8:00 AM - 9:00 AM	689	2,193	2,882
9:00 AM - 10:00 AM	853	1,821	2,674
10:00 AM - 11:00 AM	758	1,308	2,066
11:00 AM - 12:00 PM	1,148	1,057	2205
Total	**4,743**	**10,774**	**15,517**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,077	1,092	2,169
1:00 PM - 2:00 PM	1,178	1,192	2,370
2:00 PM - 3:00 PM	1,193	976	2,169
3:00 PM - 4:00 PM	1,502	843	2,345
4:00 PM - 5:00 PM	1,675	730	2,405
5:00 PM - 6:00 PM	1,525	812	2,337
6:00 PM - 7:00 PM	1,372	627	1,999
7:00 PM - 8:00 PM	1,034	300	1,334
8:00 PM - 9:00 PM	670	236	906
9:00 PM - 10:00 PM	502	187	689
10:00 PM - 11:00 PM	359	145	504
11:00 PM - 12:00 AM	286	94	380
Total	**12,373**	**7,234**	**19,607**

24-Hour EB Volume	17,116	24-Hour WB Volume	18,008



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 79. Golden Haven Dr, West of Judicial Dr

Orientation: *East-West*

Date of Count: *Tuesday, June 16, 2015*

Analysts: *DASH*

Weather: *Sunny*

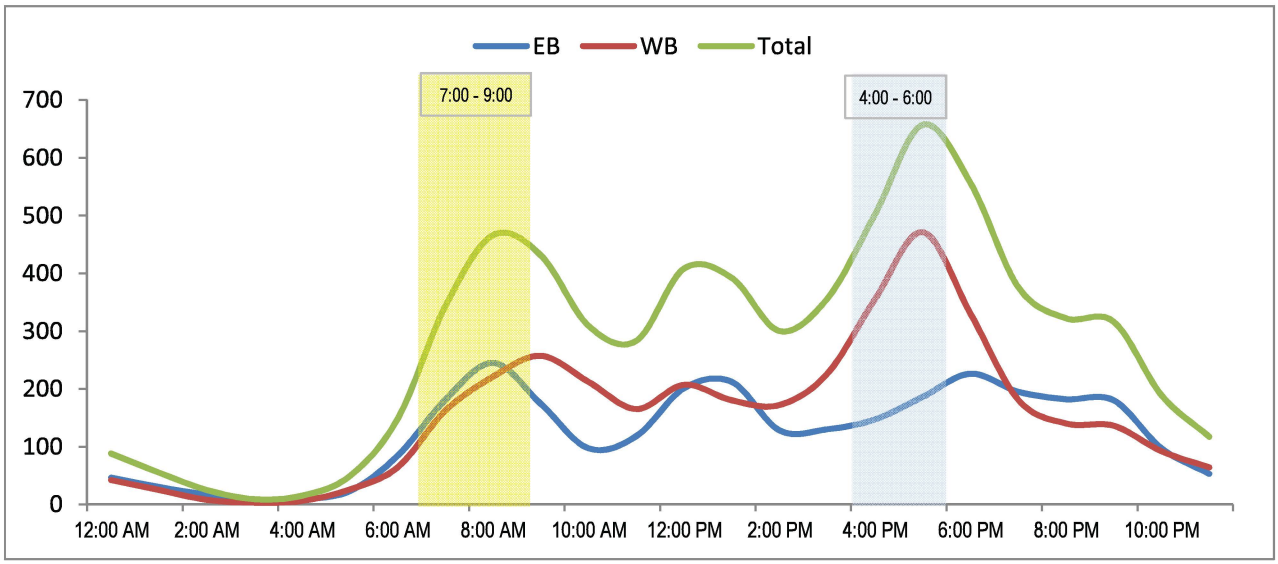
AVC Proj. No: *15-0345*

24 Hour Segment Volume			6,712

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	46	42	88
1:00 AM - 2:00 AM	30	25	55
2:00 AM - 3:00 AM	17	8	25
3:00 AM - 4:00 AM	6	3	9
4:00 AM - 5:00 AM	9	6	15
5:00 AM - 6:00 AM	23	26	49
6:00 AM - 7:00 AM	84	64	148
7:00 AM - 8:00 AM	181	162	343
8:00 AM - 9:00 AM	245	221	466
9:00 AM - 10:00 AM	174	257	431
10:00 AM - 11:00 AM	97	212	309
11:00 AM - 12:00 PM	118	165	283
Total	**1,030**	**1,191**	**2,221**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	201	207	408
1:00 PM - 2:00 PM	212	180	392
2:00 PM - 3:00 PM	128	172	300
3:00 PM - 4:00 PM	130	226	356
4:00 PM - 5:00 PM	147	355	502
5:00 PM - 6:00 PM	186	471	657
6:00 PM - 7:00 PM	226	330	556
7:00 PM - 8:00 PM	195	181	376
8:00 PM - 9:00 PM	182	140	322
9:00 PM - 10:00 PM	180	136	316
10:00 PM - 11:00 PM	97	92	189
11:00 PM - 12:00 AM	53	64	117
Total	**1,937**	**2,554**	**4,491**

24-Hour EB Volume	2,967	24-Hour WB Volume	3,745



WEDNESDAY - AUGUST 9TH , 2017 CITY: UTC PROJECT: PTD17-0811-02

JUDICIAL BTN EASTGATE MALL & EXECUTIVE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		3					12:00	45		41				
00:15	0		3					12:15	47		39				
00:30	2		3					12:30	49		32				
00:45	3	7	3	12			19	12:45	39	180	42	154			334
01:00	0		0					13:00	53		36				
01:15	1		2					13:15	35		28				
01:30	0		1					13:30	65		35				
01:45	0	1	2	5			6	13:45	36	189	27	126			315
02:00	1		1					14:00	41		41				
02:15	0		1					14:15	49		31				
02:30	2		0					14:30	39		29				
02:45	2	5	0	2			7	14:45	49	178	28	129			307
03:00	0		1					15:00	53		42				
03:15	1		0					15:15	37		38				
03:30	0		0					15:30	33		49				
03:45	4	5	0	1			6	15:45	45	168	43	172			340
04:00	2		0					16:00	77		49				
04:15	2		0					16:15	51		66				
04:30	3		0					16:30	50		70				
04:45	7	14	0	0			14	16:45	44	222	88	273			495
05:00	6		4					17:00	68		81				
05:15	11		4					17:15	51		70				
05:30	14		4					17:30	44		60				
05:45	28	59	12	24			83	17:45	40	203	51	262			465
06:00	24		12					18:00	41		43				
06:15	35		15					18:15	27		45				
06:30	39		14					18:30	25		28				
06:45	64	162	16	57			219	18:45	21	114	34	150			264
07:00	77		15					19:00	15		21				
07:15	71		26					19:15	15		17				
07:30	88		37					19:30	13		20				
07:45	91	327	31	109			436	19:45	9	52	16	74			126
08:00	105		26					20:00	13		16				
08:15	116		35					20:15	4		8				
08:30	101		31					20:30	8		13				
08:45	151	473	27	119			592	20:45	7	32	4	41			73
09:00	106		36					21:00	12		12				
09:15	90		30					21:15	10		8				
09:30	80		27					21:30	5		6				
09:45	7	283	20	113			396	21:45	6	33	5	31			64
10:00	43		23					22:00	6		5				
10:15	32		13					22:15	1		7				
10:30	39		27					22:30	3		4				
10:45	31	145	15	78			223	22:45	2	12	1	17			29
11:00	34		21					23:00	2		6				
11:15	41		19					23:15	1		4				
11:30	53		54					23:30	2		4				
11:45	55	183	27	121			304	23:45	2	7	2	16			23
Total Vol.		1664		641			**2305**			1390		1445			**2835**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	3054	2086			**5140**

	AM			**PM**		
Split %	72.2%	27.8%	**44.8%**	49.0%	51.0%	**55.2%**
Peak Hour	08:15	11:30	**08:15**	15:45	16:30	**16:30**
Volume	474	161	**603**	223	309	**522**
P.H.F.	0.78	0.75	**0.85**	0.73	0.88	**0.88**

WEDNESDAY - AUGUST 9TH , 2017 CITY: UTC PROJECT: PTD17-0811-02

JUDICIAL BTN EXECUTIVE & GOLDEN HAVEN

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		5					12:00	43		68				
00:15	3		12					12:15	62		88				
00:30	3		5					12:30	56		60				
00:45	1	8	7	29			37	12:45	65	226	57	273			499
01:00	2		4					13:00	66		71				
01:15	5		4					13:15	58		52				
01:30	4		4					13:30	68		54				
01:45	3	14	4	16			30	13:45	69	261	48	225			486
02:00	2		5					14:00	33		71				
02:15	4		4					14:15	46		70				
02:30	3		4					14:30	40		65				
02:45	5	14	3	16			30	14:45	62	181	63	269			450
03:00	0		1					15:00	24		92				
03:15	2		4					15:15	25		76				
03:30	1		0					15:30	28		108				
03:45	4	7	0	5			12	15:45	36	113	92	368			481
04:00	4		0					16:00	38		118				
04:15	2		1					16:15	28		108				
04:30	2		1					16:30	30		126				
04:45	16	24	2	4			28	16:45	35	131	135	487			618
05:00	18		4					17:00	49		199				
05:15	24		2					17:15	41		139				
05:30	34		7					17:30	42		124				
05:45	61	137	7	20			157	17:45	40	172	125	587			759
06:00	63		9					18:00	30		119				
06:15	86		11					18:15	31		98				
06:30	85		15					18:30	27		73				
06:45	100	334	16	51			385	18:45	35	123	94	384			507
07:00	94		22					19:00	25		65				
07:15	116		12					19:15	34		67				
07:30	126		29					19:30	29		44				
07:45	151	487	26	89			576	19:45	12	100	32	208			308
08:00	156		30					20:00	17		45				
08:15	144		32					20:15	27		34				
08:30	151		31					20:30	20		41				
08:45	158	609	32	125			734	20:45	13	77	26	146			223
09:00	168		39					21:00	17		28				
09:15	133		40					21:15	20		30				
09:30	91		30					21:30	7		22				
09:45	89	481	38	147			628	21:45	11	55	24	104			159
10:00	69		33					22:00	11		22				
10:15	45		26					22:15	7		15				
10:30	52		36					22:30	5		12				
10:45	50	216	29	124			340	22:45	6	29	10	59			88
11:00	38		44					23:00	7		18				
11:15	48		41					23:15	6		11				
11:30	41		72					23:30	5		13				
11:45	46	173	52	209			382	23:45	3	21	4	46			67
Total Vol.		2504		835			**3339**			1489		3156			**4645**

Daily Totals

NB	SB	EB	WB	**Combined**
3993	3991			**7984**

	AM			**PM**		
Split %	75.0%	25.0%	**41.8%**	32.1%	67.9%	**58.2%**
Peak Hour	08:15	11:30	**08:15**	13:00	16:30	**16:45**
Volume	621	280	**755**	261	599	**764**
P.H.F.	0.92	0.80	**0.91**	0.96	0.75	**0.77**

WEDNESDAY - AUGUST 9TH , 2017 CITY: UTC PROJECT: PTD17-0811-02

JUDICIAL BTN GOLDEN HAVEN & ILLUMINA

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		6					12:00	53		52				
00:15	7		6					12:15	63		79				
00:30	3		5					12:30	47		54				
00:45	3	16	7	24			40	12:45	62	225	51	236			461
01:00	2		3					13:00	57		61				
01:15	0		6					13:15	55		56				
01:30	4		2					13:30	48		57				
01:45	5	11	4	15			26	13:45	56	216	58	232			448
02:00	1		2					14:00	34		76				
02:15	2		4					14:15	44		71				
02:30	3		3					14:30	48		61				
02:45	4	10	4	13			23	14:45	56	182	41	249			431
03:00	0		1					15:00	45		57				
03:15	1		4					15:15	39		53				
03:30	2		0					15:30	47		72				
03:45	5	8	0	5			13	15:45	43	174	60	242			416
04:00	3		0					16:00	61		83				
04:15	2		3					16:15	47		57				
04:30	4		2					16:30	62		77				
04:45	18	27	3	8			35	16:45	61	231	80	297			528
05:00	19		8					17:00	87		131				
05:15	22		5					17:15	111		84				
05:30	39		10					17:30	114		61				
05:45	56	136	9	32			168	17:45	109	421	85	361			782
06:00	69		18					18:00	70		79				
06:15	75		20					18:15	58		67				
06:30	74		21					18:30	62		67				
06:45	99	317	33	92			409	18:45	44	234	76	289			523
07:00	91		26					19:00	45		58				
07:15	121		60					19:15	39		55				
07:30	115		66					19:30	42		53				
07:45	130	457	84	236			693	19:45	28	154	39	205			359
08:00	144		90					20:00	25		40				
08:15	131		81					20:15	41		45				
08:30	141		77					20:30	33		42				
08:45	150	566	80	328			894	20:45	39	138	35	162			300
09:00	122		68					21:00	32		31				
09:15	90		70					21:15	33		25				
09:30	77		55					21:30	14		22				
09:45	69	358	40	233			591	21:45	9	88	25	103			191
10:00	51		36					22:00	19		27				
10:15	44		42					22:15	8		23				
10:30	38		48					22:30	6		19				
10:45	55	188	49	175			363	22:45	12	45	19	88			133
11:00	52		39					23:00	9		21				
11:15	48		50					23:15	5		11				
11:30	56		68					23:30	5		16				
11:45	60	216	48	205			421	23:45	5	24	7	55			79
Total Vol.		2310		1366			**3676**			2132		2519			**4651**

Daily Totals

NB	SB	EB	WB	**Combined**
4442	3885			**8327**

	AM			**PM**		
Split %	62.8%	37.2%	**44.1%**	45.8%	54.2%	**55.9%**
Peak Hour	08:00	07:45	**08:00**	17:00	16:30	**17:00**
Volume	566	332	**894**	421	372	**782**
P.H.F.	0.94	0.92	**0.96**	0.93	0.71	**0.90**

WEDNESDAY - AUGUST 9TH , 2017 CITY: UTC PROJECT: PTD17-0811-02

JUDICIAL BTN ILLUMINA & NOBEL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	12		8					12:00	66		84				
00:15	9		9					12:15	70		81				
00:30	10		10					12:30	65		70				
00:45	8	39	5	32			71	12:45	51	252	65	300			552
01:00	9		4					13:00	68		77				
01:15	5		6					13:15	70		84				
01:30	4		5					13:30	80		84				
01:45	3	21	2	17			38	13:45	77	295	78	323			618
02:00	5		3					14:00	62		80				
02:15	4		5					14:15	81		84				
02:30	4		4					14:30	88		84				
02:45	5	18	4	16			34	14:45	80	311	66	314			625
03:00	2		1					15:00	77		68				
03:15	1		2					15:15	84		70				
03:30	6		1					15:30	90		78				
03:45	7	16	0	4			20	15:45	98	349	89	305			654
04:00	5		0					16:00	121		121				
04:15	8		2					16:15	105		120				
04:30	5		3					16:30	126		106				
04:45	12	30	4	9			39	16:45	103	455	135	482			937
05:00	22		5					17:00	168		218				
05:15	33		6					17:15	195		184				
05:30	48		8					17:30	162		161				
05:45	68	171	9	28			199	17:45	184	709	151	714			1423
06:00	77		15					18:00	162		135				
06:15	84		18					18:15	174		141				
06:30	81		21					18:30	151		121				
06:45	97	339	33	87			426	18:45	135	622	111	508			1130
07:00	108		40					19:00	111		88				
07:15	168		58					19:15	68		89				
07:30	151		51					19:30	77		80				
07:45	205	632	80	229			861	19:45	84	340	70	327			667
08:00	206		77					20:00	65		65				
08:15	190		68					20:15	35		41				
08:30	212		62					20:30	44		55				
08:45	242	850	66	273			1123	20:45	41	185	54	215			400
09:00	226		61					21:00	51		35				
09:15	154		70					21:15	40		40				
09:30	111		55					21:30	35		28				
09:45	105	596	44	230			826	21:45	22	148	22	125			273
10:00	80		65					22:00	16		26				
10:15	77		77					22:15	19		30				
10:30	65		65					22:30	20		22				
10:45	40	262	58	265			527	22:45	11	66	24	102			168
11:00	68		68					23:00	11		16				
11:15	51		70					23:15	9		19				
11:30	66		65					23:30	8		20				
11:45	70	255	77	280			535	23:45	7	35	11	66			101
Total Vol.		3229		1470			**4699**			3767		3781			**7548**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	6996	5251			**12247**

	AM			**PM**		
Split %	68.7%	31.3%	**38.4%**	49.9%	50.1%	**61.6%**
Peak Hour	08:15	11:45	**08:15**	17:00	17:00	**17:00**
Volume	870	312	**1127**	709	714	**1423**
P.H.F.	0.90	0.93	**0.91**	0.88	0.82	**0.92**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Genesee Avenue and Executive Way)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			65		27			12:00			326		346		
00:15			38		34			12:15			352		376		
00:30			26		14			12:30			370		356		
00:45			30	159	19	94	253	12:45			366	1414	335	1413	2827
01:00			28		23			13:00			363		330		
01:15			24		21			13:15			335		354		
01:30			28		11			13:30			349		318		
01:45			21	101	14	69	170	13:45			346	1393	293	1295	2688
02:00			11		10			14:00			400		319		
02:15			24		8			14:15			378		352		
02:30			11		8			14:30			381		328		
02:45			4	50	6	32	82	14:45			355	1514	420	1419	2933
03:00			17		8			15:00			334		410		
03:15			5		9			15:15			366		368		
03:30			15		9			15:30			332		418		
03:45			11	48	23	49	97	15:45			286	1318	462	1658	2976
04:00			10		20			16:00			324		447		
04:15			16		19			16:15			298		574		
04:30			16		44			16:30			294		508		
04:45			28	70	62	145	215	16:45			293	1209	566	2095	3304
05:00			32		59			17:00			284		541		
05:15			48		86			17:15			290		579		
05:30			57		170			17:30			292		533		
05:45			90	227	197	512	739	17:45			299	1165	519	2172	3337
06:00			92		176			18:00			303		486		
06:15			115		196			18:15			305		530		
06:30			149		204			18:30			355		447		
06:45			214	570	237	813	1383	18:45			310	1273	382	1845	3118
07:00			200		248			19:00			291		315		
07:15			244		250			19:15			284		259		
07:30			363		245			19:30			275		254		
07:45			381	1188	310	1053	2241	19:45			274	1124	260	1088	2212
08:00			395		313			20:00			248		207		
08:15			341		295			20:15			249		212		
08:30			391		278			20:30			223		171		
08:45			393	1520	316	1202	2722	20:45			182	902	189	779	1681
09:00			338		299			21:00			172		190		
09:15			325		279			21:15			147		149		
09:30			283		308			21:30			123		136		
09:45			358	1304	307	1193	2497	21:45			107	549	136	611	1160
10:00			288		253			22:00			135		148		
10:15			297		302			22:15			112		99		
10:30			274		312			22:30			123		94		
10:45			305	1164	294	1161	2325	22:45			74	444	95	436	880
11:00			315		302			23:00			86		73		
11:15			324		267			23:15			72		57		
11:30			342		279			23:30			62		58		
11:45			350	1331	334	1182	2513	23:45			61	281	54	242	523
Total Vol.				7732		7505	**15237**					12586		15053	**27639**

Daily Totals

NB	SB	EB	WB	**Combined**
		20318	22558	**42876**

	AM			**PM**		
Split %	50.7%	49.3%	**35.5%**	45.5%	54.5%	**64.5%**
Peak Hour	08:00	11:45	**11:45**	14:00	16:45	**16:45**
Volume	1520	1412	**2810**	1514	2219	**3378**
P.H.F.	0.96	0.94	**0.96**	0.95	0.96	**0.97**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between I-5 Northbound Ramps and Lebon Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			111		54			12:00			344		403		
00:15			80		39			12:15			366		442		
00:30			61		41			12:30			323		384		
00:45			42	294	24	158	452	12:45			343	1376	385	1614	2990
01:00			60		30			13:00			329		414		
01:15			36		33			13:15			330		368		
01:30			35		22			13:30			317		377		
01:45			23	154	21	106	260	13:45			329	1305	488	1647	2952
02:00			25		12			14:00			353		412		
02:15			20		15			14:15			309		480		
02:30			13		15			14:30			325		477		
02:45			14	72	10	52	124	14:45			345	1332	537	1906	3238
03:00			17		10			15:00			298		645		
03:15			16		13			15:15			338		639		
03:30			14		11			15:30			322		548		
03:45			19	66	10	44	110	15:45			343	1301	579	2411	3712
04:00			17		8			16:00			330		558		
04:15			23		24			16:15			388		644		
04:30			25		36			16:30			419		705		
04:45			37	102	31	99	201	16:45			433	1570	712	2619	4189
05:00			50		26			17:00			468		666		
05:15			74		48			17:15			388		635		
05:30			121		64			17:30			419		655		
05:45			172	417	85	223	640	17:45			405	1680	606	2562	4242
06:00			187		80			18:00			379		527		
06:15			234		112			18:15			408		553		
06:30			275		124			18:30			420		489		
06:45			360	1056	201	517	1573	18:45			430	1637	469	2038	3675
07:00			374		234			19:00			332		372		
07:15			440		303			19:15			276		363		
07:30			466		345			19:30			272		363		
07:45			516	1796	470	1352	3148	19:45			273	1153	331	1429	2582
08:00			486		397			20:00			338		293		
08:15			492		422			20:15			252		254		
08:30			479		392			20:30			244		248		
08:45			489	1946	429	1640	3586	20:45			217	1051	297	1092	2143
09:00			424		437			21:00			207		291		
09:15			422		458			21:15			224		220		
09:30			385		377			21:30			213		184		
09:45			348	1579	356	1628	3207	21:45			160	804	198	893	1697
10:00			301		301			22:00			184		170		
10:15			302		336			22:15			174		134		
10:30			316		352			22:30			204		126		
10:45			387	1306	407	1396	2702	22:45			155	717	103	533	1250
11:00			343		338			23:00			153		96		
11:15			348		330			23:15			121		67		
11:30			315		329			23:30			95		96		
11:45			330	1336	363	1360	2696	23:45			86	455	79	338	793
Total Vol.				10124		8575	**18699**					14381		19082	**33463**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			24505	27657	**52162**

	AM			**PM**		
Split %	54.1%	45.9%	**35.8%**	43.0%	57.0%	**64.2%**
Peak Hour	07:45	08:30	**07:45**	16:15	16:15	**16:15**
Volume	1973	1716	**3654**	1708	2727	**4435**
P.H.F.	0.96	0.94	**0.93**	0.91	0.96	**0.97**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between I-5 Southbound Ramps and I-5 Northbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			140		48			12:00			451		410		
00:15			85		48			12:15			468		426		
00:30			68		37			12:30			506		400		
00:45			63	356	24	157	513	12:45			473	1898	349	1585	3483
01:00			69		32			13:00			481		384		
01:15			39		33			13:15			500		352		
01:30			31		26			13:30			476		371		
01:45			28	167	32	123	290	13:45			459	1916	439	1546	3462
02:00			26		15			14:00			519		365		
02:15			29		25			14:15			508		426		
02:30			15		13			14:30			495		428		
02:45			20	90	15	68	158	14:45			514	2036	516	1735	3771
03:00			16		21			15:00			497		567		
03:15			16		26			15:15			540		582		
03:30			14		24			15:30			570		532		
03:45			16	62	25	96	158	15:45			562	2169	537	2218	4387
04:00			18		16			16:00			527		473		
04:15			16		31			16:15			488		587		
04:30			18		48			16:30			519		604		
04:45			31	83	64	159	242	16:45			529	2063	694	2358	4421
05:00			40		67			17:00			576		601		
05:15			62		95			17:15			544		599		
05:30			65		142			17:30			539		618		
05:45			80	247	178	482	729	17:45			526	2185	599	2417	4602
06:00			111		141			18:00			489		522		
06:15			128		197			18:15			533		498		
06:30			148		227			18:30			509		461		
06:45			202	589	285	850	1439	18:45			545	2076	415	1896	3972
07:00			257		305			19:00			424		344		
07:15			373		382			19:15			405		370		
07:30			428		359			19:30			377		314		
07:45			424	1482	478	1524	3006	19:45			409	1615	320	1348	2963
08:00			421		432			20:00			438		246		
08:15			444		426			20:15			384		206		
08:30			440		437			20:30			330		206		
08:45			441	1746	443	1738	3484	20:45			326	1478	238	896	2374
09:00			401		484			21:00			283		230		
09:15			378		494			21:15			313		156		
09:30			417		392			21:30			292		154		
09:45			384	1580	379	1749	3329	21:45			256	1144	161	701	1845
10:00			340		313			22:00			242		146		
10:15			367		354			22:15			228		123		
10:30			402		383			22:30			283		113		
10:45			446	1555	409	1459	3014	22:45			234	987	93	475	1462
11:00			448		332			23:00			206		87		
11:15			468		322			23:15			143		65		
11:30			445		372			23:30			125		83		
11:45			435	1796	365	1391	3187	23:45			92	566	73	308	874
Total Vol.				9753		9796	**19549**					20133		17483	**37616**

Daily Totals

NB	SB	EB	WB	**Combined**
		29886	27279	**57165**

	AM			**PM**		
Split %	49.9%	50.1%	**34.2%**	53.5%	46.5%	**65.8%**
Peak Hour	11:45	08:30	**08:30**	15:15	16:45	**16:45**
Volume	1860	1858	**3518**	2199	2512	**4700**
P.H.F.	0.92	0.94	**0.99**	0.96	0.90	**0.96**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Lebon Drive and Regents Road)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			76		38			12:00			286		355		
00:15			55		31			12:15			314		372		
00:30			37		39			12:30			287		322		
00:45			38	206	23	131	337	12:45			281	1168	320	1369	2537
01:00			47		28			13:00			306		350		
01:15			29		26			13:15			290		331		
01:30			22		20			13:30			306		328		
01:45			23	121	18	92	213	13:45			338	1240	366	1375	2615
02:00			24		14			14:00			297		327		
02:15			16		13			14:15			279		413		
02:30			14		8			14:30			292		426		
02:45			11	65	8	43	108	14:45			296	1164	512	1678	2842
03:00			14		8			15:00			259		553		
03:15			12		10			15:15			277		550		
03:30			11		6			15:30			296		513		
03:45			15	52	11	35	87	15:45			288	1120	548	2164	3284
04:00			15		8			16:00			260		608		
04:15			16		20			16:15			319		635		
04:30			20		28			16:30			351		688		
04:45			37	88	25	81	169	16:45			355	1285	715	2646	3931
05:00			44		22			17:00			384		688		
05:15			66		36			17:15			328		652		
05:30			113		48			17:30			338		669		
05:45			163	386	72	178	564	17:45			340	1390	603	2612	4002
06:00			163		58			18:00			318		588		
06:15			224		84			18:15			278		535		
06:30			258		100			18:30			323		451		
06:45			363	1008	153	395	1403	18:45			330	1249	439	2013	3262
07:00			328		165			19:00			247		360		
07:15			415		244			19:15			232		309		
07:30			480		218			19:30			209		292		
07:45			502	1725	390	1017	2742	19:45			215	903	298	1259	2162
08:00			468		309			20:00			239		235		
08:15			444		314			20:15			206		219		
08:30			489		288			20:30			209		205		
08:45			488	1889	297	1208	3097	20:45			177	831	244	903	1734
09:00			432		339			21:00			176		240		
09:15			356		316			21:15			171		164		
09:30			354		298			21:30			165		152		
09:45			302	1444	277	1230	2674	21:45			122	634	180	736	1370
10:00			281		271			22:00			138		130		
10:15			236		265			22:15			143		131		
10:30			257		307			22:30			153		125		
10:45			275	1049	322	1165	2214	22:45			106	540	93	479	1019
11:00			282		269			23:00			123		83		
11:15			266		298			23:15			92		50		
11:30			289		308			23:30			69		83		
11:45			295	1132	311	1186	2318	23:45			62	346	76	292	638
Total Vol.				9165		6761	**15926**					11870		17526	**29396**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			21035	24287	**45322**

	AM			**PM**		
Split %	57.5%	42.5%	**35.1%**	40.4%	59.6%	**64.9%**
Peak Hour	07:45	11:45	**07:45**	16:30	16:30	**16:30**
Volume	1903	1360	**3204**	1418	2743	**4161**
P.H.F.	0.95	0.91	**0.90**	0.92	0.96	**0.97**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Regents Road and Genesee Avenue)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			22		31			12:00			191		235		
00:15			20		28			12:15			222		242		
00:30			15		20			12:30			235		255		
00:45			19	76	19	98	174	12:45			205	853	223	955	1808
01:00			16		15			13:00			218		265		
01:15			11		11			13:15			188		277		
01:30			8		9			13:30			195		284		
01:45			9	44	12	47	91	13:45			174	775	305	1131	1906
02:00			10		8			14:00			166		319		
02:15			5		9			14:15			174		289		
02:30			4		10			14:30			184		295		
02:45			9	28	5	32	60	14:45			195	719	266	1169	1888
03:00			4		4			15:00			162		289		
03:15			5		2			15:15			177		333		
03:30			10		3			15:30			189		342		
03:45			9	28	6	15	43	15:45			235	763	384	1348	2111
04:00			11		9			16:00			251		418		
04:15			16		11			16:15			244		525		
04:30			15		20			16:30			252		518		
04:45			21	63	19	59	122	16:45			268	1015	535	1996	3011
05:00			32		28			17:00			266		505		
05:15			40		32			17:15			235		566		
05:30			65		65			17:30			288		509		
05:45			88	225	70	195	420	17:45			262	1051	477	2057	3108
06:00			111		88			18:00			222		435		
06:15			135		111			18:15			235		441		
06:30			151		142			18:30			242		405		
06:45			180	577	151	492	1069	18:45			219	918	388	1669	2587
07:00			226		188			19:00			184		375		
07:15			305		191			19:15			188		352		
07:30			333		221			19:30			161		333		
07:45			375	1239	305	905	2144	19:45			140	673	308	1368	2041
08:00			352		318			20:00			135		284		
08:15			388		270			20:15			111		222		
08:30			460		244			20:30			108		212		
08:45			331	1531	262	1094	2625	20:45			70	424	235	953	1377
09:00			308		223			21:00			88		184		
09:15			332		235			21:15			84		162		
09:30			282		242			21:30			70		151		
09:45			277	1199	222	922	2121	21:45			66	308	125	622	930
10:00			240		218			22:00			54		111		
10:15			222		205			22:15			40		88		
10:30			219		184			22:30			35		90		
10:45			184	865	191	798	1663	22:45			44	173	70	359	532
11:00			191		226			23:00			28		55		
11:15			187		235			23:15			21		68		
11:30			165		201			23:30			22		55		
11:45			177	720	218	880	1600	23:45			19	90	42	220	310
Total Vol.				6595		5537	**12132**					7762		13847	**21609**

Daily Totals

NB	SB	EB	WB	Combined
		14357	19384	**33741**

	AM			PM		
Split %	54.4%	45.6%	**36.0%**	35.9%	64.1%	**64.0%**
Peak Hour	07:45	07:45	**07:45**	16:45	16:30	**16:45**
Volume	1575	1137	**2712**	1057	2124	**3172**
P.H.F.	0.86	0.89	**0.96**	0.92	0.94	**0.99**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Executive Way and Towne Centre Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			58		23			12:00			321		378		
00:15			47		32			12:15			341		383		
00:30			34		12			12:30			375		379		
00:45			33	172	20	87	259	12:45			339	1376	359	1499	2875
01:00			31		22			13:00			372		360		
01:15			24		19			13:15			382		360		
01:30			33		12			13:30			378		340		
01:45			20	108	12	65	173	13:45			366	1498	333	1393	2891
02:00			18		11			14:00			416		303		
02:15			30		9			14:15			407		344		
02:30			19		13			14:30			417		327		
02:45			4	71	9	42	113	14:45			394	1634	381	1355	2989
03:00			17		7			15:00			370		361		
03:15			7		9			15:15			350		344		
03:30			15		15			15:30			378		379		
03:45			11	50	26	57	107	15:45			311	1409	411	1495	2904
04:00			11		22			16:00			366		366		
04:15			9		19			16:15			335		492		
04:30			18		53			16:30			322		505		
04:45			24	62	66	160	222	16:45			309	1332	503	1866	3198
05:00			27		77			17:00			374		519		
05:15			40		103			17:15			338		515		
05:30			46		191			17:30			319		496		
05:45			75	188	227	598	786	17:45			302	1333	466	1996	3329
06:00			73		203			18:00			295		452		
06:15			106		243			18:15			292		499		
06:30			148		239			18:30			335		436		
06:45			196	523	290	975	1498	18:45			345	1267	372	1759	3026
07:00			193		251			19:00			310		272		
07:15			230		288			19:15			313		241		
07:30			340		342			19:30			305		191		
07:45			332	1095	403	1284	2379	19:45			281	1209	226	930	2139
08:00			343		355			20:00			290		163		
08:15			330		396			20:15			289		177		
08:30			367		411			20:30			245		145		
08:45			335	1375	380	1542	2917	20:45			262	1086	163	648	1734
09:00			341		399			21:00			236		135		
09:15			294		358			21:15			189		131		
09:30			248		363			21:30			150		125		
09:45			298	1181	384	1504	2685	21:45			128	703	124	515	1218
10:00			255		326			22:00			150		113		
10:15			255		363			22:15			122		86		
10:30			265		356			22:30			130		86		
10:45			274	1049	373	1418	2467	22:45			76	478	87	372	850
11:00			307		341			23:00			93		76		
11:15			281		328			23:15			81		47		
11:30			305		359			23:30			88		35		
11:45			342	1235	391	1419	2654	23:45			72	334	55	213	547
Total Vol.				7109		9151	**16260**					13659		14041	**27700**

Daily Totals

NB	SB	EB	WB	**Combined**
		20768	23192	**43960**

	AM			**PM**		
Split %	43.7%	56.3%	**37.0%**	49.3%	50.7%	**63.0%**
Peak Hour	11:45	08:15	**08:15**	14:00	16:30	**16:30**
Volume	1379	1586	**2959**	1634	2042	**3385**
P.H.F.	0.92	0.96	**0.95**	0.98	0.98	**0.95**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Judicial Drive and (I-805 Southbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			72		30			12:00			484		492		
00:15			51		30			12:15			513		490		
00:30			39		17			12:30			517		508		
00:45			37	199	20	97	296	12:45			456	1970	532	2022	3992
01:00			48		16			13:00			533		494		
01:15			28		22			13:15			565		480		
01:30			41		13			13:30			543		443		
01:45			31	148	11	62	210	13:45			547	2188	442	1859	4047
02:00			23		14			14:00			679		347		
02:15			39		12			14:15			579		419		
02:30			33		10			14:30			714		434		
02:45			11	106	10	46	152	14:45			681	2653	445	1645	4298
03:00			17		15			15:00			669		400		
03:15			11		14			15:15			614		398		
03:30			29		21			15:30			663		417		
03:45			16	73	36	86	159	15:45			553	2499	471	1686	4185
04:00			19		34			16:00			680		433		
04:15			7		29			16:15			620		505		
04:30			28		73			16:30			599		539		
04:45			35	89	99	235	324	16:45			581	2480	479	1956	4436
05:00			34		121			17:00			649		513		
05:15			44		186			17:15			630		568		
05:30			53		291			17:30			620		576		
05:45			74	205	355	953	1158	17:45			559	2458	575	2232	4690
06:00			91		353			18:00			562		558		
06:15			106		380			18:15			514		578		
06:30			171		399			18:30			525		520		
06:45			199	567	439	1571	2138	18:45			521	2122	458	2114	4236
07:00			222		465			19:00			502		312		
07:15			259		560			19:15			437		284		
07:30			364		609			19:30			406		271		
07:45			362	1207	676	2310	3517	19:45			412	1757	271	1138	2895
08:00			356		650			20:00			396		194		
08:15			410		656			20:15			359		213		
08:30			365		630			20:30			318		190		
08:45			375	1506	626	2562	4068	20:45			323	1396	192	789	2185
09:00			386		577			21:00			339		142		
09:15			374		535			21:15			292		157		
09:30			343		487			21:30			217		152		
09:45			335	1438	511	2110	3548	21:45			183	1031	140	591	1622
10:00			344		450			22:00			183		135		
10:15			355		493			22:15			150		93		
10:30			368		424			22:30			152		90		
10:45			372	1439	482	1849	3288	22:45			107	592	93	411	1003
11:00			428		421			23:00			116		76		
11:15			407		491			23:15			104		63		
11:30			445		464			23:30			120		44		
11:45			495	1775	482	1858	3633	23:45			106	446	51	234	680
Total Vol.				8752		13739	**22491**					21592		16677	**38269**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			30344	30416	**60760**

	AM			**PM**		
Split %	38.9%	61.1%	**37.0%**	56.4%	43.6%	**63.0%**
Peak Hour	11:45	07:45	**07:45**	14:30	17:30	**17:00**
Volume	2009	2612	**4105**	2678	2287	**4690**
P.H.F.	0.97	0.97	**0.96**	0.94	0.99	**0.98**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Villa La Jolla Drive and I-5 Southbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			168		58			12:00			485		541		
00:15			106		55			12:15			487		571		
00:30			82		39			12:30			577		535		
00:45			65	421	30	182	603	12:45			532	2081	524	2171	4252
01:00			74		32			13:00			498		481		
01:15			44		34			13:15			530		496		
01:30			41		31			13:30			511		483		
01:45			31	190	27	124	314	13:45			532	2071	606	2066	4137
02:00			26		18			14:00			572		485		
02:15			40		21			14:15			609		484		
02:30			30		23			14:30			614		452		
02:45			27	123	16	78	201	14:45			581	2376	482	1903	4279
03:00			17		20			15:00			618		533		
03:15			23		29			15:15			654		541		
03:30			18		20			15:30			648		456		
03:45			18	76	24	93	169	15:45			658	2578	471	2001	4579
04:00			22		22			16:00			630		431		
04:15			20		45			16:15			611		502		
04:30			30		56			16:30			519		551		
04:45			39	111	78	201	312	16:45			638	2398	636	2120	4518
05:00			38		96			17:00			701		562		
05:15			56		123			17:15			688		544		
05:30			49		192			17:30			644		601		
05:45			81	224	216	627	851	17:45			632	2665	577	2284	4949
06:00			104		230			18:00			567		525		
06:15			136		365			18:15			587		548		
06:30			148		399			18:30			540		523		
06:45			171	559	549	1543	2102	18:45			560	2254	524	2120	4374
07:00			232		548			19:00			465		387		
07:15			345		576			19:15			429		434		
07:30			402		520			19:30			445		381		
07:45			408	1387	617	2261	3648	19:45			480	1819	369	1571	3390
08:00			420		605			20:00			504		272		
08:15			446		619			20:15			426		256		
08:30			433		606			20:30			355		248		
08:45			402	1701	629	2459	4160	20:45			342	1627	239	1015	2642
09:00			422		627			21:00			306		237		
09:15			362		660			21:15			369		178		
09:30			454		563			21:30			322		188		
09:45			381	1619	575	2425	4044	21:45			280	1277	185	788	2065
10:00			350		488			22:00			301		168		
10:15			374		512			22:15			291		142		
10:30			407		547			22:30			350		111		
10:45			443	1574	567	2114	3688	22:45			243	1185	106	527	1712
11:00			528		499			23:00			235		96		
11:15			450		490			23:15			162		90		
11:30			493		511			23:30			146		84		
11:45			493	1964	550	2050	4014	23:45			113	656	78	348	1004
Total Vol.				9949		14157	**24106**					22987		18914	**41901**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			32936	33071	**66007**

	AM			**PM**		
Split %	41.3%	58.7%	**36.5%**	54.9%	45.1%	**63.5%**
Peak Hour	11:45	08:30	**11:45**	16:45	16:45	**16:45**
Volume	2042	2522	**4239**	2671	2343	**5014**
P.H.F.	0.88	0.96	**0.95**	0.95	0.92	**0.98**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 52. Lebon Drive North of Nobel Dr

Orientation: *North-South*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

AVC Proj. No: *15-0345*

24 Hour Segment Volume			9,212

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	37	71	108
1:00 AM - 2:00 AM	13	48	61
2:00 AM - 3:00 AM	13	25	38
3:00 AM - 4:00 AM	9	14	23
4:00 AM - 5:00 AM	19	13	32
5:00 AM - 6:00 AM	39	23	62
6:00 AM - 7:00 AM	154	84	238
7:00 AM - 8:00 AM	387	129	516
8:00 AM - 9:00 AM	401	183	584
9:00 AM - 10:00 AM	427	172	599
10:00 AM - 11:00 AM	322	206	528
11:00 AM - 12:00 PM	268	232	500
Total	**2,089**	**1,200**	**3,289**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	336	233	569
1:00 PM - 2:00 PM	342	218	560
2:00 PM - 3:00 PM	308	235	543
3:00 PM - 4:00 PM	307	277	584
4:00 PM - 5:00 PM	281	299	580
5:00 PM - 6:00 PM	306	524	830
6:00 PM - 7:00 PM	330	523	853
7:00 PM - 8:00 PM	248	332	580
8:00 PM - 9:00 PM	233	312	545
9:00 PM - 10:00 PM	105	174	279
10:00 PM - 11:00 PM	0	0	0
11:00 PM - 12:00 AM	0	0	0
Total	**2,796**	**3,127**	**5,923**

24-Hour NB Volume	4,885	24-Hour SB Volume	4,327

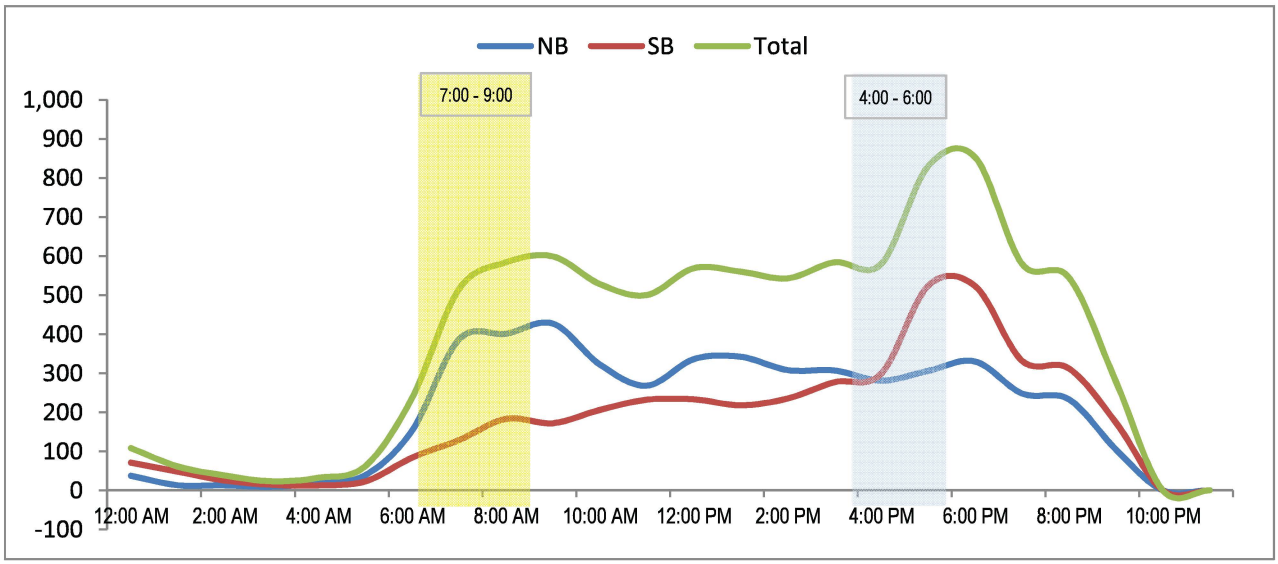


Table 4-30 Existing Roadway Segment Analysis

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Vista Sorrento Parkway					
North of Sorrento Valley Blvd.	4 Lane Major Arterial	40,000	15,635	0.391	B
Sorrento Valley Blvd (N. Community Limit) to Lusk Blvd	4 Lane Major Arterial	40,000	14,927	0.373	A
Lusk Blvd to Mira Sorrento Pl	3 Lane Collector (w/ TWLTL)	22,500	13,504	0.600	C
Mira Sorrento Pl to Mira Mesa Blvd	4 Lane Major Arterial	40,000	17,009	0.425	B
Sorrento Valley Blvd					
West of Western Community Limit to I-805 Ramps	4 Lane Collector (w/ TWLTL)	30,000	12,887	0.430	B
I-805 Ramps to Camino Santa Fe	4 Lane Major Arterial	40,000	15,764	0.394	B
Lusk Blvd					
Vista Sorrento Pkwy to Pacific Center Blvd	4 Lane Major Arterial	40,000	11,324	0.283	A
Pacific Center Blvd to Barnes Canyon Rd	4 Lane Major Arterial	40,000	10,630	0.266	A
Barnes Canyon Rd to Mira Mesa Blvd	4 Lane Major Arterial	40,000	11,068	0.277	A
Mira Sorrento Pl					
Vista Sorrento Pkwy to Scranton Rd	4 Lane Collector (w/ TWLTL)	30,000	10,145	0.338	B
Scranton Rd					
Barnes Canyon Rd to Mira Sorrento Pl	2 Lane Collector (w/o TWLTL)	8,000	10,870	1.359	**F**
Mira Sorrento Pl to Mira Mesa Blvd	5 Lane Major Arterial	45,000	18,296	0.407	B
Mira Mesa Blvd to Carroll Canyon Rd	4 Lane Major Arterial	40,000	10,303	0.258	A
Barnes Canyon Rd					
Scranton Rd to Lusk Blvd	2 Lane Collector (w/o TWLTL)	8,000	7,335	0.917	**E**
Lusk Blvd to Pacific Heights Blvd	4 Lane Major Arterial	40,000	6,924	0.173	A
Pacific Center Blvd					
Lusk Blvd to Pacific Heights Blvd	4 Lane Major Arterial	40,000	7,565	0.189	A
Pacific Heights Blvd to Pacific Mesa Blvd	4 Lane Collector (w/o TWLTL)	15,000	3,293	0.220	A
Pacific Heights Blvd					
Pacific Center Blvd to Barnes Canyon Rd	4 Lane Major Arterial	40,000	7,245	0.181	A
Barnes Canyon Rd to Mira Mesa Blvd	4 Lane Major Arterial	40,000	16,772	0.419	B
Mira Mesa Blvd to Carroll Canyon Rd	4 Lane Major Arterial	40,000	8,045	0.201	A
Pacific Mesa Blvd					
Pacific Heights Blvd to Pacific Center Blvd	4 Lane Major Arterial	40,000	9,398	0.235	A
Calle Cristobal					
Camino Santa Fe to Acama Ct	4 Lane Major Arterial	40,000	14,812	0.370	A
Acama Ct to Camino Ruiz	4 Lane Major Arterial	40,000	12,239	0.306	A
Mira Mesa Blvd					
I-805 Ramps to Scranton Rd	7 Lane Prime Arterial	87,000[d]	60,870	0.761	C
Scranton Rd to Lusk Blvd	6 Lane Prime Arterial	60,000	47,868	0.798	C
Lusk Blvd to Pacific Heights Blvd	6 Lane Prime Arterial	60,000	45,646	0.761	C
Pacific Heights Blvd to Flanders Dr	6 Lane Prime Arterial	60,000	41,338	0.689	C
Flanders Dr to Camino Santa Fe	6 Lane Prime Arterial	60,000	41,679	0.695	C
Camino Santa Fe to Parkdale Ave	6 Lane Major Arterial	50,000	47,281	0.946	**E**
Parkdale Ave to Reagan Rd	6 Lane Major Arterial	50,000	51,329	1.027	**F**
Reagan Rd to Camino Ruiz	6 Lane Major Arterial	50,000	45,330	0.907	**E**

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Camino Ruiz to New Salem St/Marauder Wy	6 Lane Major Arterial	50,000	31,552	0.631	C
New Salem St/Marauder Wy to Westonhill Dr	6 Lane Major Arterial	50,000	57,445	1.149	**F**
Westonhill Dr to Greenford Dr	6 Lane Major Arterial	50,000	57,200	1.144	**F**
Greenford Dr to Black Mountain Rd	6 Lane Major Arterial	50,000	60,335	1.207	**F**
Black Mountain Rd to Westview Pkwy	6 Lane Major Arterial	64,167[d]	70,632	1.101	**F**
Westview Pkwy to I-15 Ramps	7 Lane Prime Arterial	87,000[d]	78,516	0.902	**E**
I-15 Ramps to East of Eastern Community Limit	6 Lane Major Arterial	50,000	32,450	0.649	C
Carroll Canyon Rd					
Sorrento Valley Rd/Mira Mesa Blvd to Scranton Rd	4 Lane Major Arterial	40,000	12,130	0.303	A
Scranton Rd to Nancy Ridge Dr (W)	4 Lane Collector (w/ TWLTL)	30,000	13,164	0.439	B
Nancy Ridge Dr (W) to Pacific Heights Blvd	2 Lane Major Arterial	20,000	13,164	0.658	C
Pacific Heights Blvd to Black Mountain Rd	Future Connection				
Black Mountain Rd to Maya Linda Rd	4 Lane Collector (w/ TWLTL)	30,000	18,896	0.630	C
Maya Linda Rd to I-15 Ramps	4 Lane Collector (w/ TWLTL)	30,000	19,862	0.662	C
I-15 Ramps to East of Eastern Community Limit	4 Lane Collector (w/ TWLTL)	30,000	13,806	0.460	B
Carroll Rd					
Pacific Heights Blvd to Nancy Ridge Dr (E)	2 Lane Major Arterial	20,000	11,833	0.592	C
Nancy Ridge Dr (E) to Camino Santa Fe	2 Lane Collector (w/ TWLTL)	15,000	15,941	1.063	**F**
Camino Santa Fe to Miramar Rd	2 Lane Collector (w/ TWLTL)	15,000	9,755	0.650	C
Nancy Ridge Dr					
Carroll Canyon Rd to Carroll Rd	2 Lane Collector (w/o TWLTL)	8,000	3,039	0.380	B
Miramar Rd					
West of Western Community Limit	6 Lane Major Arterial	50,000	62,983	1.260	**F**
Western Community Limit to Camino Santa Fe	6 Lane Major Arterial	50,000	66,374	1.327	**F**
Camino Santa Fe to Production Ave	6 Lane Major Arterial	50,000	58,884	1.178	**F**
Production Ave to Distribution Ave	6 Lane Major Arterial	50,000	54,165	1.083	**F**
Distribution Ave to Carroll Rd	6 Lane Major Arterial	50,000	51,816	1.036	**F**
Carroll Rd to Camino Ruiz	6 Lane Major Arterial	50,000	50,944	1.019	**F**
Camino Ruiz to Black Mountain Rd	6 Lane Major Arterial	50,000	64,376	1.288	**F**
Black Mountain Rd to Kearny Villa Rd	6 Lane Major Arterial	50,000	64,382	1.288	**F**
Kearny Villa Rd to I-15 Ramps	6 Lane Major Arterial	50,000	52,857	1.057	**F**
I-15 Ramps to East of Eastern Community Limit	4 Lane Prime Arterial	64,125[d]	28,064	0.438	B
Flanders Dr					
Mira Mesa Blvd to Camino Santa Fe	4 Lane Collector (w/o TWLTL)	15,000	7,549	0.503	C
Camino Santa Fe to Caminito Alvarez	4 Lane Collector (w/o TWLTL)	15,000	10,385	0.692	D
Caminito Alvarez to Parkdale Ave	2 Lane Collector (w/o TWLTL)	8,000	8,279	1.035	**F**
Parkdale Ave to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	4,129	0.516	C
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	3,745	0.468	C
Westonhill Dr to Greenford Dr	2 Lane Collector (w/o TWLTL)	8,000	4,487	0.561	C
Camino Santa Fe					
Sorrento Valley Blvd/Calle Cristobal to Top Gun St	4 Lane Major Arterial	40,000	10,792	0.270	A

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Top Gun St to Mira Mesa Blvd	4 Lane Major Arterial	40,000	16,903	0.423	B
Mira Mesa Blvd to Flanders Dr	6 Lane Major Arterial	50,000	18,925	0.379	A
Flanders Dr to Carroll Canyon Rd	6 Lane Prime Arterial	60,000	20,126	0.335	A
Carroll Canyon Rd to Carroll Rd	4 Lane Prime Arterial	45,000	20,126	0.447	B
Carroll Rd to Spectrum Ln	4 Lane Major Arterial	40,000	21,494	0.537	C
Spectrum Ln to Miramar Rd	6 Lane Major Arterial	50,000	21,494	0.430	B
Parkdale Ave					
Mira Mesa Blvd to Flanders Dr	2 Lane Collector (w/o TWLTL)	8,000	4,862	0.608	C
Flanders Dr to Osgood Wy	2 Lane Collector (w/o TWLTL)	8,000	536	0.067	A
Production Ave					
Carroll Rd to Miramar Rd	2 Lane Collector (w/ TWLTL)	15,000	2,353	0.157	A
Distribution Ave					
Carroll Rd to Miramar Rd	2 Lane Collector (w/o TWLTL)	8,000	2,931	0.366	B
Montongo St					
Acama St to Westmore Rd	2 Lane Collector (w/o TWLTL)	8,000	4,555	0.569	C
Westmore Rd to Mira Mesa Blvd	2 Lane Collector (w/o TWLTL)	8,000	3,992	0.499	C
Camino Ruiz					
Calle Cristobal to Aquarius Dr	4 Lane Major Arterial	40,000	18,446	0.461	B
Aquarius Dr to Teresa Dr/Capricorn Wy	4 Lane Collector (w/ TWLTL)	30,000	17,787	0.593	C
Teresa Dr/Capricorn Wy to Westmore Rd	4 Lane Major Arterial	40,000	17,509	0.438	B
Westmore Rd to Mira Mesa Blvd	4 Lane Major Arterial	40,000	19,562	0.489	B
Mira Mesa Blvd to Reagan/Marauder Wy	4 Lane Major Arterial	40,000	22,819	0.570	C
Reagan Rd/Marauder Wy to Flanders Dr	4 Lane Major Arterial	40,000	20,311	0.508	B
Flanders Dr to Gold Coast Dr	4 Lane Major Arterial	40,000	19,060	0.477	B
Gold Coast Dr to Carroll Canyon Rd	4 Lane Major Arterial	40,000	27,094	0.677	C
Carroll Canyon Rd to Activity Rd	4 Lane Major Arterial	40,000	28,213	0.705	C
Activity Rd to Miramar Rd	5 Lane Major Arterial	45,000	27,016	0.600	C
Westmore Rd					
Montongo St to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	5,152	0.644	D
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	9,951	1.244	**F**
Reagan Rd					
Mira Mesa Blvd to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	6,849	0.856	**E**
Marauder Wy					
Camino Ruiz to Mira Mesa Blvd	2 Lane Collector (w/o TWLTL)	8,000	6,086	0.761	D
Gold Coast Dr					
Parkdale Ave to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	7,243	0.905	**E**
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	7,066	0.883	**E**
Westonhill Dr to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	10,120	1.265	**F**
Black Mountain Rd to Maya Linda Rd	2 Lane Collector (w/o TWLTL)	8,000	7,710	0.964	**E**
Westonhill Dr					
Menkar Rd to Aquarius Dr	2 Lane Collector (w/o TWLTL)	8,000	1,492	0.187	A
Aquarius Dr to Capricorn Wy	2 Lane Collector (w/o TWLTL)	8,000	4,297	0.537	C
Capricorn Wy to Libra Dr	2 Lane Collector (w/o TWLTL)	8,000	6,636	0.830	**E**
Libra Dr to Westmore Rd	2 Lane Collector (w/o TWLTL)	8,000	9,389	1.174	**F**
Westmore Rd to Mira Mesa Blvd	2 Lane Collector (w/o TWLTL)	11,400[d]	8,896	0.780	D
Mira Mesa Blvd to Flanders Dr	2 Lane Collector (w/o TWLTL)	8,000	4,480	0.560	C

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Flanders Dr to Gold Coast Dr	2 Lane Collector (w/o TWLTL)	8,000	4,684	0.586	C
Gold Coast Dr to Jade Coast Dr	2 Lane Collector (w/o TWLTL)	8,000	1,762	0.220	A
Aquarius Dr					
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	5,135	0.642	D
Westonhill Dr to Bootes Dt	2 Lane Collector (w/o TWLTL)	8,000	3,197	0.400	B
Capricorn Wy					
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	7,886	0.986	**E**
Westonhill Dr to Bootes St	2 Lane Collector (w/o TWLTL)	8,000	7,167	0.896	**E**
Bootes St to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	12,481	1.560	**F**
Black Mountain Rd to Westview Pkwy	2 Lane Collector (w/ TWLTL)	15,000	6,438	0.429	B
Bootes St					
Aquarius Dr to Capricorn Wy	2 Lane Collector (w/o TWLTL)	8,000	6,244	0.781	D
Libra Dr					
Westonhill Dr to Hyades Wy	2 Lane Collector (w/o TWLTL)	8,000	4,467	0.558	C
Greenford Dr					
Mira Mesa Blvd to Hillery Dr	2 Lane Collector (w/o TWLTL)	8,000	4,198	0.525	C
Hillery Dr to Flanders Dr	2 Lane Collector (w/o TWLTL)	8,000	5,159	0.645	D
Black Mountain Rd					
North of Northern Community Limit	4 Lane Major Arterial	40,000	36,605	0.915	**E**
Northern Comminuty Limit to Westview Pkwy	6 Lane Prime Arterial	60,000	35,556	0.593	C
Westview Pkwy to Capricorn Wy	6 Lane Prime Arterial	60,000	25,815	0.430	B
Capricorn Wy to Galvin Ave	6 Lane Prime Arterial	60,000	24,454	0.408	A
Galvin Ave to Gemini Ave	4 Lane Major Arterial	40,000	24,797	0.620	C
Gemini Ave to Mira Mesa Blvd	4 Lane Major Arterial	40,000	27,659	0.691	C
Mira Mesa Blvd to Hillery Dr	4 Lane Major Arterial	40,000	18,301	0.458	B
Hillery Dr to Gold Coast Dr	4 Lane Major Arterial	40,000	23,507	0.588	C
Gold Coast Dr to Carroll Canyon Rd	4 Lane Major Arterial	40,000	24,794	0.620	C
Carroll Canyon Rd to Maya Linda Rd	4 Lane Major Arterial	40,000	23,944	0.599	C
Maya Linda Rd to Black Mountain Rd/Carroll Centre Rd	5 Lane Major Arterial	45,000	24,188	0.538	B
Black Mountain Rd/Kearny Villa Rd to Activity Rd	4 Lane Collector (w/ TWLTL)	30,000	16,795	0.560	C
Activity Rd to Miramar Rd	4 Lane Collector (w/ TWLTL)	30,000	11,575	0.386	B
Kearny Villa Rd					
Black Mountain Rd/Carroll Centre Rd to Miramar Rd	4 Lane Collector (w/ TWLTL)	30,000	12,079	0.403	B
Miramar Rd to South of Southern Community Limit	4 Lane Major Arterial	40,000	26,246	0.656	C
Gemini Ave					
Hyades Wy to Black Mountain Rd	3 Lane Collector (w/ TWLTL)	22,500	9,839	0.437	B
Hillery Dr					
Greenford Dr to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	12,224	1.528	**F**
Black Mountain Rd to Westview Pkwy	4 Lane Collector (w/ TWLTL)	30,000	15,473	0.516	C
Activity Rd					
Camino Ruiz to Black Mountain Rd	2 Lane Collector (w/ TWLTL)	15,000	11,844	0.790	D
Mercy Rd					

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Black Mountain Rd to I-15 Ramps	4 Lane Major Arterial	40,000	17,747	0.444	B
I-15 Ramps to East of Eastern Community Limit	6 Lane Prime Arterial	60,000	36,813	0.614	C
Westview Pkwy					
Black Mountain Rd to Capricorn Wy	4 Lane Collector (w/ TWLTL)	30,000	7,819	0.261	A
Capricorn Wy to Galvin Ave	4 Lane Major Arterial	40,000	19,810	0.495	B
Galvin Ave to Mira Mesa Blvd	4 Lane Major Arterial	40,000	22,495	0.562	C
Mira Mesa Blvd to Hillery Dr	4 Lane Major Arterial	40,000	12,544	0.314	A
Galvin Ave					
Black Mountain Rd to Westview Pkwy	4 Lane Major Arterial	40,000	4,548	0.114	A
Maya Linda Rd					
Carroll Canyon Rd to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	1,970	0.246	A

Notes:
Bold values indicate roadway segments operating at LOS E or F.
(a) Existing road classifications are based on field work conducted December 2017.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by NDS and Field Data Services of Arizona/Veracity Traffic Group and measured in October and November 2018.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(d) Capacity accounts for auxiliary lanes for this segment.

DRAFT

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 81. Miramar Rd, West of Camino Santa Fe

Orientation: *East-West*

Date of Count: *Wednesday, June 17, 2015*

Analysts: *DASH*

Weather: *Sunny*

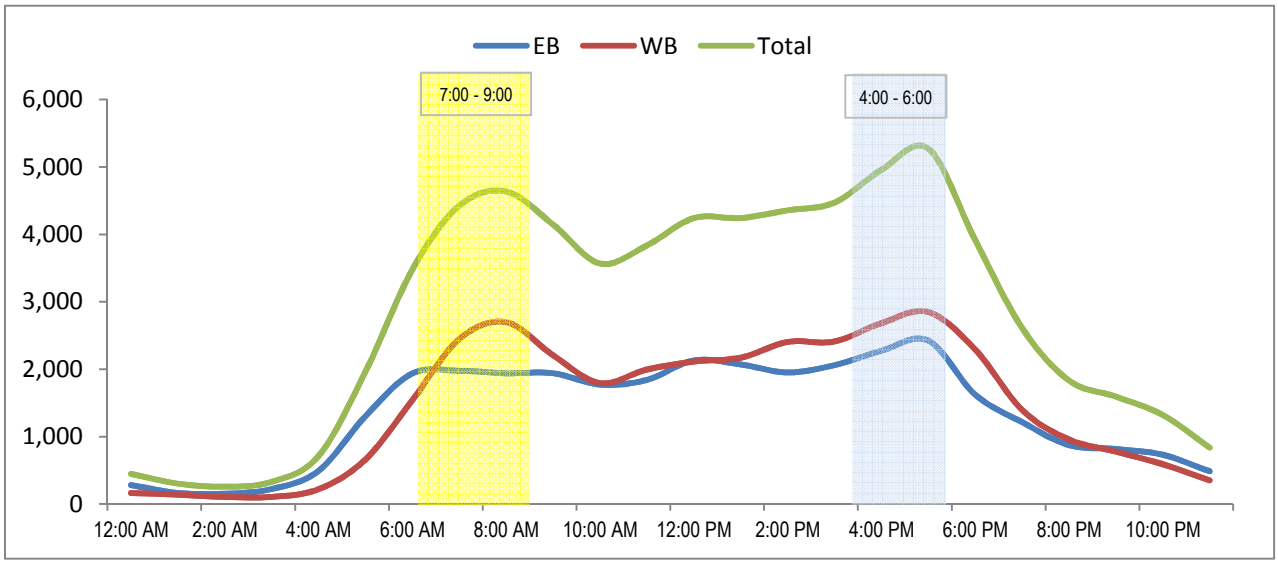
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*67,748*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	281	165	446
1:00 AM - 2:00 AM	163	140	303
2:00 AM - 3:00 AM	153	104	257
3:00 AM - 4:00 AM	222	107	329
4:00 AM - 5:00 AM	492	220	712
5:00 AM - 6:00 AM	1,303	660	1,963
6:00 AM - 7:00 AM	1,937	1,540	3,477
7:00 AM - 8:00 AM	1,978	2,448	4,426
8:00 AM - 9:00 AM	1,939	2,697	4,636
9:00 AM - 10:00 AM	1,940	2,206	4,146
10:00 AM - 11:00 AM	1,773	1,794	3,567
11:00 AM - 12:00 PM	1,841	1,995	3836
Total	**14,022**	**14,076**	**28,098**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	2,130	2,112	4,242
1:00 PM - 2:00 PM	2,071	2,171	4,242
2:00 PM - 3:00 PM	1,952	2,404	4,356
3:00 PM - 4:00 PM	2,060	2,411	4,471
4:00 PM - 5:00 PM	2,273	2,683	4,956
5:00 PM - 6:00 PM	2,424	2,848	5,272
6:00 PM - 7:00 PM	1,623	2,293	3,916
7:00 PM - 8:00 PM	1,216	1,396	2,612
8:00 PM - 9:00 PM	875	957	1,832
9:00 PM - 10:00 PM	816	777	1,593
10:00 PM - 11:00 PM	731	590	1,321
11:00 PM - 12:00 AM	486	351	837
Total	**18,657**	**20,993**	**39,650**

24-Hour	*EB*	*Volume*	*32,679*	*24-Hour*	*WB*	*Volume*	*35,069*



THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Miramar Road (Between I-805 Northbound Ramps and Eastgate Mall)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			27		66			12:00			314		470		
00:15			23		40			12:15			280		534		
00:30			19		38			12:30			317		496		
00:45			18	87	34	178	265	12:45			340	1251	595	2095	3346
01:00			19		35			13:00			295		548		
01:15			12		40			13:15			305		486		
01:30			14		44			13:30			307		605		
01:45			29	74	24	143	217	13:45			316	1223	535	2174	3397
02:00			22		34			14:00			292		599		
02:15			21		23			14:15			292		624		
02:30			14		32			14:30			279		672		
02:45			26	83	20	109	192	14:45			311	1174	607	2502	3676
03:00			30		28			15:00			299		624		
03:15			39		42			15:15			287		520		
03:30			52		42			15:30			293		675		
03:45			59	180	29	141	321	15:45			268	1147	568	2387	3534
04:00			65		41			16:00			255		551		
04:15			70		53			16:15			288		542		
04:30			80		63			16:30			291		562		
04:45			111	326	74	231	557	16:45			305	1139	599	2254	3393
05:00			132		92			17:00			299		635		
05:15			161		97			17:15			235		628		
05:30			184		141			17:30			242		619		
05:45			201	678	169	499	1177	17:45			221	997	505	2387	3384
06:00			219		224			18:00			232		508		
06:15			222		364			18:15			209		444		
06:30			262		405			18:30			195		435		
06:45			270	973	385	1378	2351	18:45			195	831	425	1812	2643
07:00			288		388			19:00			183		419		
07:15			262		405			19:15			148		355		
07:30			319		419			19:30			137		333		
07:45			355	1224	455	1667	2891	19:45			146	614	322	1429	2043
08:00			319		462			20:00			139		261		
08:15			288		444			20:15			146		300		
08:30			288		468			20:30			125		235		
08:45			319	1214	461	1835	3049	20:45			130	540	228	1024	1564
09:00			266		446			21:00			113		191		
09:15			274		405			21:15			110		178		
09:30			236		444			21:30			94		223		
09:45			266	1042	435	1730	2772	21:45			98	415	171	763	1178
10:00			211		445			22:00			82		140		
10:15			249		453			22:15			60		158		
10:30			257		433			22:30			57		162		
10:45			256	973	473	1804	2777	22:45			47	246	140	600	846
11:00			242		475			23:00			47		132		
11:15			243		463			23:15			42		64		
11:30			260		489			23:30			38		96		
11:45			233	978	554	1981	2959	23:45			46	173	68	360	533
Total Vol.				7832		11696	**19528**					9750		19787	**29537**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			17582	31483	**49065**

	AM			**PM**		
Split %	40.1%	59.9%	**39.8%**	33.0%	67.0%	**60.2%**
Peak Hour	07:30	11:45	**11:45**	12:30	14:15	**14:15**
Volume	1281	2054	**3198**	1257	2527	**3708**
P.H.F.	0.90	0.93	**0.98**	0.92	0.94	**0.97**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Miramar Road (Between I-805 Southbound Ramps and I-805 Northbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			37		50			12:00			362		426		
00:15			27		42			12:15			356		466		
00:30			27		24			12:30			364		484		
00:45			16	107	27	143	250	12:45			378	1460	510	1886	3346
01:00			24		20			13:00			400		475		
01:15			20		26			13:15			409		499		
01:30			20		30			13:30			398		515		
01:45			33	97	15	91	188	13:45			387	1594	455	1944	3538
02:00			17		31			14:00			437		534		
02:15			20		14			14:15			380		492		
02:30			12		20			14:30			402		582		
02:45			15	64	13	78	142	14:45			398	1617	590	2198	3815
03:00			15		16			15:00			402		511		
03:15			14		22			15:15			379		449		
03:30			22		29			15:30			457		515		
03:45			18	69	34	101	170	15:45			394	1632	441	1916	3548
04:00			33		50			16:00			481		505		
04:15			29		41			16:15			466		488		
04:30			35		84			16:30			484		519		
04:45			44	141	98	273	414	16:45			508	1939	544	2056	3995
05:00			55		122			17:00			535		535		
05:15			56		186			17:15			488		506		
05:30			107		289			17:30			490		544		
05:45			153	371	339	936	1307	17:45			430	1943	511	2096	4039
06:00			156		351			18:00			384		434		
06:15			174		431			18:15			315		501		
06:30			224		475			18:30			342		481		
06:45			261	815	385	1642	2457	18:45			295	1336	375	1791	3127
07:00			279		505			19:00			300		287		
07:15			310		464			19:15			226		305		
07:30			377		551			19:30			216		277		
07:45			385	1351	535	2055	3406	19:45			253	995	283	1152	2147
08:00			410		562			20:00			214		194		
08:15			417		480			20:15			235		252		
08:30			375		535			20:30			190		198		
08:45			420	1622	521	2098	3720	20:45			194	833	205	849	1682
09:00			369		500			21:00			214		171		
09:15			394		487			21:15			175		145		
09:30			347		514			21:30			107		168		
09:45			321	1431	490	1991	3422	21:45			110	606	136	620	1226
10:00			325		470			22:00			123		135		
10:15			322		437			22:15			97		135		
10:30			325		425			22:30			70		128		
10:45			321	1293	452	1784	3077	22:45			51	341	123	521	862
11:00			335		452			23:00			56		116		
11:15			332		453			23:15			66		70		
11:30			348		434			23:30			64		64		
11:45			339	1354	497	1836	3190	23:45			60	246	66	316	562
Total Vol.				8715		13028	**21743**					14542		17345	**31887**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			23257	30373	**53630**

	AM			**PM**		
Split %	40.1%	59.9%	**40.5%**	45.6%	54.4%	**59.5%**
Peak Hour	08:00	07:30	**08:00**	16:45	14:00	**16:45**
Volume	1622	2128	**3720**	2021	2198	**4150**
P.H.F.	0.97	0.95	**0.96**	0.94	0.93	**0.97**

THURSDAY JUNE 01, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Nobel Drive (Between I-805 Northbound Ramps and Avenue of Flags)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		24			12:00			228		97		
00:15			13		8			12:15			182		88		
00:30			7		9			12:30			256		127		
00:45			17	58	4	45	103	12:45			245	911	83	395	1306
01:00			9		10			13:00			265		106		
01:15			7		4			13:15			295		100		
01:30			6		7			13:30			255		69		
01:45			16	38	6	27	65	13:45			248	1063	106	381	1444
02:00			13		7			14:00			237		111		
02:15			17		6			14:15			246		114		
02:30			27		5			14:30			252		132		
02:45			22	79	8	26	105	14:45			265	1000	124	481	1481
03:00			34		8			15:00			242		92		
03:15			43		10			15:15			224		87		
03:30			56		8			15:30			239		128		
03:45			84	217	14	40	257	15:45			204	909	111	418	1327
04:00			76		12			16:00			254		128		
04:15			77		6			16:15			244		127		
04:30			100		6			16:30			234		154		
04:45			172	425	18	42	467	16:45			226	958	146	555	1513
05:00			194		19			17:00			248		159		
05:15			267		20			17:15			273		189		
05:30			343		36			17:30			265		150		
05:45			381	1185	46	121	1306	17:45			265	1051	157	655	1706
06:00			342		43			18:00			185		138		
06:15			355		68			18:15			190		91		
06:30			330		64			18:30			166		77		
06:45			357	1384	81	256	1640	18:45			171	712	80	386	1098
07:00			286		69			19:00			106		64		
07:15			281		98			19:15			137		63		
07:30			271		113			19:30			96		58		
07:45			290	1128	150	430	1558	19:45			96	435	45	230	665
08:00			248		147			20:00			71		39		
08:15			259		150			20:15			97		42		
08:30			244		148			20:30			83		46		
08:45			269	1020	176	621	1641	20:45			96	347	32	159	506
09:00			255		132			21:00			67		48		
09:15			271		106			21:15			70		38		
09:30			240		91			21:30			91		45		
09:45			266	1032	97	426	1458	21:45			79	307	37	168	475
10:00			230		76			22:00			59		37		
10:15			243		68			22:15			37		32		
10:30			174		64			22:30			43		34		
10:45			206	853	69	277	1130	22:45			44	183	24	127	310
11:00			233		83			23:00			29		23		
11:15			287		74			23:15			27		12		
11:30			238		77			23:30			32		35		
11:45			278	1036	106	340	1376	23:45			29	117	9	79	196
Total Vol.				8455		2651	**11106**					7993		4034	**12027**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			16448	6685	**23133**

	AM			**PM**		
Split %	76.1%	23.9%	**48.0%**	66.5%	33.5%	**52.0%**
Peak Hour	05:30	08:00	**08:00**	13:00	17:00	**17:00**
Volume	1421	621	**1641**	1063	655	**1706**
P.H.F.	0.93	0.88	**0.92**	0.90	0.87	**0.92**

THURSDAY JUNE 01, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Nobel Drive (Between I-805 Southbound Ramps and I-805 Northbound Ramps)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		44			12:00			51		202		
00:15			6		27			12:15			42		193		
00:30			2		28			12:30			68		204		
00:45			6	21	17	116	137	12:45			46	207	197	796	1003
01:00			1		14			13:00			63		210		
01:15			3		11			13:15			64		224		
01:30			2		12			13:30			57		221		
01:45			3	9	12	49	58	13:45			58	242	198	853	1095
02:00			4		12			14:00			51		257		
02:15			1		10			14:15			51		238		
02:30			7		10			14:30			69		222		
02:45			2	14	14	46	60	14:45			93	264	226	943	1207
03:00			3		17			15:00			79		187		
03:15			2		15			15:15			69		175		
03:30			4		10			15:30			79		196		
03:45			4	13	20	62	75	15:45			56	283	204	762	1045
04:00			3		19			16:00			108		207		
04:15			5		10			16:15			85		222		
04:30			2		17			16:30			101		211		
04:45			8	18	39	85	103	16:45			89	383	244	884	1267
05:00			6		51			17:00			116		255		
05:15			10		51			17:15			138		284		
05:30			10		111			17:30			133		264		
05:45			19	45	142	355	400	17:45			107	494	277	1080	1574
06:00			20		162			18:00			108		212		
06:15			30		197			18:15			95		195		
06:30			59		170			18:30			61		146		
06:45			52	161	203	732	893	18:45			81	345	145	698	1043
07:00			50		207			19:00			49		135		
07:15			62		253			19:15			71		104		
07:30			65		275			19:30			60		127		
07:45			85	262	313	1048	1310	19:45			39	219	107	473	692
08:00			68		366			20:00			41		126		
08:15			79		312			20:15			46		110		
08:30			87		310			20:30			42		113		
08:45			79	313	366	1354	1667	20:45			38	167	113	462	629
09:00			84		288			21:00			25		101		
09:15			64		236			21:15			22		99		
09:30			51		213			21:30			34		125		
09:45			57	256	178	915	1171	21:45			27	108	124	449	557
10:00			47		183			22:00			30		103		
10:15			45		148			22:15			18		70		
10:30			34		153			22:30			19		80		
10:45			29	155	144	628	783	22:45			28	95	75	328	423
11:00			44		138			23:00			15		90		
11:15			51		136			23:15			13		50		
11:30			45		199			23:30			19		68		
11:45			53	193	158	631	824	23:45			8	55	44	252	307
Total Vol.				1460		6021	**7481**					2862		7980	**10842**

Daily Totals

NB	SB	EB	WB	Combined
		4322	14001	**18323**

	AM			PM		
Split %	19.5%	80.5%	**40.8%**	26.4%	73.6%	**59.2%**
Peak Hour	08:15	08:00	**08:00**	17:00	17:00	**17:00**
Volume	329	1354	**1667**	494	1080	**1574**
P.H.F.	0.95	0.92	**0.94**	0.89	0.95	**0.93**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 47. Nobel Drive East of Judicial Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

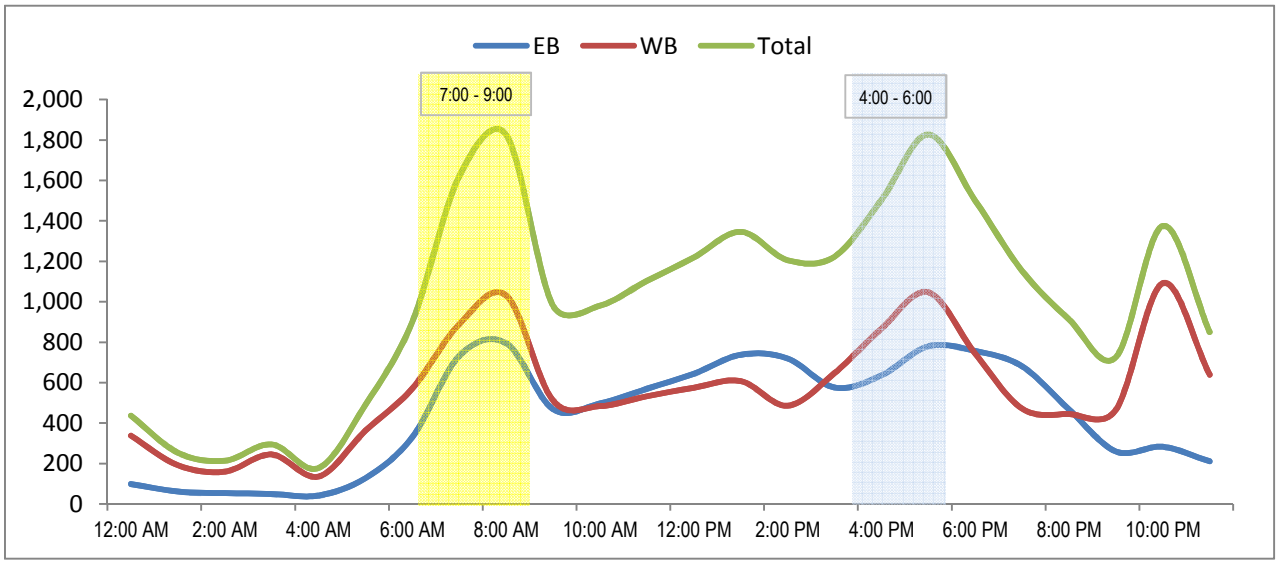
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*24,125*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	99	338	437
1:00 AM - 2:00 AM	62	192	254
2:00 AM - 3:00 AM	54	160	214
3:00 AM - 4:00 AM	50	245	295
4:00 AM - 5:00 AM	42	136	178
5:00 AM - 6:00 AM	128	363	491
6:00 AM - 7:00 AM	331	571	902
7:00 AM - 8:00 AM	732	889	1,621
8:00 AM - 9:00 AM	795	1,031	1,826
9:00 AM - 10:00 AM	469	512	981
10:00 AM - 11:00 AM	497	484	981
11:00 AM - 12:00 PM	570	533	1103
Total	**3,829**	**5,454**	**9,283**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	644	575	1,219
1:00 PM - 2:00 PM	738	608	1,346
2:00 PM - 3:00 PM	720	486	1,206
3:00 PM - 4:00 PM	576	647	1,223
4:00 PM - 5:00 PM	636	867	1,503
5:00 PM - 6:00 PM	780	1,047	1,827
6:00 PM - 7:00 PM	757	744	1,501
7:00 PM - 8:00 PM	681	472	1,153
8:00 PM - 9:00 PM	468	445	913
9:00 PM - 10:00 PM	260	466	726
10:00 PM - 11:00 PM	283	1,092	1,375
11:00 PM - 12:00 AM	211	639	850
Total	**6,754**	**8,088**	**14,842**

24-Hour	*EB*	*Volume*	*10,583*	*24-Hour*	*WB*	*Volume*	*13,542*



THURSDAY JUNE 01, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Nobel Drive (Between Shoreline Drive and Judicial Drive)

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		33			12:00			115		114		
00:15			19		27			12:15			121		115		
00:30			17		22			12:30			131		121		
00:45			11	62	14	96	158	12:45			162	529	98	448	977
01:00			5		16			13:00			135		99		
01:15			8		10			13:15			152		107		
01:30			11		11			13:30			123		101		
01:45			7	31	10	47	78	13:45			148	558	81	388	946
02:00			8		4			14:00			140		121		
02:15			5		13			14:15			179		101		
02:30			13		6			14:30			137		112		
02:45			5	31	9	32	63	14:45			136	592	128	462	1054
03:00			5		9			15:00			103		127		
03:15			6		3			15:15			90		121		
03:30			5		3			15:30			100		120		
03:45			7	23	7	22	45	15:45			66	359	162	530	889
04:00			4		7			16:00			107		166		
04:15			8		7			16:15			90		183		
04:30			9		14			16:30			84		158		
04:45			10	31	17	45	76	16:45			70	351	219	726	1077
05:00			14		36			17:00			87		225		
05:15			19		36			17:15			90		255		
05:30			25		54			17:30			99		234		
05:45			39	97	74	200	297	17:45			84	360	252	966	1326
06:00			36		79			18:00			104		198		
06:15			59		96			18:15			86		166		
06:30			86		52			18:30			100		145		
06:45			90	271	61	288	559	18:45			131	421	131	640	1061
07:00			112		54			19:00			134		108		
07:15			170		76			19:15			144		91		
07:30			174		66			19:30			134		99		
07:45			215	671	84	280	951	19:45			117	529	87	385	914
08:00			161		75			20:00			127		106		
08:15			216		59			20:15			122		95		
08:30			188		82			20:30			115		110		
08:45			166	731	95	311	1042	20:45			119	483	92	403	886
09:00			161		75			21:00			107		83		
09:15			130		75			21:15			98		83		
09:30			105		87			21:30			104		82		
09:45			113	509	75	312	821	21:45			90	399	93	341	740
10:00			92		88			22:00			84		86		
10:15			92		81			22:15			58		61		
10:30			88		86			22:30			57		64		
10:45			99	371	87	342	713	22:45			46	245	60	271	516
11:00			110		100			23:00			42		68		
11:15			98		103			23:15			39		46		
11:30			123		124			23:30			39		35		
11:45			110	441	109	436	877	23:45			29	149	36	185	334
Total Vol.			3269		2411		**5680**				4975		5745		**10720**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			8244	8156	**16400**

	AM			**PM**		
Split %	57.6%	42.4%	**34.6%**	46.4%	53.6%	**65.4%**
Peak Hour	07:45	11:30	**07:45**	13:45	17:00	**17:00**
Volume	780	462	**1080**	604	966	**1326**
P.H.F.	0.90	0.93	**0.90**	0.84	0.95	**0.96**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Regents Road (Between Eastgate Mall and Executive Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		20					12:00	117		110				
00:15	12		13					12:15	105		114				
00:30	5		24					12:30	101		100				
00:45	4	31	20	77			108	12:45	130	453	104	428			881
01:00	5		16					13:00	111		88				
01:15	4		11					13:15	89		106				
01:30	5		21					13:30	113		84				
01:45	4	18	9	57			75	13:45	90	403	89	367			770
02:00	13		7					14:00	89		119				
02:15	15		10					14:15	91		124				
02:30	6		9					14:30	107		136				
02:45	7	41	2	28			69	14:45	103	390	142	521			911
03:00	5		10					15:00	81		193				
03:15	7		2					15:15	84		180				
03:30	17		8					15:30	59		233				
03:45	14	43	2	22			65	15:45	58	282	185	791			1073
04:00	13		5					16:00	70		218				
04:15	31		4					16:15	59		180				
04:30	54		8					16:30	74		228				
04:45	43	141	4	21			162	16:45	72	275	215	841			1116
05:00	43		5					17:00	64		220				
05:15	54		11					17:15	55		171				
05:30	76		12					17:30	59		200				
05:45	78	251	25	53			304	17:45	53	231	168	759			990
06:00	82		19					18:00	52		170				
06:15	97		32					18:15	50		145				
06:30	156		33					18:30	57		138				
06:45	186	521	38	122			643	18:45	58	217	137	590			807
07:00	164		34					19:00	31		96				
07:15	222		39					19:15	42		89				
07:30	284		66					19:30	45		104				
07:45	339	1009	74	213			1222	19:45	57	175	72	361			536
08:00	306		57					20:00	41		78				
08:15	271		68					20:15	37		75				
08:30	257		36					20:30	36		56				
08:45	300	1134	46	207			1341	20:45	27	141	54	263			404
09:00	275		63					21:00	30		39				
09:15	238		53					21:15	33		40				
09:30	218		65					21:30	36		48				
09:45	206	937	58	239			1176	21:45	33	132	51	178			310
10:00	142		82					22:00	32		50				
10:15	139		73					22:15	23		39				
10:30	106		64					22:30	21		26				
10:45	119	506	81	300			806	22:45	25	101	26	141			242
11:00	65		92					23:00	17		29				
11:15	61		78					23:15	15		21				
11:30	76		91					23:30	14		44				
11:45	97	299	93	354			653	23:45	7	53	24	118			171
Total Vol.		4931		1693			**6624**			2853		5358			**8211**

Daily Totals

NB	SB	EB	WB	**Combined**
7784	7051			**14835**

	AM			**PM**		
Split %	74.4%	25.6%	**44.7%**	34.7%	65.3%	**55.3%**
Peak Hour	07:30	11:45	**07:30**	12:00	16:15	**16:00**
Volume	1200	417	**1465**	453	843	**1116**
P.H.F.	0.88	0.91	**0.89**	0.91	0.92	**0.92**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Regents Road (Between Executive Drive and La Jolla Village Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	16		24					12:00	126		142				
00:15	16		11					12:15	110		148				
00:30	12		26					12:30	120		118				
00:45	10	54	19	80			134	12:45	129	485	118	526			1011
01:00	11		20					13:00	134		127				
01:15	7		14					13:15	112		125				
01:30	7		24					13:30	122		108				
01:45	5	30	8	66			96	13:45	105	473	118	478			951
02:00	7		10					14:00	97		133				
02:15	9		13					14:15	99		158				
02:30	4		9					14:30	110		182				
02:45	4	24	4	36			60	14:45	110	416	163	636			1052
03:00	9		16					15:00	94		219				
03:15	3		4					15:15	99		237				
03:30	11		7					15:30	80		303				
03:45	4	27	4	31			58	15:45	76	349	216	975			1324
04:00	8		6					16:00	84		263				
04:15	13		5					16:15	68		254				
04:30	36		11					16:30	80		308				
04:45	30	87	10	32			119	16:45	88	320	311	1136			1456
05:00	36		4					17:00	104		291				
05:15	32		7					17:15	87		285				
05:30	86		7					17:30	77		263				
05:45	122	276	20	38			314	17:45	78	346	218	1057			1403
06:00	136		17					18:00	74		189				
06:15	159		21					18:15	63		187				
06:30	193		28					18:30	69		183				
06:45	198	686	42	108			794	18:45	75	281	175	734			1015
07:00	154		53					19:00	45		132				
07:15	189		63					19:15	62		104				
07:30	275		98					19:30	70		123				
07:45	337	955	112	326			1281	19:45	77	254	96	455			709
08:00	270		96					20:00	67		96				
08:15	253		118					20:15	57		88				
08:30	287		58					20:30	55		69				
08:45	286	1096	79	351			1447	20:45	41	220	63	316			536
09:00	311		86					21:00	63		66				
09:15	242		84					21:15	61		54				
09:30	189		93					21:30	44		56				
09:45	191	933	92	355			1288	21:45	57	225	54	230			455
10:00	138		106					22:00	54		69				
10:15	140		95					22:15	29		44				
10:30	114		91					22:30	35		30				
10:45	115	507	111	403			910	22:45	32	150	31	174			324
11:00	71		105					23:00	30		23				
11:15	73		103					23:15	32		35				
11:30	87		110					23:30	18		45				
11:45	106	337	136	454			791	23:45	14	94	32	135			229
Total Vol.		5012		2280			**7292**			3613		6852			**10465**

Daily Totals

NB	SB	EB	WB	**Combined**
8625	9132			**17757**

	AM			**PM**		
Split %	68.7%	31.3%	**41.1%**	34.5%	65.5%	**58.9%**
Peak Hour	07:45	11:45	**07:30**	12:45	16:30	**16:30**
Volume	1147	544	**1559**	497	1195	**1554**
P.H.F.	0.85	0.92	**0.87**	0.91	0.96	**0.97**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 68. Regents Road South of Genesee Avenue

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

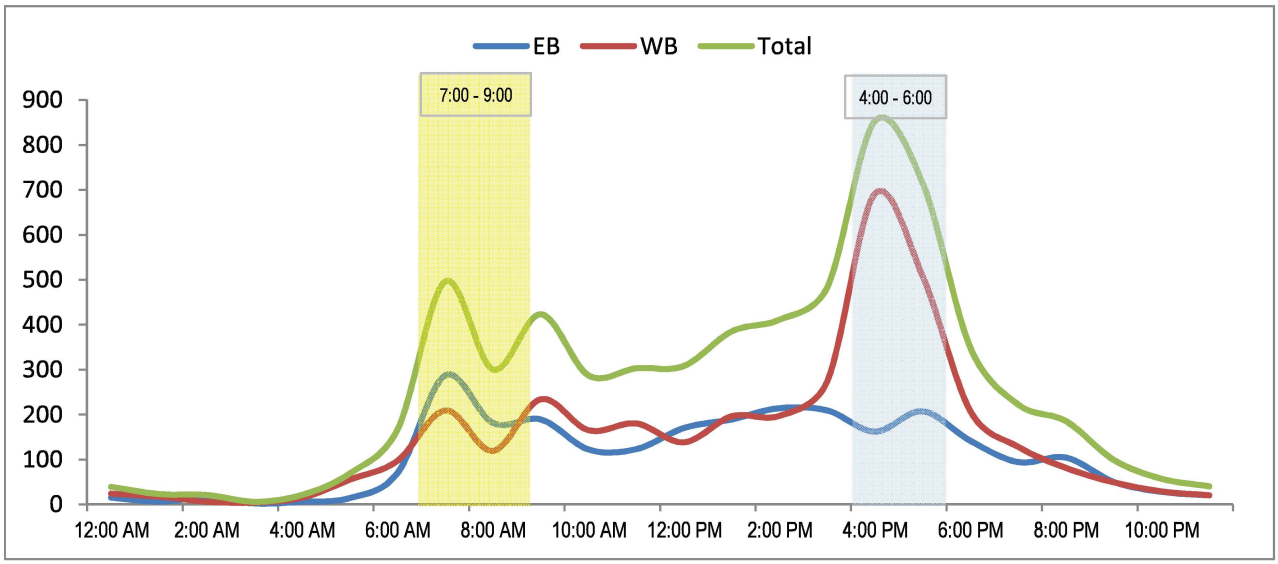
AVC Proj. No: *15-0345*

24 Hour Segment Volume			6,260

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	15	24	39
1:00 AM - 2:00 AM	6	17	23
2:00 AM - 3:00 AM	15	6	21
3:00 AM - 4:00 AM	2	4	6
4:00 AM - 5:00 AM	6	15	21
5:00 AM - 6:00 AM	14	55	69
6:00 AM - 7:00 AM	70	97	167
7:00 AM - 8:00 AM	287	209	496
8:00 AM - 9:00 AM	181	119	300
9:00 AM - 10:00 AM	189	234	423
10:00 AM - 11:00 AM	122	165	287
11:00 AM - 12:00 PM	123	180	303
Total	**1,030**	**1,125**	**2,155**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	170	138	308
1:00 PM - 2:00 PM	189	196	385
2:00 PM - 3:00 PM	214	197	411
3:00 PM - 4:00 PM	209	274	483
4:00 PM - 5:00 PM	162	691	853
5:00 PM - 6:00 PM	207	507	714
6:00 PM - 7:00 PM	141	207	348
7:00 PM - 8:00 PM	94	128	222
8:00 PM - 9:00 PM	104	81	185
9:00 PM - 10:00 PM	50	49	99
10:00 PM - 11:00 PM	28	29	57
11:00 PM - 12:00 AM	20	20	40
Total	**1,588**	**2,517**	**4,105**

24-Hour EB Volume	2,618	24-Hour WB Volume	3,642



THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Regents Road (Between La Jolla Village Drive and Nobel Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	35		37					12:00	119		128				
00:15	24		35					12:15	135		126				
00:30	28		27					12:30	115		102				
00:45	12	99	26	125			224	12:45	118	487	83	439			926
01:00	12		23					13:00	113		76				
01:15	9		18					13:15	104		100				
01:30	13		13					13:30	105		104				
01:45	5	39	7	61			100	13:45	131	453	109	389			842
02:00	5		15					14:00	118		95				
02:15	1		6					14:15	112		93				
02:30	3		5					14:30	104		89				
02:45	6	15	7	33			48	14:45	100	434	134	411			845
03:00	4		2					15:00	82		122				
03:15	3		4					15:15	120		159				
03:30	1		6					15:30	70		191				
03:45	4	12	5	17			29	15:45	85	357	176	648			1005
04:00	2		5					16:00	87		222				
04:15	11		5					16:15	92		262				
04:30	8		3					16:30	132		250				
04:45	11	32	5	18			50	16:45	128	439	266	1000			1439
05:00	10		6					17:00	96		271				
05:15	23		8					17:15	94		313				
05:30	26		6					17:30	95		307				
05:45	40	99	11	31			130	17:45	116	401	298	1189			1590
06:00	41		8					18:00	120		315				
06:15	56		10					18:15	113		212				
06:30	88		20					18:30	127		217				
06:45	104	289	38	76			365	18:45	109	469	169	913			1382
07:00	108		40					19:00	101		142				
07:15	153		83					19:15	88		117				
07:30	225		52					19:30	102		102				
07:45	249	735	56	231			966	19:45	112	403	112	473			876
08:00	169		72					20:00	101		96				
08:15	216		49					20:15	82		106				
08:30	185		55					20:30	85		116				
08:45	226	796	57	233			1029	20:45	97	365	87	405			770
09:00	198		68					21:00	65		98				
09:15	177		61					21:15	88		76				
09:30	162		79					21:30	65		76				
09:45	150	687	58	266			953	21:45	78	296	88	338			634
10:00	122		71					22:00	63		73				
10:15	113		73					22:15	66		76				
10:30	128		72					22:30	59		75				
10:45	108	471	70	286			757	22:45	50	238	60	284			522
11:00	107		80					23:00	27		67				
11:15	80		103					23:15	27		36				
11:30	97		82					23:30	30		36				
11:45	103	387	94	359			746	23:45	22	106	44	183			289
Total Vol.		3661		1736			**5397**			4448		6672			**11120**

Daily Totals

NB	SB	EB	WB	**Combined**
8109	8408			**16517**

	AM			**PM**		
Split %	67.8%	32.2%	**32.7%**	40.0%	60.0%	**67.3%**
Peak Hour	07:30	11:45	**07:30**	12:00	17:15	**17:15**
Volume	859	450	**1088**	487	1233	**1658**
P.H.F.	0.86	0.88	**0.89**	0.90	0.98	**0.95**

TUESDAY MAY 23, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Towne Centre Drive (Between Eastgate Mall and Executive Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		12					12:00	106		121				
00:15	4		8					12:15	97		116				
00:30	2		6					12:30	105		105				
00:45	5	15	5	31			46	12:45	158	466	122	464			930
01:00	6		4					13:00	160		135				
01:15	5		5					13:15	129		114				
01:30	1		2					13:30	101		141				
01:45	6	18	3	14			32	13:45	122	512	135	525			1037
02:00	1		4					14:00	78		125				
02:15	3		2					14:15	79		141				
02:30	4		1					14:30	65		133				
02:45	2	10	2	9			19	14:45	60	282	128	527			809
03:00	5		4					15:00	64		159				
03:15	1		2					15:15	72		166				
03:30	4		1					15:30	52		174				
03:45	10	20	6	13			33	15:45	59	247	184	683			930
04:00	6		8					16:00	58		188				
04:15	15		4					16:15	51		225				
04:30	17		9					16:30	54		205				
04:45	32	70	12	33			103	16:45	43	206	189	807			1013
05:00	43		8					17:00	62		252				
05:15	64		9					17:15	52		206				
05:30	76		12					17:30	64		214				
05:45	111	294	11	40			334	17:45	41	219	162	834			1053
06:00	119		15					18:00	40		151				
06:15	129		19					18:15	54		135				
06:30	117		20					18:30	31		141				
06:45	213	578	22	76			654	18:45	34	159	152	579			738
07:00	196		33					19:00	27		116				
07:15	242		40					19:15	34		108				
07:30	255		48					19:30	25		88				
07:45	317	1010	51	172			1182	19:45	8	94	95	407			501
08:00	288		66					20:00	19		70				
08:15	237		58					20:15	34		55				
08:30	292		60					20:30	22		51				
08:45	297	1114	51	235			1349	20:45	23	98	40	216			314
09:00	288		54					21:00	20		48				
09:15	220		54					21:15	20		49				
09:30	182		68					21:30	20		50				
09:45	158	848	55	231			1079	21:45	12	72	40	187			259
10:00	106		68					22:00	17		35				
10:15	106		70					22:15	16		22				
10:30	81		55					22:30	7		19				
10:45	86	379	84	277			656	22:45	12	52	12	88			140
11:00	77		95					23:00	12		15				
11:15	96		77					23:15	5		11				
11:30	85		84					23:30	2		9				
11:45	108	366	111	367			733	23:45	8	27	10	45			72
Total Vol.		4722		1498			**6220**			2434		5362			**7796**

Daily Totals

NB	SB	EB	WB	**Combined**
7156	6860			**14016**

	AM			**PM**		
Split %	75.9%	24.1%	**44.4%**	31.2%	68.8%	**55.6%**
Peak Hour	07:45	11:45	**07:45**	12:30	16:15	**16:45**
Volume	1134	453	**1369**	552	871	**1082**
P.H.F.	0.89	0.94	**0.93**	0.91	0.86	**0.86**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Towne Centre Drive (Between Executive Drive and La Jolla Village Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		19					12:00	166		219				
00:15	3		11					12:15	181		177				
00:30	9		3					12:30	203		160				
00:45	8	30	9	42			72	12:45	218	768	125	681			1449
01:00	3		11					13:00	218		159				
01:15	4		7					13:15	196		134				
01:30	2		8					13:30	168		138				
01:45	2	11	4	30			41	13:45	168	750	138	569			1319
02:00	3		6					14:00	118		202				
02:15	5		16					14:15	137		153				
02:30	2		13					14:30	136		221				
02:45	3	13	6	41			54	14:45	111	502	183	759			1261
03:00	6		2					15:00	66		254				
03:15	5		6					15:15	106		213				
03:30	2		8					15:30	71		265				
03:45	9	22	2	18			40	15:45	91	334	208	940			1274
04:00	10		8					16:00	84		288				
04:15	13		3					16:15	80		305				
04:30	21		6					16:30	77		278				
04:45	37	81	13	30			111	16:45	81	322	266	1137			1459
05:00	51		6					17:00	88		319				
05:15	99		2					17:15	69		275				
05:30	144		4					17:30	77		284				
05:45	181	475	7	19			494	17:45	91	325	221	1099			1424
06:00	195		21					18:00	120		239				
06:15	225		29					18:15	115		200				
06:30	257		28					18:30	106		174				
06:45	311	988	29	107			1095	18:45	82	423	134	747			1170
07:00	335		33					19:00	65		140				
07:15	361		48					19:15	50		105				
07:30	407		62					19:30	52		81				
07:45	493	1596	66	209			1805	19:45	49	216	85	411			627
08:00	425		72					20:00	44		76				
08:15	408		63					20:15	41		49				
08:30	432		56					20:30	46		44				
08:45	395	1660	51	242			1902	20:45	36	167	29	198			365
09:00	387		76					21:00	21		50				
09:15	314		75					21:15	38		45				
09:30	231		70					21:30	35		39				
09:45	221	1153	58	279			1432	21:45	18	112	29	163			275
10:00	174		81					22:00	22		37				
10:15	144		81					22:15	30		27				
10:30	111		85					22:30	21		32				
10:45	130	559	112	359			918	22:45	18	91	37	133			224
11:00	114		131					23:00	18		24				
11:15	148		140					23:15	17		20				
11:30	151		177					23:30	13		23				
11:45	177	590	191	639			1229	23:45	12	60	20	87			147
Total Vol.		7178		2015			**9193**			4070		6924			**10994**

Daily Totals

NB	SB	EB	WB	**Combined**
11248	8939			**20187**

	AM			**PM**		
Split %	78.1%	21.9%	**45.5%**	37.0%	63.0%	**54.5%**
Peak Hour	07:45	11:30	**07:45**	12:30	16:15	**16:15**
Volume	1758	764	**2015**	835	1168	**1494**
P.H.F.	0.89	0.87	**0.90**	0.98	0.92	**0.92**

THURSDAY MAY 25, 2017 CITY: LA JOLLA / UC PROJECT: PTD17-0526-01

Towne Centre Drive (Between La Jolla Village Drive and Golden Haven Drive)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	11		16					12:00	207		172				
00:15	11		15					12:15	187		151				
00:30	11		7					12:30	200		158				
00:45	8	41	9	47			88	12:45	184	778	139	620			1398
01:00	18		9					13:00	194		136				
01:15	8		9					13:15	219		133				
01:30	5		4					13:30	198		98				
01:45	8	39	0	22			61	13:45	199	810	119	486			1296
02:00	4		4					14:00	199		95				
02:15	2		5					14:15	172		120				
02:30	1		5					14:30	212		112				
02:45	1	8	0	14			22	14:45	184	767	113	440			1207
03:00	3		4					15:00	181		99				
03:15	3		4					15:15	146		101				
03:30	2		4					15:30	161		136				
03:45	6	14	8	20			34	15:45	130	618	117	453			1071
04:00	2		4					16:00	174		137				
04:15	2		5					16:15	191		177				
04:30	12		9					16:30	188		184				
04:45	8	24	14	32			56	16:45	170	723	181	679			1402
05:00	12		16					17:00	215		205				
05:15	17		30					17:15	202		244				
05:30	24		28					17:30	235		205				
05:45	32	85	46	120			205	17:45	205	857	244	898			1755
06:00	32		40					18:00	167		177				
06:15	21		46					18:15	145		155				
06:30	55		45					18:30	162		183				
06:45	81	189	48	179			368	18:45	153	627	141	656			1283
07:00	66		55					19:00	129		101				
07:15	105		90					19:15	113		104				
07:30	133		88					19:30	119		88				
07:45	114	418	105	338			756	19:45	125	486	91	384			870
08:00	165		121					20:00	108		87				
08:15	147		140					20:15	95		82				
08:30	151		121					20:30	100		87				
08:45	163	626	119	501			1127	20:45	96	399	71	327			726
09:00	167		110					21:00	121		45				
09:15	180		95					21:15	114		53				
09:30	125		83					21:30	90		68				
09:45	114	586	95	383			969	21:45	51	376	40	206			582
10:00	103		90					22:00	57		74				
10:15	95		88					22:15	47		47				
10:30	134		94					22:30	45		33				
10:45	117	449	107	379			828	22:45	24	173	34	188			361
11:00	109		100					23:00	32		29				
11:15	116		144					23:15	17		31				
11:30	145		147					23:30	27		18				
11:45	164	534	159	550			1084	23:45	37	113	13	91			204
Total Vol.		3013		2585			**5598**			6727		5428			**12155**

Daily Totals

NB	SB	EB	WB	**Combined**
9740	8013			**17753**

	AM			**PM**		
Split %	53.8%	46.2%	**31.5%**	55.3%	44.7%	**68.5%**
Peak Hour	11:45	11:45	**11:45**	17:00	17:00	**17:00**
Volume	758	640	**1398**	857	898	**1755**
P.H.F.	0.92	0.93	**0.92**	0.94	0.92	**0.98**

THURSDAY - NOVEMBER 17TH, 2016 CITY: UTC PROJECT: PTD16-1118-03

TOWNE CENTRE N-O EASTGATE MALL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		8					12:00	98		140				
00:15	4		6					12:15	83		92				
00:30	3		3					12:30	100		77				
00:45	1	12	3	20			32	12:45	135	416	79	388			804
01:00	5		6					13:00	98		78				
01:15	2		3					13:15	98		49				
01:30	1		3					13:30	75		55				
01:45	1	9	2	14			23	13:45	79	350	72	254			604
02:00	3		4					14:00	44		84				
02:15	2		2					14:15	39		78				
02:30	2		2					14:30	37		102				
02:45	3	10	2	10			20	14:45	44	164	99	363			527
03:00	1		5					15:00	50		106				
03:15	2		2					15:15	33		106				
03:30	4		3					15:30	31		162				
03:45	0	7	1	11			18	15:45	22	136	136	510			646
04:00	5		1					16:00	15		177				
04:15	5		6					16:15	19		141				
04:30	9		2					16:30	22		215				
04:45	26	45	4	13			58	16:45	19	75	188	721			796
05:00	30		6					17:00	16		262				
05:15	47		13					17:15	18		199				
05:30	55		10					17:30	15		184				
05:45	96	228	6	35			263	17:45	16	65	159	804			869
06:00	89		10					18:00	15		117				
06:15	108		9					18:15	13		102				
06:30	168		14					18:30	25		93				
06:45	169	534	19	52			586	18:45	22	75	66	378			453
07:00	184		20					19:00	7		64				
07:15	151		19					19:15	11		32				
07:30	188		22					19:30	8		31				
07:45	195	718	28	89			807	19:45	2	28	21	148			176
08:00	188		19					20:00	4		29				
08:15	155		22					20:15	8		14				
08:30	162		23					20:30	11		13				
08:45	177	682	20	84			766	20:45	6	29	18	74			103
09:00	188		29					21:00	5		12				
09:15	136		28					21:15	4		8				
09:30	106		35					21:30	4		6				
09:45	103	533	31	123			656	21:45	5	18	4	30			48
10:00	80		37					22:00	5		6				
10:15	72		30					22:15	7		8				
10:30	61		42					22:30	2		8				
10:45	57	270	45	154			424	22:45	2	16	5	27			43
11:00	66		44					23:00	6		5				
11:15	70		35					23:15	4		8				
11:30	88		65					23:30	5		8				
11:45	95	319	88	232			551	23:45	8	23	5	26			49
Total Vol.		3367		837			**4204**			1395		3723			**5118**

Daily Totals

NB	SB	EB	WB	Combined
4762	4560			**9322**

	AM			PM		
Split %	80.1%	19.9%	**45.1%**	27.3%	72.7%	**54.9%**
Peak Hour	07:30	11:45	**07:30**	12:30	16:30	**16:30**
Volume	726	397	**817**	431	864	**939**
P.H.F.	0.93	0.71	**0.92**	0.80	0.82	**0.84**

National Data & Surveying Services Intersection Turning Movement Count

Location: Westerra Ct & Towne Center Dr
City: San Diego
Control: 1-Way Stop(NB)

Project ID: 21-040098-001
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Westerra Ct				Westerra Ct				Towne Center Dr				Towne Center Dr				
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	3	0	0	3	3	0	0	10
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	5	12	0	0	18
7:30 AM	0	0	1	0	0	0	0	0	0	4	0	0	4	3	0	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	5	9	0	0	17
8:00 AM	0	0	2	0	0	0	0	0	0	4	0	0	4	9	0	0	19
8:15 AM	0	0	1	0	0	0	0	0	0	8	0	0	4	7	0	0	20
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	6	3	0	0	11
8:45 AM	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	9	0	0	0	0	0	0	26	0	0	34	51	0	0	120
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	4	0	0	0	0	0	0	19	0	0	17	28	0	0	68
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.850	0.778	0.000	0.000	0.850
		0.500								0.594				0.804			

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	4	0	0	0	0	0	0	4	0	0	0	1	0	0	9
4:15 PM	0	0	4	0	0	0	0	0	0	5	1	0	1	7	0	0	18
4:30 PM	0	0	5	0	0	0	0	0	0	9	0	0	0	0	0	0	14
4:45 PM	0	0	6	0	0	0	0	0	0	3	0	0	1	2	0	0	12
5:00 PM	0	0	2	0	0	0	0	0	0	11	0	0	2	0	0	0	15
5:15 PM	0	0	3	0	0	0	0	0	0	3	0	0	0	2	0	0	8
5:30 PM	0	0	2	0	0	0	0	0	0	4	0	0	2	6	0	0	14
5:45 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	28	0	0	0	0	0	0	41	1	0	6	19	0	0	95
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	97.62%	2.38%	0.00%	24.00%	76.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	17	0	0	0	0	0	0	28	1	0	4	9	0	0	59
PEAK HR FACTOR :	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.636	0.250	0.000	0.500	0.321	0.000	0.000	0.819
		0.708								0.659				0.406			

National Data & Surveying Services Intersection Turning Movement Count

Location: Westerra Ct & Towne Center Dr
City: San Diego
Control: 1-Way Stop(NB)

Project ID: 21-040098-001
Date: 6/3/2021

Data - Bikes

NS/EW Streets:	Westerra Ct				Westerra Ct				Towne Center Dr				Towne Center Dr				
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
APPROACH %'s :													50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

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	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	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 :	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	
	0.250								0.250								0.250

National Data & Surveying Services Intersection Turning Movement Count

Location: Westerra Ct & Towne Center Dr
City: San Diego
Project ID: 21-040098-001
Date: 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Westerra Ct		Westerra Ct		Towne Center Dr		Towne Center Dr		
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	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	0	0	2
APPROACH %'s :			100.00%	0.00%	100.00%	0.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	2	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	2	2	0	6
APPROACH %'s :			100.00%	0.00%	33.33%	66.67%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Ct & Towne Center Dr
City: San Diego
Control: 1-Way Stop(NB)

Project ID: 21-040098-002
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Towne Center Ct				Towne Center Ct				Towne Center Dr				Towne Center Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	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	3	0	1	0	0	0	0	4	1	0	7	9	3	2	30
7:15 AM	1	0	0	0	0	0	0	0	0	4	1	0	5	16	2	1	30
7:30 AM	0	0	0	0	1	0	0	0	0	4	0	0	4	19	4	0	32
7:45 AM	0	0	1	0	0	0	0	0	0	4	0	0	4	17	1	1	28
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	3	23	2	2	34
8:15 AM	0	0	1	0	0	0	0	0	0	11	1	0	3	13	1	1	31
8:30 AM	0	0	2	0	1	0	0	0	0	10	0	0	7	12	2	0	34
8:45 AM	0	0	2	0	1	0	0	0	0	6	0	0	9	12	3	2	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	9	0	4	0	0	0	0	47	3	0	42	121	18	9	254
APPROACH %'s :	10.00%	0.00%	90.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	94.00%	6.00%	0.00%	22.11%	63.68%	9.47%	4.74%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	5	0	2	0	0	0	0	31	1	0	22	60	8	5	134
PEAK HR FACTOR :	0.000	0.000	0.625	0.000	0.500	0.000	0.000	0.000	0.000	0.705	0.250	0.000	0.611	0.652	0.667	0.625	0.957
			0.625				0.500				0.667				0.792		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	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	7	0	2	0	0	0	0	16	0	0	0	1	1	0	27
4:15 PM	0	0	4	0	2	0	0	0	1	19	0	0	2	8	1	0	37
4:30 PM	0	0	4	0	0	0	0	0	0	17	2	0	3	3	1	0	30
4:45 PM	1	0	3	0	3	0	0	0	0	11	0	0	2	1	1	0	22
5:00 PM	0	0	9	0	1	0	0	0	0	13	0	0	0	3	0	0	26
5:15 PM	0	0	5	0	0	0	0	0	0	13	0	0	0	2	2	0	22
5:30 PM	1	0	2	1	1	0	0	0	0	4	0	0	1	7	1	0	18
5:45 PM	0	0	5	0	0	0	0	0	0	7	1	0	0	1	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	39	1	9	0	0	0	1	100	3	0	8	26	7	0	196
APPROACH %'s :	4.76%	0.00%	92.86%	2.38%	100.00%	0.00%	0.00%	0.00%	0.96%	96.15%	2.88%	0.00%	19.51%	63.41%	17.07%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	0	18	0	7	0	0	0	1	63	2	0	7	13	4	0	116
PEAK HR FACTOR :	0.250	0.000	0.643	0.000	0.583	0.000	0.000	0.000	0.250	0.829	0.250	0.000	0.583	0.406	1.000	0.000	0.784
			0.679				0.583				0.825				0.545		

National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Ct & Towne Center Dr
City: San Diego
Control: 1-Way Stop(NB)

Project ID: 21-040098-002
Date: 6/3/2021

Data - Bikes

NS/EW Streets:	Towne Center Ct				Towne Center Ct				Towne Center Dr				Towne Center Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
														0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0
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	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
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 :	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
										0.500							

National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Ct & Towne Center Dr **Project ID:** 21-040098-002
City: San Diego **Date:** 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Towne Center Ct		Towne Center Ct		Towne Center Dr		Towne Center Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	1	0	0	0	0	0	0	4
7:15 AM	3	1	0	0	0	0	0	0	4
7:30 AM	1	0	0	0	0	0	0	0	1
7:45 AM	2	1	0	1	0	0	0	0	4
8:00 AM	2	0	0	1	1	0	0	0	4
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	1	3	0	2	0	0	0	0	6
8:45 AM	0	2	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	8	0	5	1	0	0	0	26
APPROACH %'s :	60.00%	40.00%	0.00%	100.00%	100.00%	0.00%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	3	5	0	4	1	0	0	0	13
PEAK HR FACTOR :	0.375	0.417		0.500	0.250				0.542
	0.500		0.500		0.250				

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	0	0	0	0	1
4:15 PM	1	1	0	6	0	4	1	1	14
4:30 PM	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	5	0	0	0	0	0	5
5:00 PM	0	0	0	2	0	0	0	0	2
5:15 PM	1	0	1	2	0	0	0	0	4
5:30 PM	0	0	1	1	0	0	0	0	2
5:45 PM	0	1	1	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	3	8	12	0	4	1	1	32
APPROACH %'s :	50.00%	50.00%	40.00%	60.00%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	2	2	5	7	0	4	1	1	22
PEAK HR FACTOR :	0.500	0.500	0.250	0.292		0.250	0.250	0.250	0.393
	0.500		0.500		0.250		0.250		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	TOWNE CENTER	LOCATION #:	1
	EAST & WEST:	EASTGATE MALL	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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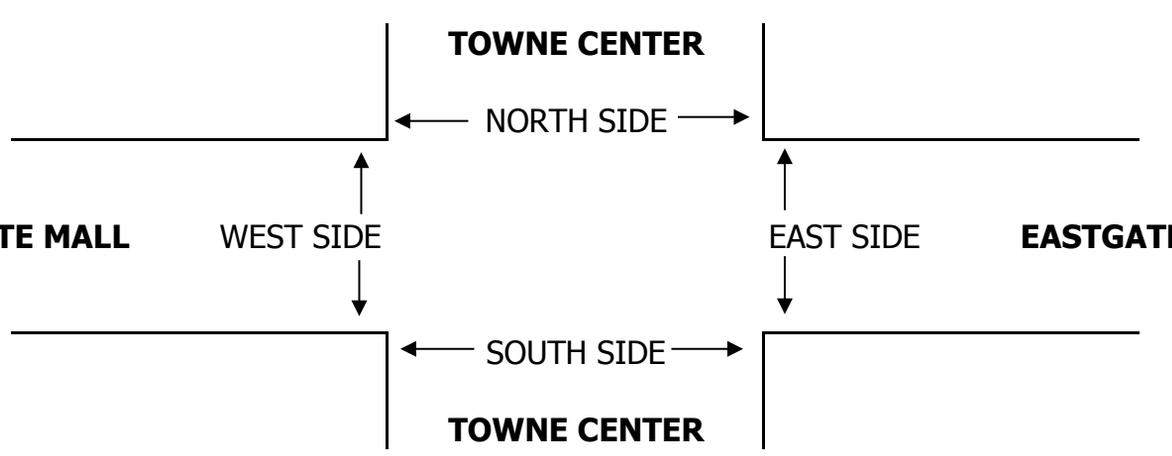
		NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	25	125	31	5	5	7	11	30	11	8	81	27	366
	7:15 AM	60	138	26	4	10	7	14	36	24	7	120	37	483
	7:30 AM	80	141	42	4	12	2	13	47	25	9	149	50	574
	7:45 AM	111	132	55	2	16	9	16	44	25	14	146	49	619
	8:00 AM	75	145	52	4	11	5	22	39	41	16	127	56	593
	8:15 AM	66	120	45	5	13	3	24	56	24	11	113	59	539
	8:30 AM	87	147	59	6	15	6	19	35	37	15	122	42	590
	8:45 AM	78	153	48	5	12	7	13	44	21	14	131	46	572
	VOLUMES	582	1,101	358	35	94	46	132	331	208	94	989	366	4,336
	APPROACH %	29%	54%	18%	20%	54%	26%	20%	49%	31%	6%	68%	25%	
	APP/DEPART	2,041	/	1,599	175	/	396	671	/	724	1,449	/	1,617	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	339	544	211	17	55	23	81	174	127	56	508	206	2,341
	APPROACH %	31%	50%	19%	18%	58%	24%	21%	46%	33%	7%	66%	27%	
	PEAK HR FACTOR		0.918			0.880			0.918			0.921		0.945
	APP/DEPART	1,094	/	831	95	/	238	382	/	402	770	/	870	0
PM	4:00 PM	27	22	13	31	140	23	5	115	29	27	78	5	515
	4:15 PM	31	18	10	30	93	17	10	89	35	29	69	6	437
	4:30 PM	32	11	15	46	121	24	3	98	37	32	57	8	484
	4:45 PM	22	14	12	42	116	24	2	116	35	33	76	1	493
	5:00 PM	48	8	18	67	173	33	12	95	45	42	67	5	613
	5:15 PM	28	13	10	42	110	24	2	126	54	33	73	6	521
	5:30 PM	47	17	13	45	123	27	4	110	49	40	53	5	533
	5:45 PM	20	9	9	32	84	19	3	103	44	28	64	5	420
	VOLUMES	255	112	100	335	960	191	41	852	328	264	537	41	4,016
	APPROACH %	55%	24%	21%	23%	65%	13%	3%	70%	27%	31%	64%	5%	
	APP/DEPART	467	/	194	1,486	/	1,552	1,221	/	1,287	842	/	983	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	145	52	53	196	522	108	20	447	183	148	269	17	2,160
	APPROACH %	58%	21%	21%	24%	63%	13%	3%	69%	28%	34%	62%	4%	
	PEAK HR FACTOR		0.812			0.756			0.893			0.952		0.881
	APP/DEPART	250	/	89	826	/	853	650	/	696	434	/	522	0

U-TURNS

AM	NB	SB	EB	WB	TTL
7:00 AM	X	X	X	X	
	1				1
7:15 AM	2				2
7:30 AM			1		1
7:45 AM	1		1		2
8:00 AM	1		1		2
8:15 AM	1				1
8:30 AM	2				2
8:45 AM			2		2
VOLUMES	8	0	5	0	13
PM					
4:00 PM		1	1		2
4:15 PM	5		1		6
4:30 PM	2		1		3
4:45 PM	3				3
5:00 PM	8				8
5:15 PM	3				3
5:30 PM	4				4
5:45 PM	1				1
VOLUMES	26	1	3	0	30



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2		1	1	4					0	1	2	1		4
	7:15 AM	1	1	1	3	6					0	2	2	1		5
	7:30 AM	1	1		2	4					0	1	1	1		3
	7:45 AM		2		1	3					0		1		1	2
	8:00 AM	5	4	3	6	18					0	1			1	2
	8:15 AM	2	1		1	4					0	1	2	1		4
	8:30 AM	3	4	3	3	13					0	1	1		1	3
	8:45 AM		2	1	1	4					0	3	1			4
	TOTAL	14	15	9	18	56	0	0	0	0	0	10	10	4	3	27
PM	4:00 PM				1	1					0	1				1
	4:15 PM			1	1	2					0	2				2
	4:30 PM	3	1		5	9					0					0
	4:45 PM	4	2	3	8	17					0	1	2			3
	5:00 PM		3	1	2	6					0	3	2			5
	5:15 PM		1	4	2	7					0	6	1			7
	5:30 PM	3	1		7	11					0	1				1
	5:45 PM		1		5	6					0	3	1			4
	TOTAL	10	9	9	31	59	0	0	0	0	0	17	6	0	0	23

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	TOWNE CENTER	LOCATION #:	2
	EAST & WEST:	EXECUTIVE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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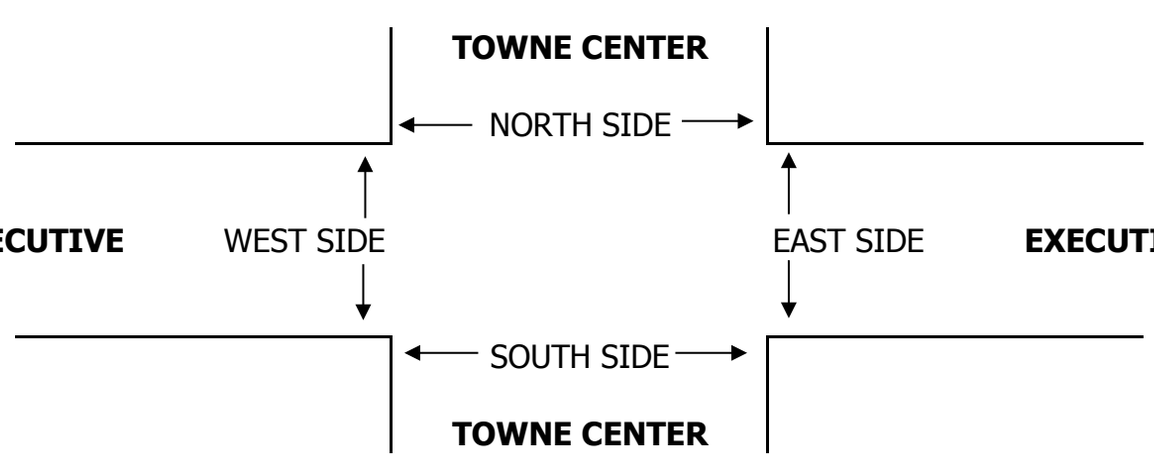
		NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	46	174	83	3	20	8	19	26	0	9	6	2	396
	7:15 AM	30	209	104	0	30	6	27	19	5	11	7	5	453
	7:30 AM	44	265	105	0	33	8	21	22	6	11	19	5	539
	7:45 AM	58	280	112	2	42	16	26	21	9	10	21	7	604
	8:00 AM	97	239	92	1	39	18	35	31	11	7	24	8	602
	8:15 AM	111	208	114	4	32	10	30	15	4	15	21	3	567
	8:30 AM	81	246	78	3	44	15	30	32	9	15	28	3	584
	8:45 AM	88	241	84	3	38	9	37	27	13	21	29	6	596
	VOLUMES	555	1,862	772	16	278	90	225	193	57	99	155	39	4,341
	APPROACH %	17%	58%	24%	4%	72%	23%	47%	41%	12%	34%	53%	13%	
	APP/DEPART	3,189	/	2,126	384	/	434	475	/	981	293	/	800	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	347	973	396	10	157	59	121	99	33	47	94	21	2,357
	APPROACH %	20%	57%	23%	4%	69%	26%	48%	39%	13%	29%	58%	13%	
	PEAK HR FACTOR		0.953			0.911			0.821			0.880		0.976
	APP/DEPART	1,716	/	1,115	226	/	237	253	/	505	162	/	500	0
PM	4:00 PM	18	49	13	9	151	29	6	17	45	72	45	2	456
	4:15 PM	24	33	15	8	181	25	8	10	41	80	41	2	468
	4:30 PM	20	39	16	0	182	29	8	11	33	78	50	4	470
	4:45 PM	32	28	20	3	168	15	9	8	26	68	50	4	431
	5:00 PM	27	40	19	7	211	25	14	16	31	63	39	8	500
	5:15 PM	18	33	17	2	164	25	6	23	35	70	62	7	462
	5:30 PM	23	43	15	4	180	40	11	22	33	59	41	2	473
	5:45 PM	28	32	34	2	132	16	3	12	30	61	35	5	390
	VOLUMES	190	297	149	35	1,369	204	65	119	274	551	363	34	3,650
	APPROACH %	30%	47%	23%	2%	85%	13%	14%	26%	60%	58%	38%	4%	
	APP/DEPART	636	/	396	1,608	/	2,194	458	/	303	948	/	757	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	103	140	70	18	742	94	39	45	131	289	180	18	1,869
	APPROACH %	33%	45%	22%	2%	87%	11%	18%	21%	61%	59%	37%	4%	
	PEAK HR FACTOR		0.910			0.879			0.881			0.922		0.935
	APP/DEPART	313	/	197	854	/	1,162	215	/	133	487	/	377	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
1	0	0	0	1
3	1	2	0	6
2	1	1	0	4
0	0	2	1	3
1	2	0	0	3
1	0	0	0	1
0	0	0	0	0
1	2	0	1	4
9	6	5	2	22
15	0	0	0	15
10	0	0	0	10
14	0	0	0	14
11	0	0	1	12
13	0	0	0	13
18	2	0	0	20
17	0	0	2	19
13	0	0	0	13
111	2	0	3	116



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	1	1	0	2					0	1	0	0	1	2
	7:15 AM	1	4	1	3	9					0	1	0	0	0	1
	7:30 AM	1	2	1	2	6					0	1	0	0	1	2
	7:45 AM	2	3	8	1	14					0	0	0	0	0	0
	8:00 AM	4	2	4	3	13					0	4	0	0	0	4
	8:15 AM	1	3	3	0	7					0	1	0	0	0	1
	8:30 AM	4	0	3	5	12					0	0	2	0	0	2
	8:45 AM	2	0	2	3	7					0	2	1	1	0	4
	TOTAL	15	15	23	17	70	0	0	0	0	0	10	3	1	2	16
PM	4:00 PM	4	3	2	0	9					0	0	0	0	0	0
	4:15 PM	2	5	4	1	12					0	0	0	0	0	0
	4:30 PM	2	3	4	1	10					0	0	0	0	0	0
	4:45 PM	4	1	1	1	7					0	0	1	0	0	1
	5:00 PM	1	1	3	1	6					0	0	1	0	0	1
	5:15 PM	0	2	1	2	5					0	2	2	0	1	5
	5:30 PM	5	2	2	4	13					0	1	0	0	0	1
	5:45 PM	5	2	5	2	14					0	0	0	1	0	1
	TOTAL	23	19	22	12	76	0	0	0	0	0	3	4	1	1	9

National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Dr & Towne Center Dwy
City: San Diego
Control: Signalized

Project ID: 21-040098-003
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Towne Center Dr				Towne Center Dr				Towne Center Dwy				Towne Center Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	176	6	0	0	35	3	0	0	0	1	0	1	0	0	0	222
7:15 AM	0	183	7	0	0	23	0	0	0	0	6	0	0	0	0	0	219
7:30 AM	0	210	9	0	0	64	1	0	0	0	1	0	0	0	0	0	285
7:45 AM	0	244	16	0	0	47	1	0	0	0	2	0	3	0	0	0	313
8:00 AM	0	211	21	0	0	48	1	0	0	0	2	0	2	0	1	0	286
8:15 AM	0	232	13	0	0	71	0	0	0	0	3	0	3	0	0	0	322
8:30 AM	0	228	10	0	0	72	2	0	0	0	1	0	0	0	0	0	313
8:45 AM	0	199	7	0	0	65	1	0	0	0	2	0	2	1	0	0	277
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1683	89	0	0	425	9	0	0	0	18	0	11	1	1	0	2237
APPROACH %'s :	0.00%	94.98%	5.02%	0.00%	0.00%	97.93%	2.07%	0.00%	0.00%	0.00%	100.00%	0.00%	84.62%	7.69%	7.69%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	915	60	0	0	238	4	0	0	0	8	0	8	0	1	0	1234
PEAK HR FACTOR :	0.000	0.938	0.714	0.000	0.000	0.826	0.500	0.000	0.000	0.000	0.667	0.000	0.667	0.000	0.250	0.000	0.958
		0.938				0.818				0.667				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	63	2	0	0	200	3	0	0	0	2	0	16	0	0	0	286
4:15 PM	0	66	1	0	0	156	2	0	0	0	3	0	15	0	2	0	245
4:30 PM	0	81	1	0	0	188	2	0	0	0	0	0	20	0	2	0	294
4:45 PM	0	66	1	0	0	180	4	0	0	0	1	0	17	0	1	0	270
5:00 PM	0	73	2	0	0	203	1	0	0	0	1	0	23	0	3	0	306
5:15 PM	0	80	2	0	0	174	2	0	0	0	1	0	21	0	1	0	281
5:30 PM	0	57	0	0	0	139	0	0	0	0	2	0	10	0	0	0	208
5:45 PM	0	82	1	0	0	123	2	0	0	0	2	0	9	0	1	0	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	568	10	0	0	1363	16	0	0	0	12	0	131	0	10	0	2110
APPROACH %'s :	0.00%	98.27%	1.73%	0.00%	0.00%	98.84%	1.16%	0.00%	0.00%	0.00%	100.00%	0.00%	92.91%	0.00%	7.09%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	300	6	0	0	745	9	0	0	0	3	0	81	0	7	0	1151
PEAK HR FACTOR :	0.000	0.926	0.750	0.000	0.000	0.917	0.563	0.000	0.000	0.000	0.750	0.000	0.880	0.000	0.583	0.000	0.940
		0.933				0.924				0.750				0.846			

National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Dr & Towne Center Dwy
City: San Diego
Control: Signalized

Project ID: 21-040098-003
Date: 6/3/2021

Data - Bikes

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

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	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	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
APPROACH %'s :	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	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
	0.250				0.750												

National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Dr & Towne Center Dwy **Project ID:** 21-040098-003
City: San Diego **Date:** 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Towne Center Dr		Towne Center Dr		Towne Center Dwy		Towne Center Dwy		
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	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	1	3
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	2	1	0	3	0	1	0	7
8:15 AM	0	0	0	0	1	1	2	1	5
8:30 AM	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	1	0	5	4	3	5	20
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	55.56%	44.44%	37.50%	62.50%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	2	1	0	5	2	3	2	15
PEAK HR FACTOR :		0.250	0.250		0.417	0.500	0.375	0.500	0.536
	0.250		0.250		0.583		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	1	2	3
4:15 PM	0	0	0	0	0	2	1	2	5
4:30 PM	0	0	0	0	0	2	0	1	3
4:45 PM	0	1	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	3	0	0	0	3
5:15 PM	0	0	0	0	0	0	1	2	3
5:30 PM	0	1	0	0	1	0	1	2	5
5:45 PM	0	0	0	0	2	0	2	5	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	0	0	6	4	7	14	33
APPROACH %'s :	0.00%	100.00%			60.00%	40.00%	33.33%	66.67%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	1	0	0	3	2	2	3	11
PEAK HR FACTOR :		0.250			0.250	0.250	0.500	0.375	0.917
	0.250				0.417		0.417		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

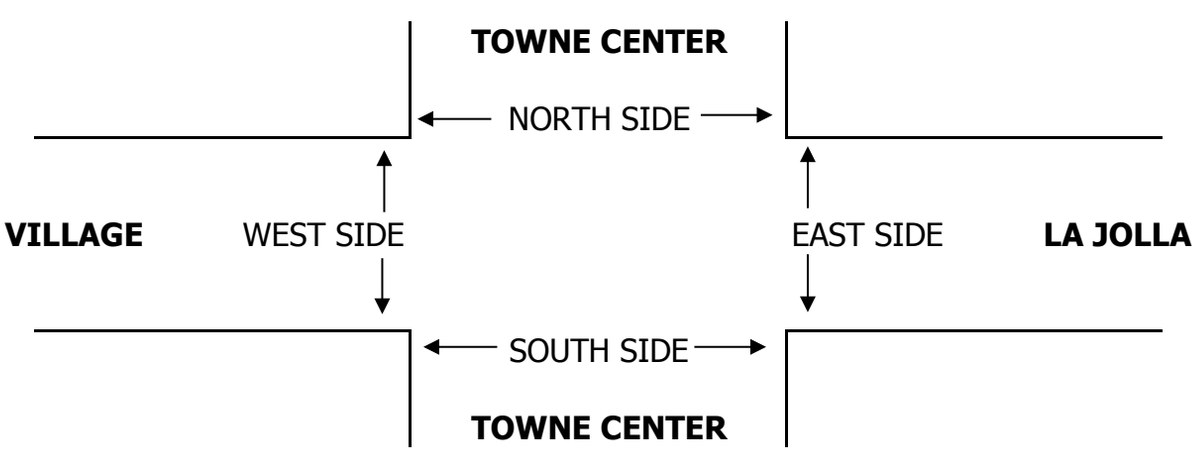
DATE:					
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	TOWNE CENTER	LOCATION #:	3
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL 2	NT 2	NR 2	SL 2	ST 1	SR 0	EL 2	ET 3	ER 0	WL 2	WT 3	WR 2	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	17	19	43	35	4	4	56	131	12	41	223	210	795					0
	7:15 AM	20	28	52	39	5	3	35	180	11	81	256	261	971					0
	7:30 AM	33	44	64	44	6	7	66	260	20	61	285	278	1,168					0
	7:45 AM	29	38	59	49	11	13	97	225	18	78	365	316	1,298					0
	8:00 AM	33	46	73	39	7	4	69	223	34	81	312	291	1,212					0
	8:15 AM	40	41	84	61	8	7	69	233	22	100	355	256	1,276					0
	8:30 AM	22	51	71	33	8	6	76	256	33	87	363	264	1,270					0
	8:45 AM	38	45	86	35	9	9	63	234	35	76	340	262	1,232					0
	VOLUMES	232	312	532	335	58	53	531	1,742	185	605	2,499	2,138	9,222	0	0	0	0	0
	APPROACH %	22%	29%	49%	75%	13%	12%	22%	71%	8%	12%	48%	41%						
	APP/DEPART	1,076	/	2,981	446	/	848	2,458	/	2,609	5,242	/	2,784	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	124	176	287	182	34	30	311	937	107	346	1,395	1,127	5,056					
	APPROACH %	21%	30%	49%	74%	14%	12%	23%	69%	8%	12%	49%	39%						
	PEAK HR FACTOR		0.889			0.809			0.928			0.945		0.974					
	APP/DEPART	587	/	1,614	246	/	487	1,355	/	1,406	2,868	/	1,549	0					
PM	4:00 PM	38	12	138	199	54	37	8	337	29	76	284	47	1,259					0
	4:15 PM	49	14	129	192	42	41	7	308	37	93	388	52	1,352		1	1	1	3
	4:30 PM	46	9	114	201	52	45	3	308	25	99	405	64	1,371					0
	4:45 PM	42	12	124	178	48	37	4	281	44	95	404	68	1,337					0
	5:00 PM	47	9	150	166	42	42	4	343	50	101	423	71	1,448					0
	5:15 PM	46	19	152	183	44	41	7	305	46	144	410	54	1,451					0
	5:30 PM	60	13	152	178	58	40	3	287	38	110	401	58	1,398					0
	5:45 PM	46	14	140	169	77	31	7	260	44	122	392	77	1,379					0
	VOLUMES	374	102	1,099	1,466	417	314	43	2,429	313	840	3,107	491	10,995	0	1	1	1	3
	APPROACH %	24%	6%	70%	67%	19%	14%	2%	87%	11%	19%	70%	11%						
	APP/DEPART	1,575	/	636	2,197	/	1,570	2,785	/	4,994	4,438	/	3,795	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	199	55	594	696	221	154	21	1,195	178	477	1,626	260	5,676					
	APPROACH %	23%	6%	70%	65%	21%	14%	2%	86%	13%	20%	69%	11%						
	PEAK HR FACTOR		0.942			0.967			0.878			0.972		0.978					
	APP/DEPART	848	/	336	1,071	/	876	1,394	/	2,485	2,363	/	1,979	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	1		4	7					0					0
	7:15 AM	1	1			2					0					0
	7:30 AM		1	1		2					0					0
	7:45 AM	2	1	1	3	7					0					0
	8:00 AM	1	4	1	1	7					0					0
	8:15 AM	1		2	3	6					0		1			1
	8:30 AM	1	2	1		4					0					0
	8:45 AM		3	4	1	8					0					0
	TOTAL	8	13	10	12	43	0	0	0	0	0	0	1	0	0	1
PM	4:00 PM		1		2	3					0					0
	4:15 PM		1		5	6					0					0
	4:30 PM		3		2	5					0		1		2	3
	4:45 PM	3			3	6					0		1			1
	5:00 PM	5	2		3	10					0	1				1
	5:15 PM	1	1		3	5					0				1	1
	5:30 PM	3				3					0	1			1	2
	5:45 PM		2		6	8					0			1		1
	TOTAL	12	10	0	24	46	0	0	0	0	0	2	2	1	4	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
5/23/17	NORTH & SOUTH:	JUDICIAL	LOCATION #:	11
TUESDAY	EAST & WEST:	EASTGATE MALL	CONTROL:	SIGNAL

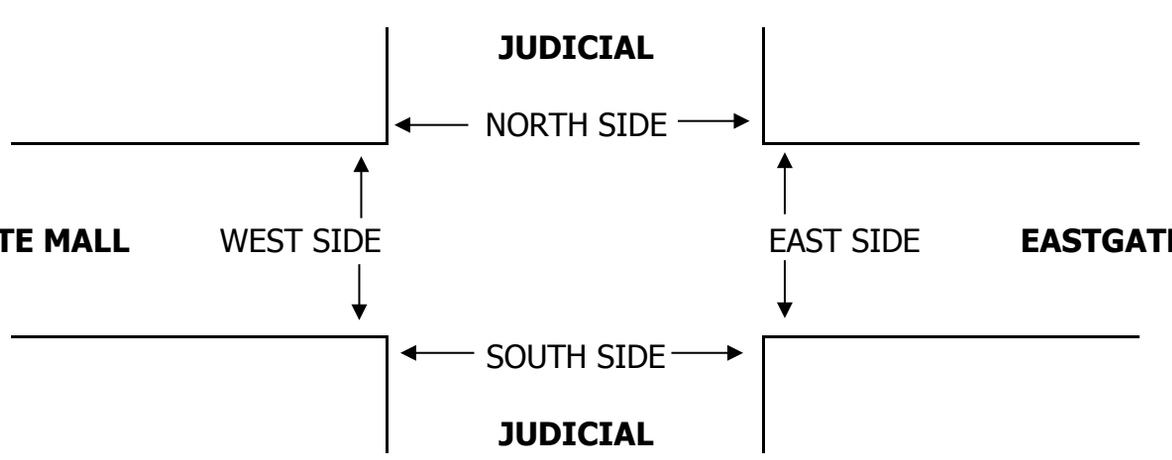
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND JUDICIAL			SOUTHBOUND JUDICIAL			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	23	22	11	1	1	4	23	39	3	11	85	4	227
	7:15 AM	45	27	22	0	1	3	20	38	7	23	115	4	305
	7:30 AM	26	9	15	1	0	3	32	59	5	21	167	11	349
	7:45 AM	47	31	17	1	4	5	39	52	14	23	161	5	399
	8:00 AM	37	23	20	1	1	2	37	50	13	36	148	8	376
	8:15 AM	34	30	22	1	1	4	32	66	13	21	134	9	367
	8:30 AM	41	17	23	3	3	8	33	64	6	25	137	7	367
	8:45 AM	50	29	40	2	2	4	28	62	19	22	152	6	416
	VOLUMES	303	188	170	10	13	33	244	430	80	182	1,099	54	2,806
	APPROACH %	46%	28%	26%	18%	23%	59%	32%	57%	11%	14%	82%	4%	
	APP/DEPART	661	/	486	56	/	275	754	/	610	1,335	/	1,435	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	162	99	105	7	7	18	130	242	51	104	571	30	1,526
	APPROACH %	44%	27%	29%	22%	22%	56%	31%	57%	12%	15%	81%	4%	
	PEAK HR FACTOR		0.769			0.571			0.953			0.918		0.917
	APP/DEPART	366	/	259	32	/	162	423	/	354	705	/	751	0
PM	4:00 PM	23	2	44	14	17	21	3	118	23	17	65	0	347
	4:15 PM	30	1	29	9	17	29	5	106	25	19	58	1	329
	4:30 PM	28	2	54	13	21	19	2	133	30	16	46	2	366
	4:45 PM	29	1	41	12	19	21	3	123	29	17	48	3	346
	5:00 PM	25	0	51	25	23	41	3	148	30	18	58	3	425
	5:15 PM	35	1	37	11	15	24	3	143	31	26	61	1	388
	5:30 PM	15	3	54	11	16	26	5	133	29	15	63	0	370
	5:45 PM	27	3	25	8	17	16	6	107	36	17	48	1	311
	VOLUMES	212	13	335	103	145	197	30	1,011	233	145	447	11	2,882
	APPROACH %	38%	2%	60%	23%	33%	44%	2%	79%	18%	24%	74%	2%	
	APP/DEPART	560	/	54	445	/	523	1,274	/	1,449	603	/	856	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	104	5	183	59	73	112	14	547	119	76	230	7	1,529
	APPROACH %	36%	2%	63%	24%	30%	46%	2%	80%	18%	24%	73%	2%	
	PEAK HR FACTOR		0.961			0.685			0.939			0.889		0.899
	APP/DEPART	292	/	26	244	/	268	680	/	789	313	/	446	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
3	1	1		5
		1		1
				0
3		1	1	5
				0
3				3
2		1		3
11	1	4	1	17
5				5
3				3
1				1
1				1
2			1	3
3			1	4
1		1		2
4		1	1	6
20	0	2	3	25



PEDESTRIAN CROSSINGS

		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	2				2
	7:15 AM	1	1	1	1	4
	7:30 AM		2	1	4	7
	7:45 AM	1		1		2
	8:00 AM	2	1		2	5
	8:15 AM	2	1	1	1	5
	8:30 AM	1	1	1	1	4
	8:45 AM	3	2	3	3	11
	TOTAL	12	8	8	12	40
PM	4:00 PM					0
	4:15 PM	1			2	3
	4:30 PM	3	1		1	5
	4:45 PM	4			1	5
	5:00 PM	1	2	2	1	6
	5:15 PM	2	1	3		6
	5:30 PM		2		1	3
	5:45 PM		1		1	2
	TOTAL	11	7	5	7	30

PEDESTRIAN ACTIVATIONS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
1	1	1	1	4
				0
				0
1				1
				0
1				1
2			2	4
1			3	4
6	1	1	6	14
				0
	1		2	3
1				1
	2			2
	2		3	5
2			4	6
			1	1
1			1	2
4	5	0	11	20

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	LA JOLLA	PROJECT #:	PTD17-0811-02
8/9/17	NORTH & SOUTH:	JUDITIAL	LOCATION #:	1
WEDNESDAY	EAST & WEST:	EXECUTIVE DR	CONTROL:	SIGNAL

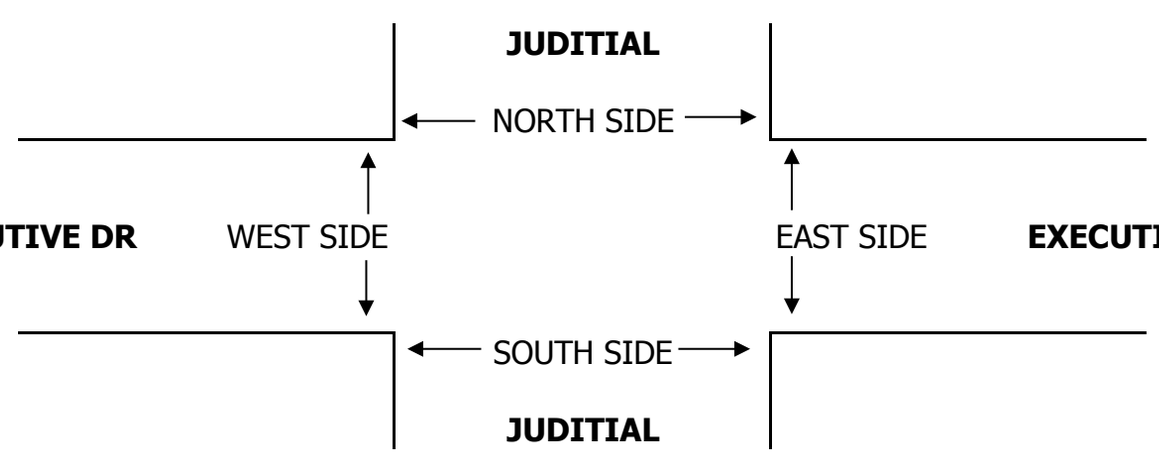
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND JUDITIAL			SOUTHBOUND JUDITIAL			EASTBOUND EXECUTIVE DR			WESTBOUND EXECUTIVE DR			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	9	44	35	9	5	3	25	46	14	3	1	1	195
	7:15 AM	15	50	52	17	5	1	27	68	12	3	4	0	254
	7:30 AM	15	55	47	20	13	4	31	69	11	2	7	1	275
	7:45 AM	31	66	47	14	13	3	27	82	14	4	8	1	310
	8:00 AM	19	72	47	14	10	3	31	82	10	2	4	2	296
	8:15 AM	21	69	43	13	8	6	38	89	23	3	6	3	322
	8:30 AM	18	81	45	16	14	3	30	55	17	6	7	1	293
	8:45 AM	33	91	31	14	15	8	57	71	16	3	12	1	352
	VOLUMES	161	528	347	117	83	31	266	562	117	26	49	10	2,297
	APPROACH %	16%	51%	33%	51%	36%	13%	28%	59%	12%	31%	58%	12%	
	APP/DEPART	1,036	/	804	231	/	226	945	/	1,026	85	/	241	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	91	313	166	57	47	20	156	297	66	14	29	7	1,263
	APPROACH %	16%	55%	29%	46%	38%	16%	30%	57%	13%	28%	58%	14%	
	PEAK HR FACTOR		0.919			0.838			0.865			0.781		0.897
	APP/DEPART	570	/	476	124	/	127	519	/	520	50	/	140	0
PM	4:00 PM	14	25	1	1	48	5	12	7	26	39	67	29	274
	4:15 PM	11	13	2	2	44	13	9	6	16	31	39	19	205
	4:30 PM	9	12	6	6	50	13	6	3	27	49	68	22	271
	4:45 PM	15	17	1	5	69	12	5	6	19	33	69	27	278
	5:00 PM	15	26	4	1	70	13	9	6	55	55	80	26	360
	5:15 PM	16	23	1	1	58	16	15	6	46	27	63	12	284
	5:30 PM	14	21	2	0	46	8	8	12	30	33	69	18	261
	5:45 PM	18	19	4	4	45	6	8	15	50	22	48	11	250
	VOLUMES	112	156	21	20	430	86	72	61	269	289	503	164	2,183
	APPROACH %	39%	54%	7%	4%	80%	16%	18%	15%	67%	30%	53%	17%	
	APP/DEPART	289	/	392	536	/	988	402	/	102	956	/	701	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	55	78	12	13	247	54	35	21	147	164	280	87	1,193
	APPROACH %	38%	54%	8%	4%	79%	17%	17%	10%	72%	31%	53%	16%	
	PEAK HR FACTOR		0.806			0.913			0.725			0.825		0.828
	APP/DEPART	145	/	200	314	/	558	203	/	46	531	/	389	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
		4	1	5
		8		8
	2	8		10
		9		9
	1	3		4
	1	4	1	6
	1	5	2	8
	2	12	1	15
0	7	53	5	65
1	1	1	2	5
1		5	1	7
1	3	2	1	7
2		1		3
		5	1	6
		4		4
		4	1	5
2	2	3		7
7	6	25	6	44



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM		1			1
	7:15 AM		1		1	2
	7:30 AM	1		1		2
	7:45 AM		5			5
	8:00 AM	3	2	3	3	11
	8:15 AM	2	1	2	1	6
	8:30 AM	2	1	5	3	11
	8:45 AM	1	6	4		11
	TOTAL	9	17	15	8	49
PM	4:00 PM		3	1	1	5
	4:15 PM	1	2			3
	4:30 PM	1	1			2
	4:45 PM		2	1	4	7
	5:00 PM		1		2	3
	5:15 PM				1	1
	5:30 PM	1	2	4	2	9
	5:45 PM		5	2	4	11
	TOTAL	3	16	8	14	41

		PEDESTRIAN ACTIVATIONS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL	0	0	0	0	0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	0	0	0	0

		BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL
AM	7:00 AM		1		2	3
	7:15 AM				1	1
	7:30 AM				0	0
	7:45 AM				1	1
	8:00 AM					0
	8:15 AM			1		1
	8:30 AM			1	2	3
	8:45 AM		1		1	2
	TOTAL	0	2	2	7	11
PM	4:00 PM			2		2
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM				1	1
	5:15 PM					0
	5:30 PM	1		3		4
	5:45 PM					0
	TOTAL	1	0	5	1	7

National Data & Surveying Services Intersection Turning Movement Count

Location: Judicial Dr & Judicial Dwy
City: San Diego
Control: Signalized

Project ID: 21-040098-004
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Judicial Dr				Judicial Dr				Judicial Dwy				Judicial Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	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	30	0	6	0	9	3	2	0	0	1	0	0	0	1	0	53
7:15 AM	0	55	0	5	1	10	4	2	0	0	0	0	0	0	1	0	78
7:30 AM	1	32	0	7	1	9	4	0	0	0	0	0	0	0	2	0	56
7:45 AM	0	53	0	7	0	14	3	0	0	0	0	0	0	0	0	0	77
8:00 AM	1	47	0	7	2	9	2	3	0	0	0	0	0	0	1	0	72
8:15 AM	0	46	0	13	0	17	1	2	0	0	0	0	0	0	1	0	80
8:30 AM	2	51	1	15	1	14	1	1	0	0	1	0	0	0	0	0	87
8:45 AM	1	55	0	9	0	9	1	0	0	0	0	0	1	0	1	0	77
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	369	1	69	5	91	19	10	0	0	2	0	1	0	7	0	580
APPROACH %'s :	1.35%	82.92%	0.22%	15.51%	4.00%	72.80%	15.20%	8.00%	0.00%	0.00%	100.00%	0.00%	12.50%	0.00%	87.50%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	199	1	44	3	49	5	6	0	0	1	0	1	0	3	0	316
PEAK HR FACTOR :	0.500	0.905	0.250	0.733	0.375	0.721	0.625	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.750	0.000	0.908
		0.899				0.788				0.250				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	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	18	0	8	0	46	0	0	1	0	6	0	0	0	0	0	79
4:15 PM	0	14	0	11	1	28	1	0	2	0	3	0	0	0	0	0	60
4:30 PM	0	6	0	12	0	49	0	1	4	0	2	0	1	0	2	0	77
4:45 PM	0	29	0	6	1	38	0	1	1	0	1	0	0	0	1	0	78
5:00 PM	0	21	0	5	0	58	0	0	2	0	1	0	0	0	0	0	87
5:15 PM	0	24	1	9	0	57	1	1	1	0	3	0	0	0	0	0	97
5:30 PM	0	18	1	6	0	47	0	0	1	0	3	0	0	0	0	0	76
5:45 PM	0	14	0	1	0	45	1	0	0	0	0	0	0	0	0	0	61
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	144	2	58	2	368	3	3	12	0	19	0	1	0	3	0	615
APPROACH %'s :	0.00%	70.59%	0.98%	28.43%	0.53%	97.87%	0.80%	0.80%	38.71%	0.00%	61.29%	0.00%	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	80	1	32	1	202	1	3	8	0	7	0	1	0	3	0	339
PEAK HR FACTOR :	0.000	0.690	0.250	0.667	0.250	0.871	0.250	0.750	0.500	0.000	0.583	0.000	0.250	0.000	0.375	0.000	0.874
		0.807				0.877				0.625				0.333			

National Data & Surveying Services Intersection Turning Movement Count

Location: Judicial Dr & Judicial Dwy
City: San Diego
Control: Signalized

Project ID: 21-040098-004
Date: 6/3/2021

Data - Bikes

NS/EW Streets:	Judicial Dr				Judicial Dr				Judicial Dwy				Judicial Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.375																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	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	0	0	0	0	0	0	0	0
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	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
APPROACH %'s :	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	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.500												

National Data & Surveying Services Intersection Turning Movement Count

Location: Judicial Dr & Judicial Dwy
City: San Diego
Project ID: 21-040098-004
Date: 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Judicial Dr		Judicial Dr		Judicial Dwy		Judicial Dwy		
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	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	3	5
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	3	1	1	1	6
8:30 AM	0	0	0	1	1	1	2	0	5
8:45 AM	0	0	0	0	1	3	1	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	7	5	5	5	23
APPROACH %'s :			0.00%	100.00%	58.33%	41.67%	50.00%	50.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	1	5	5	4	2	17
PEAK HR FACTOR :				0.250	0.417	0.417	0.500	0.500	0.708
			0.250		0.625		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	2	0	0	1	3	2	2	10
4:15 PM	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	0	0	1	0	1	0	2
4:45 PM	1	0	0	0	1	2	0	1	5
5:00 PM	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	4	1	2	2	9
5:45 PM	0	0	0	0	1	0	2	2	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	0	0	9	6	9	9	36
APPROACH %'s :	33.33%	66.67%			60.00%	40.00%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	0	0	0	2	2	2	2	9
PEAK HR FACTOR :	0.250				0.500	0.250	0.500	0.500	0.450
	0.250				0.333		1.000		

National Data & Surveying Services Intersection Turning Movement Count

Location: Easter Way & Eastgate Mall
City: San Diego
Control: Signalized

Project ID: 21-040098-005
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Easter Way				Easter Way				Eastgate Mall				Eastgate Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	2	0	0	0	2	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	4	0	5	0	3	27	0	0	0	90	3	0	132
7:15 AM	0	0	0	0	9	0	17	0	4	35	0	0	0	114	1	0	180
7:30 AM	0	0	0	0	9	0	7	0	8	80	0	1	0	113	3	0	221
7:45 AM	0	0	0	0	12	0	11	0	2	70	0	0	0	91	7	0	193
8:00 AM	0	0	0	0	8	0	8	0	7	77	0	0	0	100	7	0	207
8:15 AM	0	0	0	0	6	0	18	0	3	85	0	0	0	117	7	0	236
8:30 AM	0	0	0	0	8	0	12	0	7	71	0	0	0	109	4	0	211
8:45 AM	0	0	0	0	9	0	11	0	7	62	0	3	0	123	1	0	216
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	65	0	89	0	41	507	0	4	0	857	33	0	1596
APPROACH %'s :					42.21%	0.00%	57.79%	0.00%	7.43%	91.85%	0.00%	0.72%	0.00%	96.29%	3.71%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	31	0	49	0	24	295	0	3	0	449	19	0	870
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.861	0.000	0.681	0.000	0.857	0.868	0.000	0.250	0.000	0.913	0.679	0.000	0.922
						0.833				0.915				0.944			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	2	0	0	0	2	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	3	0	9	0	11	85	0	1	0	80	10	0	199
4:15 PM	0	0	0	0	5	0	10	0	6	91	0	1	0	69	8	0	190
4:30 PM	0	0	0	0	4	0	10	0	21	107	0	0	0	85	11	0	238
4:45 PM	0	0	0	0	3	0	11	0	14	88	0	0	0	79	10	0	205
5:00 PM	0	0	0	0	15	0	16	0	14	98	0	0	0	94	7	0	244
5:15 PM	0	0	0	0	10	0	11	0	17	95	0	0	0	74	17	0	224
5:30 PM	0	0	0	0	6	0	13	0	19	99	0	1	0	65	10	0	213
5:45 PM	0	0	0	0	11	0	14	0	9	77	0	1	0	58	13	0	183
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	57	0	94	0	111	740	0	4	0	604	86	0	1696
APPROACH %'s :					37.75%	0.00%	62.25%	0.00%	12.98%	86.55%	0.00%	0.47%	0.00%	87.54%	12.46%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	32	0	48	0	66	388	0	0	0	332	45	0	911
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.533	0.000	0.750	0.000	0.786	0.907	0.000	0.000	0.000	0.883	0.662	0.000	0.933
						0.645				0.887				0.933			

National Data & Surveying Services Intersection Turning Movement Count

Location: Easter Way & Eastgate Mall
City: San Diego
Control: Signalized

Project ID: 21-040098-005
Date: 6/3/2021

Data - Bikes

NS/EW Streets:	Easter Way				Easter Way				Eastgate Mall				Eastgate Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	2	0	0	0	2	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	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	2	0	0	1	0	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 :	0	0	0	0	0	0	10	0	0	8	0	0	0	1	0	0	19
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	0	0	7	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.813
					0.750				0.875								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	2	0	0	0	2	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	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	3	1	0	0	0	2	0	0	7
5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	2	0	0	6
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	6	0	9	6	0	0	0	9	0	0	30
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	60.00%	40.00%	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	0	0	0	0	0	3	0	5	3	0	0	0	5	0	0	16
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.417	0.375	0.000	0.000	0.000	0.625	0.000	0.000	0.571
					0.375				0.500				0.625				

National Data & Surveying Services Intersection Turning Movement Count

Location: Easter Way & Eastgate Mall
City: San Diego
Project ID: 21-040098-005
Date: 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Easter Way		Easter Way		Eastgate Mall		Eastgate Mall		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	1	0	1	4
8:00 AM	0	0	0	0	0	1	0	1	2
8:15 AM	0	1	0	0	0	3	1	2	7
8:30 AM	0	0	0	0	0	1	0	1	2
8:45 AM	1	0	0	0	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	0	0	1	7	1	5	18
APPROACH %'s :	50.00%	50.00%			12.50%	87.50%	16.67%	83.33%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	1	0	0	0	6	1	4	13
PEAK HR FACTOR :	0.250	0.250				0.500	0.250	0.500	0.464
	0.500				0.500		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	1	0	2	5
4:30 PM	0	0	0	0	1	0	1	0	2
4:45 PM	2	0	0	0	2	1	1	0	6
5:00 PM	1	0	0	0	2	2	3	0	8
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	1	2	0	0	1	1	0	0	5
5:45 PM	3	0	0	0	0	0	1	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	2	0	0	8	5	7	2	31
APPROACH %'s :	77.78%	22.22%			61.54%	38.46%	77.78%	22.22%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	3	0	0	0	5	3	6	0	17
PEAK HR FACTOR :	0.375				0.625	0.375	0.500		0.531
	0.375				0.500		0.500		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

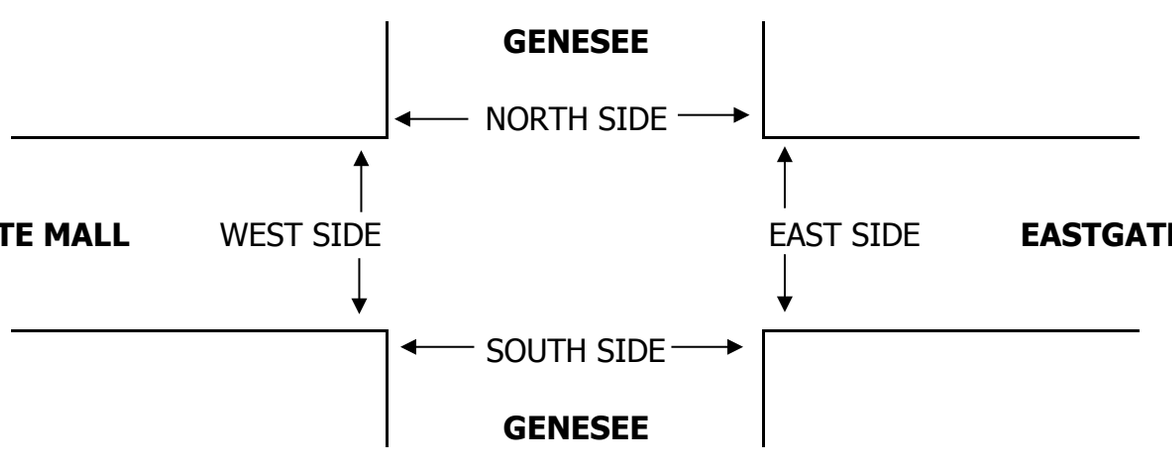
DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	GENESEE	LOCATION #:	9
	EAST & WEST:	EASTGATE MALL	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	9	105	19	22	70	7	2	19	4	12	31	74	374	2	2			4
	7:15 AM	16	96	11	47	55	13	5	24	6	11	43	115	442	5	3	2	1	11
	7:30 AM	5	71	10	71	102	45	12	26	14	24	76	117	573		1	1		2
	7:45 AM	13	62	9	69	97	39	28	33	22	13	68	105	558	6	20	6		32
	8:00 AM	9	69	12	58	88	12	20	47	24	12	71	124	546	4	18	3		25
	8:15 AM	6	73	8	61	78	5	7	35	6	19	80	128	506	2	5	2		9
	8:30 AM	8	88	8	55	97	6	3	36	3	18	37	124	483	2	2			4
	8:45 AM	0	85	11	37	89	7	8	38	5	19	73	119	491		6			6
	VOLUMES	66	649	88	420	676	134	85	258	84	128	479	906	3,973	21	57	14	1	93
	APPROACH %	8%	81%	11%	34%	55%	11%	20%	60%	20%	8%	32%	60%						
	APP/DEPART	803	/	1,640	1,230	/	888	427	/	766	1,513	/	679	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	33	275	39	259	365	101	67	141	66	68	295	474	2,183					
	APPROACH %	10%	79%	11%	36%	50%	14%	24%	51%	24%	8%	35%	57%						
	PEAK HR FACTOR		0.964			0.831			0.753			0.922		0.952					
	APP/DEPART	347	/	816	725	/	499	274	/	439	837	/	429	0					
PM	4:00 PM	6	82	23	89	227	12	3	37	11	21	51	63	625	1	1			2
	4:15 PM	13	72	23	75	201	22	3	38	15	9	46	58	575	1	3			4
	4:30 PM	8	70	11	97	247	14	2	33	8	29	46	60	625	3	11			14
	4:45 PM	6	68	22	106	248	20	2	33	11	23	47	67	653	1	6			7
	5:00 PM	2	76	27	109	215	14	3	39	8	37	47	72	649	1	5			6
	5:15 PM	4	73	22	102	224	27	7	43	15	41	38	59	655	1	4			5
	5:30 PM	3	68	21	102	229	11	3	40	4	32	30	67	610	1	5			6
	5:45 PM	0	62	29	96	187	15	7	24	5	35	25	63	548		4			4
	VOLUMES	42	571	178	776	1,778	135	30	287	77	227	330	509	4,940	9	39	0	0	48
	APPROACH %	5%	72%	23%	29%	66%	5%	8%	73%	20%	21%	31%	48%						
	APP/DEPART	791	/	1,110	2,689	/	2,082	394	/	1,241	1,066	/	507	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	20	287	82	414	934	75	14	148	42	130	178	258	2,582					
	APPROACH %	5%	74%	21%	29%	66%	5%	7%	73%	21%	23%	31%	46%						
	PEAK HR FACTOR		0.926			0.951			0.785			0.907		0.985					
	APP/DEPART	389	/	559	1,423	/	1,106	204	/	644	566	/	273	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	7		1	4	12					0					0
	7:15 AM	11		2	2	15					0	1	2			3
	7:30 AM	8	4		5	17					0		2			2
	7:45 AM	13	2		6	21					0			4		4
	8:00 AM	7	2	2	3	14					0	4		4	2	10
	8:15 AM	8	12	1	4	25					0			1		1
	8:30 AM	10	8	1	5	24					0					0
	8:45 AM	9	11	1	4	25					0					0
	TOTAL	73	39	8	33	153	0	0	0	0	0	5	4	9	2	20
PM	4:00 PM	9	4	1	7	21					0	1			3	4
	4:15 PM	7	3		4	14					0	2				2
	4:30 PM	12	5		8	25					0	1	1		2	4
	4:45 PM	6	1		2	9					0	3	2		3	8
	5:00 PM	5	7		4	16					0	3			2	5
	5:15 PM	11			4	15					0		2		3	5
	5:30 PM	11	3	2	8	24					0		3		2	5
	5:45 PM	6	1		2	9					0	2	2			4
	TOTAL	67	24	3	39	133	0	0	0	0	0	12	10	0	15	37

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	GENESEE	LOCATION #:	44
	EAST & WEST:	EXECUTIVE	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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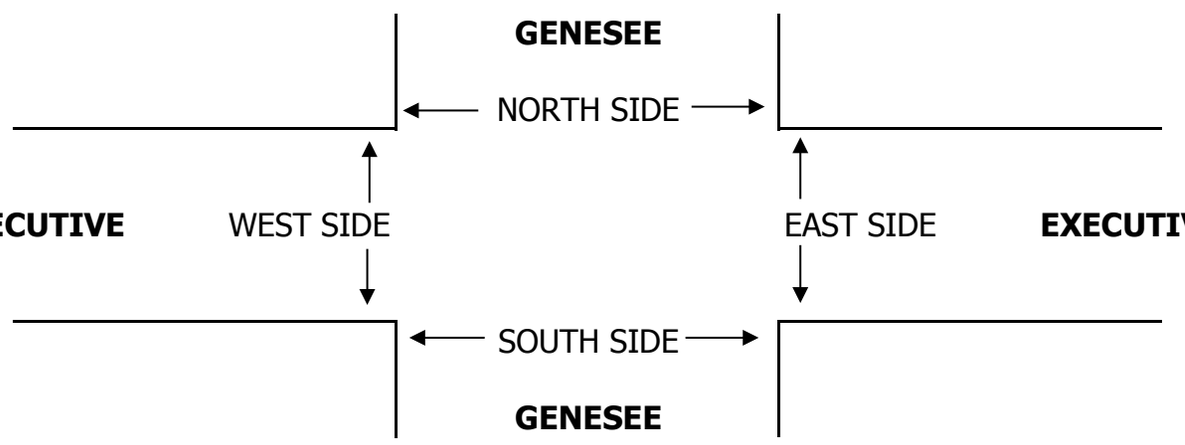
		NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	27	122	67	15	53	12	3	18	13	6	14	20	370	0	0	0	0	0
	7:15 AM	33	107	68	9	60	5	1	17	1	4	12	14	331	2	1	0	0	3
	7:30 AM	28	63	44	15	112	8	5	30	5	8	20	17	355	0	0	0	0	0
	7:45 AM	20	55	25	13	121	7	6	33	3	9	42	24	358	0	0	0	0	0
	8:00 AM	16	66	31	14	97	13	0	35	4	16	51	22	365	0	1	1	0	2
	8:15 AM	17	55	22	18	65	12	3	31	14	19	70	44	370	0	0	0	0	0
	8:30 AM	10	70	30	11	84	7	4	39	10	16	47	25	353	1	1	0	0	2
	8:45 AM	18	65	28	11	84	12	7	41	9	20	64	22	381	0	2	1	0	3
	VOLUMES	169	603	315	106	676	76	29	244	59	98	320	188	2,883	3	5	2	0	10
	APPROACH %	16%	55%	29%	12%	79%	9%	9%	73%	18%	16%	53%	31%						
	APP/DEPART	1,087	/	820	858	/	833	332	/	665	606	/	565	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	61	256	111	54	330	44	14	146	37	71	232	113	1,469					
	APPROACH %	14%	60%	26%	13%	77%	10%	7%	74%	19%	17%	56%	27%						
	PEAK HR FACTOR		0.947			0.863			0.864			0.782		0.964					
	APP/DEPART	428	/	383	428	/	438	197	/	311	416	/	337	0					
PM	4:00 PM	5	82	13	27	219	12	8	20	28	29	27	21	491	0	2	0	0	2
	4:15 PM	4	89	12	27	244	16	9	8	7	31	49	13	509	0	3	0	0	3
	4:30 PM	9	66	9	13	219	14	9	17	18	28	55	9	466	0	3	0	0	3
	4:45 PM	6	71	10	27	259	18	6	12	10	20	44	17	500	0	2	0	0	2
	5:00 PM	12	68	19	13	243	19	8	25	19	38	56	18	538	1	1	0	0	2
	5:15 PM	5	71	9	25	217	16	10	27	13	42	54	20	509	1	3	0	0	4
	5:30 PM	9	64	15	24	226	26	3	32	15	28	41	19	502	1	6	0	0	7
	5:45 PM	5	68	9	20	233	7	6	16	12	27	41	18	462	0	3	0	0	3
	VOLUMES	55	579	96	176	1,860	128	59	157	122	243	367	135	3,977	3	23	0	0	26
	APPROACH %	8%	79%	13%	8%	86%	6%	17%	46%	36%	33%	49%	18%						
	APP/DEPART	730	/	773	2,164	/	2,225	338	/	429	745	/	550	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	32	274	53	89	945	79	27	96	57	128	195	74	2,049					
	APPROACH %	9%	76%	15%	8%	85%	7%	15%	53%	32%	32%	49%	19%						
	PEAK HR FACTOR		0.907			0.915			0.865			0.856		0.952					
	APP/DEPART	359	/	375	1,113	/	1,130	180	/	238	397	/	306	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	2	1	1	6					0	0	0	0	2	2
	7:15 AM	1	1	3	0	5					0	0	0	0	3	3
	7:30 AM	0	6	2	2	10					0	0	2	0	1	3
	7:45 AM	2	0	3	1	6					0	1	0	0	4	5
	8:00 AM	2	1	2	0	5					0	2	1	0	6	9
	8:15 AM	2	5	2	0	9					0	3	0	0	3	6
	8:30 AM	5	1	3	4	13					0	0	1	1	2	4
	8:45 AM	5	0	4	1	10					0	1	2	0	2	5
	TOTAL	19	16	20	9	64	0	0	0	0	0	7	6	1	23	37
PM	4:00 PM	0	3	3	0	6					0	0	0	1	2	3
	4:15 PM	2	0	7	2	11					0	0	0	1	0	1
	4:30 PM	4	1	13	0	18					0	2	0	3	1	6
	4:45 PM	3	2	7	1	13					0	1	0	2	1	4
	5:00 PM	6	0	6	2	14					0	0	0	1	1	2
	5:15 PM	3	1	5	0	9					0	0	0	3	1	4
	5:30 PM	4	2	6	0	12					0	0	0	5	0	5
	5:45 PM	4	1	4	0	9					0	0	0	0	1	1
	TOTAL	26	10	51	5	92	0	0	0	0	0	3	0	16	7	26

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	5	55	0	2	1	2	36	264	29	10	0	2	406
7:15 AM	5	65	2	2	0	3	30	295	33	8	4	4	451
7:30 AM	3	107	1	0	0	1	31	370	48	7	0	2	570
7:45 AM	6	122	4	4	1	4	36	404	73	5	1	6	666
8:00 AM	4	82	4	0	2	2	49	360	47	11	1	3	565
8:15 AM	3	70	0	2	0	0	61	362	78	10	0	1	587
8:30 AM	5	102	3	3	1	3	62	357	82	10	1	3	632
8:45 AM	5	92	2	4	2	3	43	344	52	10	1	4	562
Total	36	695	16	17	7	18	348	2,756	442	71	8	25	4,439

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	18	376	11	9	4	9	208	1,483	280	36	3	13	2,450
PHF	0.75	0.77	0.69	0.56	0.50	0.56	0.84	0.92	0.85	0.82	0.75	0.54	0.92
Movement PHF		0.77			0.61			0.96			0.87		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	6	384	1	3	3	30	6	105	5	29	3	10	585
4:15 PM	0	318	2	7	1	20	0	118	9	26	1	4	506
4:30 PM	4	396	0	3	0	23	1	120	9	39	0	4	599
4:45 PM	4	354	0	6	4	22	3	102	13	40	1	8	557
5:00 PM	0	322	1	1	2	40	4	106	8	57	0	10	551
5:15 PM	5	363	3	5	4	42	4	97	5	36	1	7	572
5:30 PM	2	309	3	5	5	31	5	85	10	34	1	10	500
5:45 PM	4	306	0	4	2	19	2	118	19	41	0	2	517
Total	25	2752	10	34	21	227	25	851	78	302	7	55	4,387

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	1435	4	15	10	127	12	425	35	172	2	29	2279
PHF	0.65	0.906	0.333	0.625	0.625	0.756	0.75	0.885	0.673	0.754	0.5	0.725	0.95
Movement PHF		0.91			0.75			0.91			0.76		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	1	0	2
8:45 AM	0	0	3	0	3
Total	1	0	4	0	5

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	1	0	2
PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	1	0	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	1	2
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
Total	4	0	3	1	8

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	0	2	0	4
PHF	0.75	#DIV/0!	#DIV/0!	0.25	0.50
Movement PHF	0.75	#DIV/0!	#DIV/0!	0.25	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

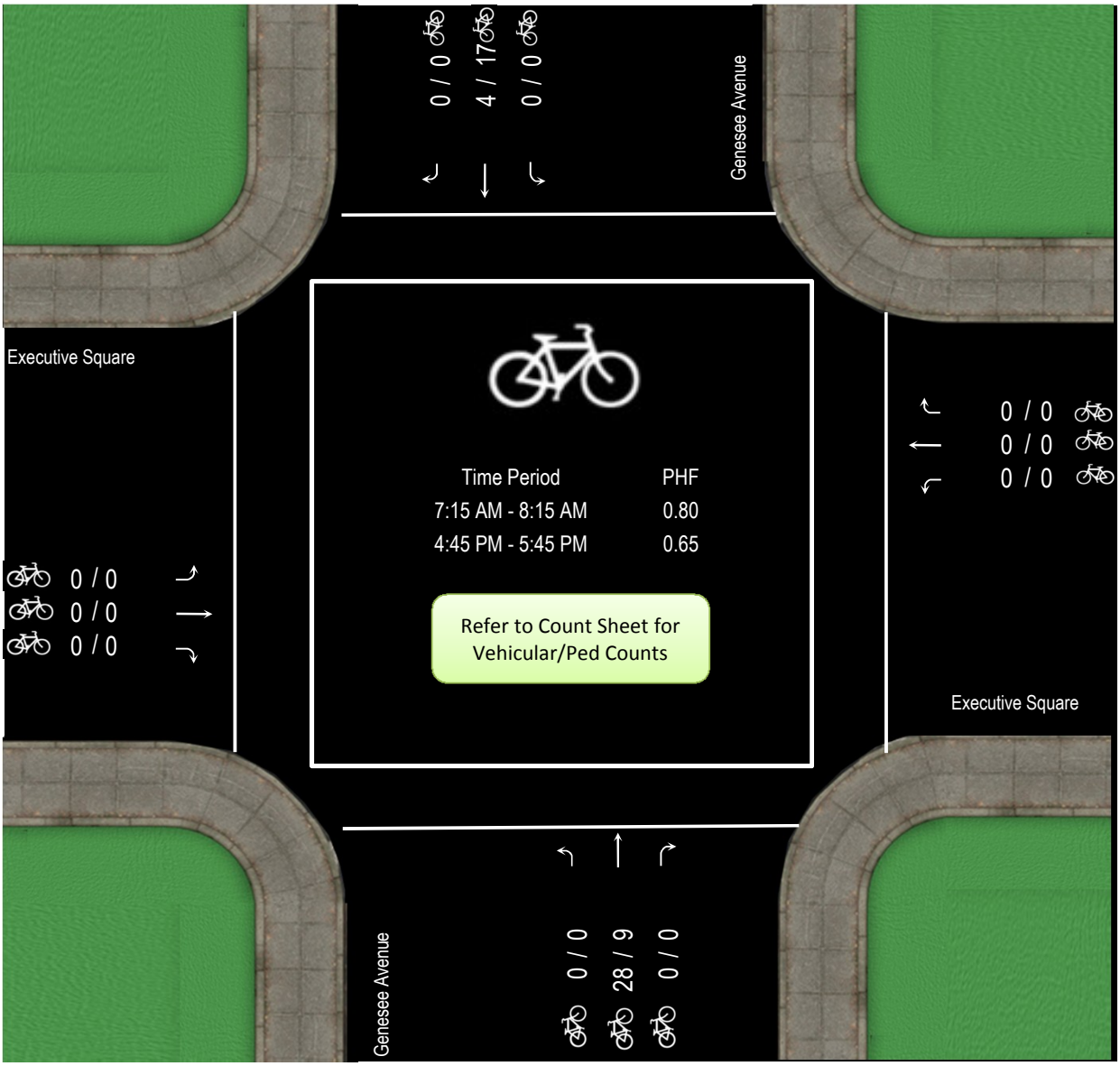
Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
7:15 AM	0	2	0	0	0	0	0	8	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	9	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
8:00 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
8:15 AM	0	2	0	0	0	0	0	5	1	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	9	0	0	0	0	0	37	1	0	0	0	47

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	0	0	0	28	0	0	0	0	32
PHF	#####	0.50	#####	#####	#####	#####	#####	0.78	#####	#####	#####	#####	0.80
Movement PHF		0.50			#DIV/0!			0.78			#DIV/0!		0.80

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	6	0	0	0	0	0	1	0	0	0	0	7
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	8	0	0	0	0	0	2	0	0	0	0	10
5:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	4	0	0	0	0	0	5	0	0	0	0	9
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	29	0	0	0	0	0	12	0	0	0	0	41

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.65**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	0	0	0	0	0	9	0	0	0	0	26
PHF	#####	0.531	#####	#####	#####	#####	#####	0.45	#####	#####	#####	#####	0.65
Movement PHF		0.53			#DIV/0!			0.45			#DIV/0!		0.65

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	5	221	2	2	2	32	53	127	57	23	1	2	527
11:15 AM	12	195	1	3	2	6	28	145	29	21	2	6	450
11:30 AM	10	225	7	5	0	6	30	143	42	32	2	3	505
11:45 AM	9	231	5	10	0	10	37	133	28	40	0	6	509
12:00 PM	4	230	4	3	0	62	32	236	31	24	0	6	632
12:15 PM	2	223	2	8	1	75	45	160	18	25	3	3	565
12:30 PM	7	211	5	2	0	43	12	285	3	24	0	6	598
12:45 PM	6	218	2	3	2	43	28	233	22	25	0	2	584
Total	55	1754	28	36	7	277	265	1,462	230	214	8	34	4,370

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	882	13	16	3	223	117	914	74	98	3	17	2379
PHF	0.68	0.959	0.65	0.5	0.375	0.743	0.65	0.802	0.597	0.98	0.25	0.708	0.94
Movement PHF		0.96			0.72			0.92			0.95		0.94

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)

	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	2	0	2
11:30 AM	0	0	2	0	2
11:45 AM	1	0	2	0	3
12:00 PM	0	0	0	1	1
12:15 PM	0	0	2	0	2
12:30 PM	1	0	1	0	2
12:45 PM	0	0	0	0	0
Total	2	0	9	1	12

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	3	1	5
PHF	0.25	#DIV/0!	0.375	0.25	0.63
Movement PHF	0.25	#DIV/0!	0.38	0.25	0.63

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

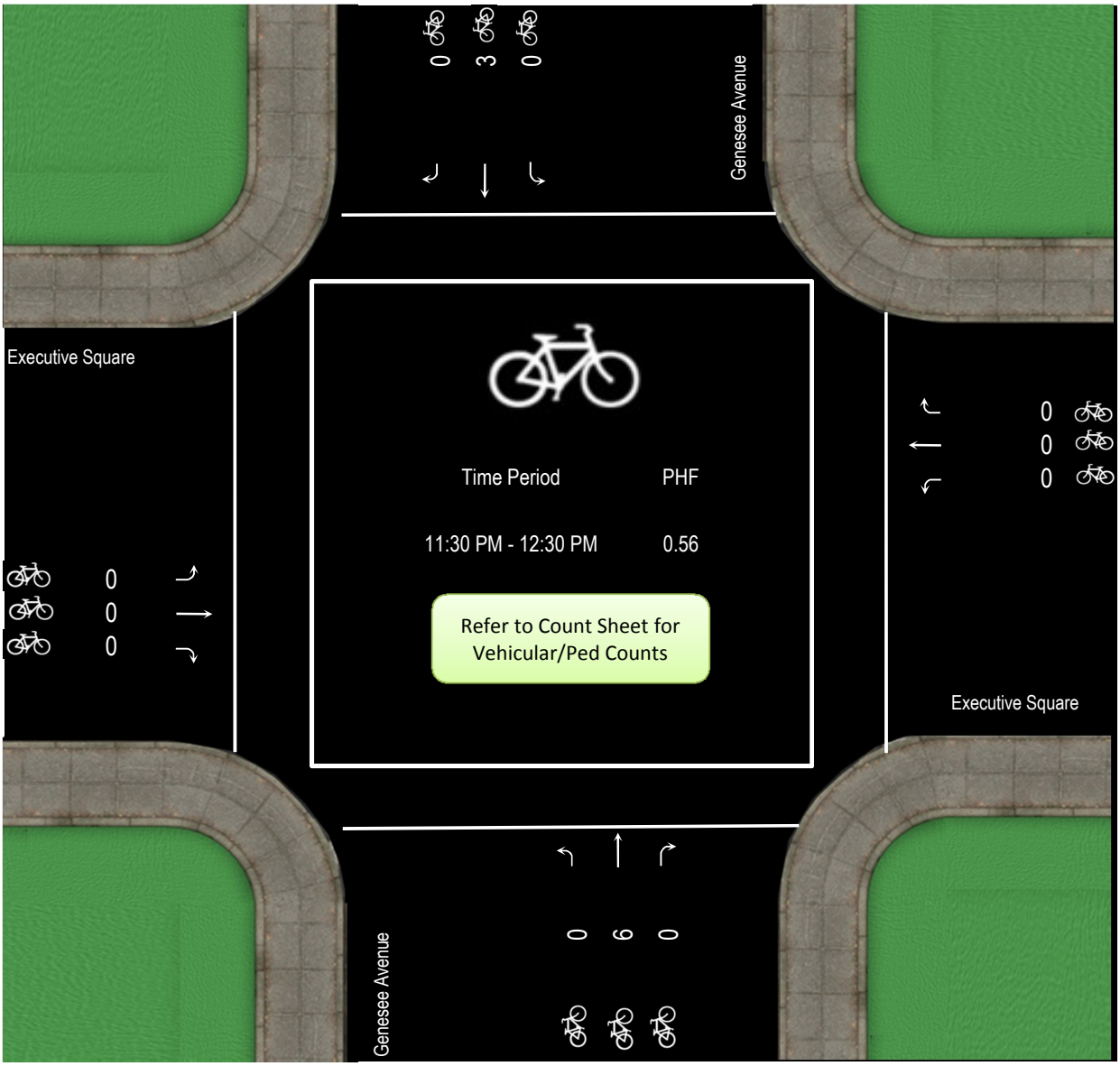
Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
12:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	4	0	0	0	0	0	9	0	0	0	0	13

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	6	0	0	0	0	9
PHF	#####	0.375	#####	#####	#####	#####	#####	0.5	#####	#####	#####	#####	0.56
Movement PHF		0.38			#DIV/0!			0.50			#DIV/0!		0.56

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	GENESEE	LOCATION #:	20
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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		NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	28	146	24	31	28	15	60	139	20	29	133	61	714					0
	7:15 AM	33	173	35	29	36	9	92	188	22	25	140	55	837			3		3
	7:30 AM	55	196	35	71	37	23	74	235	15	21	151	70	983	1		5	1	7
	7:45 AM	54	223	36	62	58	28	103	244	20	23	209	65	1,125	2		6		8
	8:00 AM	48	189	25	56	41	25	76	279	14	18	221	52	1,044			3	1	4
	8:15 AM	73	236	34	34	33	26	84	262	22	35	185	83	1,107			5		5
	8:30 AM	40	213	31	51	38	21	98	303	30	29	189	46	1,089			5		5
	8:45 AM	49	203	35	59	42	27	61	259	19	33	184	89	1,060			5		5
	VOLUMES	380	1,579	255	393	313	174	648	1,909	162	213	1,412	521	7,959	3	0	32	2	37
	APPROACH %	17%	71%	12%	45%	36%	20%	24%	70%	6%	10%	66%	24%						
	APP/DEPART	2,214	/	2,748	880	/	688	2,719	/	2,557	2,146	/	1,966	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	215	861	126	203	170	100	361	1,088	86	105	804	246	4,365					
	APPROACH %	18%	72%	10%	43%	36%	21%	24%	71%	6%	9%	70%	21%						
	PEAK HR FACTOR		0.876			0.799			0.890			0.953		0.970					
	APP/DEPART	1,202	/	1,468	473	/	361	1,535	/	1,417	1,155	/	1,119	0					
PM	4:00 PM	26	48	35	75	175	89	26	184	38	79	320	35	1,130			4		4
	4:15 PM	34	51	36	76	197	70	25	176	40	99	401	53	1,258	1		6		7
	4:30 PM	30	41	29	72	201	87	27	170	45	72	391	46	1,211			3	2	5
	4:45 PM	41	40	37	78	190	69	40	177	38	104	413	38	1,265	1		13		14
	5:00 PM	28	55	38	59	128	67	30	188	39	84	423	33	1,172	1		5	1	7
	5:15 PM	35	37	34	62	143	78	34	174	33	98	465	32	1,225			2	4	6
	5:30 PM	29	43	38	49	178	68	38	191	46	81	398	37	1,196	1		10	2	13
	5:45 PM	26	40	41	68	166	67	34	177	53	93	393	34	1,192	1		12		13
	VOLUMES	249	355	288	539	1,378	595	254	1,437	332	710	3,204	308	9,649	5	0	55	9	69
	APPROACH %	28%	40%	32%	21%	55%	24%	13%	71%	16%	17%	76%	7%						
	APP/DEPART	892	/	917	2,512	/	2,420	2,023	/	2,264	4,222	/	4,048	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	133	187	140	285	716	293	122	711	162	359	1,628	170	4,906					
	APPROACH %	29%	41%	30%	22%	55%	23%	12%	71%	16%	17%	75%	8%						
	PEAK HR FACTOR		0.950			0.899			0.968			0.972		0.970					
	APP/DEPART	460	/	479	1,294	/	1,237	995	/	1,136	2,157	/	2,054	0					

GENESEE

NORTH SIDE →

LA JOLLA VILLAGE — WEST SIDE ↓ — EAST SIDE ↓ — LA JOLLA VILLAGE

← SOUTH SIDE

GENESEE

		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		7	1	5	13					0			2		2
	7:15 AM		13		4	17					0		1	1	1	3
	7:30 AM		8		2	10					0				1	1
	7:45 AM		11	1	11	23					0		2	6		8
	8:00 AM		18		4	22					0		3	2		5
	8:15 AM		8		8	16					0		1	1		2
	8:30 AM		7	1	4	12					0					0
	8:45 AM		6		5	11					0			3		3
	TOTAL	0	78	3	43	124	0	0	0	0	0	0	7	15	2	24
PM	4:00 PM	1	18		14	33					0				1	1
	4:15 PM		12		10	22					0				4	4
	4:30 PM	1	29		21	51					0					0
	4:45 PM		17		7	24					0			1	2	3
	5:00 PM		24	1	14	39					0			1	2	3
	5:15 PM		27		15	42					0			1	4	5
	5:30 PM	1	12		5	18					0				4	4
	5:45 PM	1	21	3	15	40					0			1	3	4
	TOTAL	4	160	4	101	269	0	0	0	0	0	0	0	4	20	24

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	REGENTS	LOCATION #:	8
	EAST & WEST:	EASTGATE MALL	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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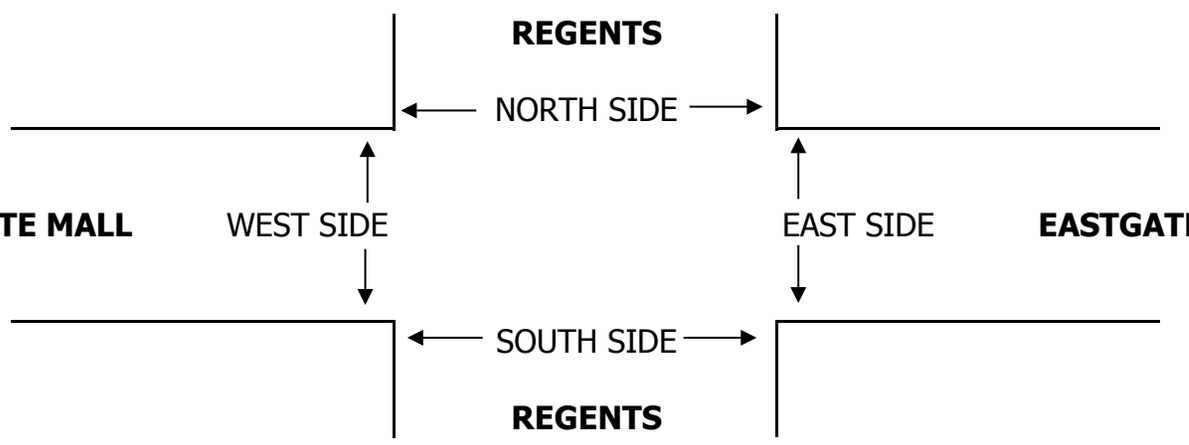
	NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	65	61	29	5	17	0	0	3	12	13	10	11	226
7:15 AM	85	84	44	4	15	1	0	8	6	23	15	15	300
7:30 AM	94	97	74	9	33	1	0	3	16	34	27	27	415
7:45 AM	80	105	120	16	36	0	0	4	17	44	27	52	501
8:00 AM	95	103	82	5	24	1	0	6	11	41	31	41	440
8:15 AM	98	102	47	6	28	2	1	3	9	26	33	33	388
8:30 AM	98	98	37	4	24	1	2	8	9	8	24	10	323
8:45 AM	101	105	60	3	31	0	0	8	11	18	27	37	401
VOLUMES	716	755	493	52	208	6	3	43	91	207	194	226	2,994
APPROACH %	36%	38%	25%	20%	78%	2%	2%	31%	66%	33%	31%	36%	
APP/DEPART	1,964	/	984	266	/	506	137	/	588	627	/	916	0
BEGIN PEAK HR		7:30 AM											
VOLUMES	367	407	323	36	121	4	1	16	53	145	118	153	1,744
APPROACH %	33%	37%	29%	22%	75%	2%	1%	23%	76%	35%	28%	37%	
PEAK HR FACTOR		0.899			0.774			0.833			0.846		0.870
APP/DEPART	1,097	/	561	161	/	319	70	/	375	416	/	489	0
4:00 PM	12	42	11	14	84	1	1	20	98	51	2	6	342
4:15 PM	13	21	15	10	83	0	0	11	70	44	7	8	282
4:30 PM	26	34	13	7	83	0	1	20	111	49	10	12	366
4:45 PM	14	37	20	9	79	0	1	14	95	50	6	11	336
5:00 PM	9	25	21	7	98	1	0	29	116	63	9	13	391
5:15 PM	7	18	18	10	69	0	1	29	92	45	13	4	306
5:30 PM	8	27	14	6	92	0	0	24	76	50	7	12	316
5:45 PM	10	35	8	7	91	0	0	13	56	21	4	5	250
VOLUMES	99	239	120	70	679	2	4	160	714	373	58	71	2,589
APPROACH %	22%	52%	26%	9%	90%	0%	0%	18%	81%	74%	12%	14%	
APP/DEPART	458	/	314	751	/	1,766	878	/	350	502	/	159	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	56	114	72	33	329	1	3	92	414	207	38	40	1,399
APPROACH %	23%	47%	30%	9%	91%	0%	1%	18%	81%	73%	13%	14%	
PEAK HR FACTOR		0.829			0.856			0.878			0.838		0.895
APP/DEPART	242	/	157	363	/	950	509	/	197	285	/	95	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
1				1
				0
				0
				0
				0
1	0	0	0	1
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



PEDESTRIAN CROSSINGS

		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	1		3		4
	7:15 AM			2	2	4
	7:30 AM	1	5	8	1	15
	7:45 AM	1		2		3
	8:00 AM	1	6	5		12
	8:15 AM		3	4	1	8
	8:30 AM	1		4	2	7
	8:45 AM			4	3	7
	TOTAL	5	14	32	9	60
PM	4:00 PM	2	1	2		5
	4:15 PM		1	2	3	6
	4:30 PM			7	2	9
	4:45 PM			3		3
	5:00 PM	4	4	1	2	11
	5:15 PM	4	2	1		7
	5:30 PM	4		2		6
	5:45 PM			3		3
	TOTAL	14	8	21	7	50

PEDESTRIAN ACTIVATIONS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
2	1	1	1	5
4				4
		3	1	4
2		2		4
2	1	1		4
2	1	1		4
1	2			3
		1		1
13	5	9	2	29
	1			1
			2	2
			1	1
	1			1
			1	1
2	4	2	1	9
	4	3	1	8
1				1
3	10	5	6	24

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	REGENTS	LOCATION #:	14
	EAST & WEST:	EXECUTIVE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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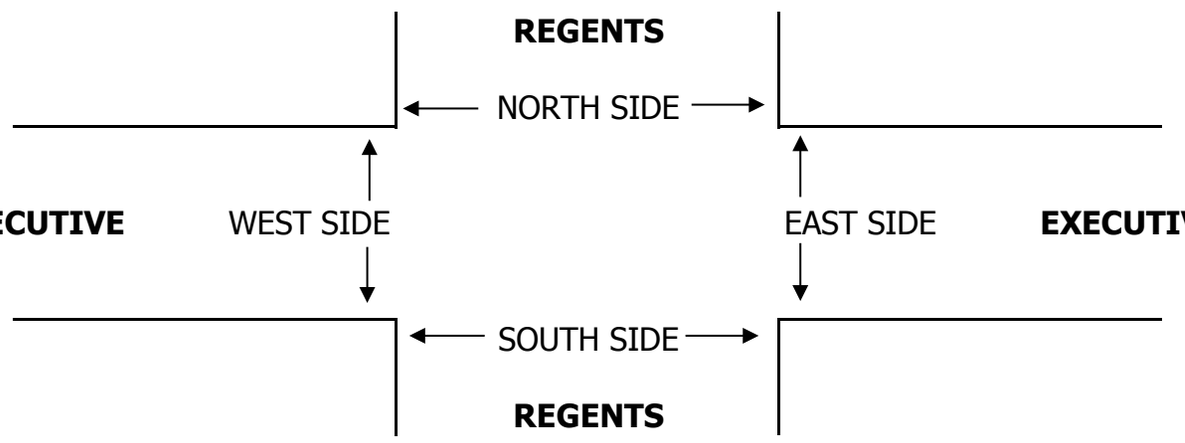
		NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	6	126	21	3	36	1	3	0	3	8	2	26	235					0
	7:15 AM	1	169	13	1	40	1	1	0	7	11	0	39	283					0
	7:30 AM	5	232	29	4	75	0	1	0	6	10	1	34	397					0
	7:45 AM	3	260	33	4	91	1	1	1	6	7	0	48	455					0
	8:00 AM	3	229	33	5	69	2	2	0	2	19	2	44	410					0
	8:15 AM	5	198	32	4	66	0	3	2	9	21	2	50	392					0
	8:30 AM	3	210	43	8	31	3	0	3	3	10	0	23	337					0
	8:45 AM	3	214	34	6	49	1	4	1	5	17	0	45	379					0
	VOLUMES	29	1,638	238	35	457	9	15	7	41	103	7	309	2,888	0	0	0	0	0
	APPROACH %	2%	86%	12%	7%	91%	2%	24%	11%	65%	25%	2%	74%						
	APP/DEPART	1,905	/	1,962	501	/	601	63	/	280	419	/	45	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	16	919	127	17	301	3	7	3	23	57	5	176	1,654					
	APPROACH %	2%	87%	12%	5%	94%	1%	21%	9%	70%	24%	2%	74%						
	PEAK HR FACTOR		0.897			0.836			0.589			0.815		0.909					
	APP/DEPART	1,062	/	1,102	321	/	381	33	/	147	238	/	24	0					
PM	4:00 PM	1	59	15	2	217	2	0	2	6	36	0	6	346					0
	4:15 PM	7	45	14	4	185	2	0	2	4	49	1	12	325					0
	4:30 PM	4	56	12	5	240	1	2	1	8	70	3	9	411					0
	4:45 PM	1	58	11	5	227	2	1	2	4	56	1	8	376					0
	5:00 PM	8	51	31	8	230	2	1	2	2	59	1	9	404	1				1
	5:15 PM	4	41	26	11	211	2	1	0	6	60	2	6	370	1				1
	5:30 PM	3	43	15	15	200	0	0	0	1	63	1	13	354	1				1
	5:45 PM	5	39	17	7	166	1	1	2	3	41	0	12	294					0
	VOLUMES	33	392	141	57	1,676	12	6	11	34	434	9	75	2,880	3	0	0	0	3
	APPROACH %	6%	69%	25%	3%	96%	1%	12%	22%	67%	84%	2%	14%						
	APP/DEPART	566	/	473	1,745	/	2,144	51	/	209	518	/	54	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	17	206	80	29	908	7	5	5	20	245	7	32	1,561					
	APPROACH %	6%	68%	26%	3%	96%	1%	17%	17%	67%	86%	2%	11%						
	PEAK HR FACTOR		0.842			0.959			0.682			0.866		0.950					
	APP/DEPART	303	/	243	944	/	1,173	30	/	114	284	/	31	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		2	1	5	8					0			2		2
	7:15 AM		3	4	3	10					0			7		7
	7:30 AM	3	6	8	7	24					0	1			3	4
	7:45 AM	2	5	5	9	21					0	2		6	2	10
	8:00 AM	1	7	9	9	26					0		1	2	4	7
	8:15 AM	2	2	4	4	12					0		3	4	3	10
	8:30 AM	3	4	4	6	17					0		2	6	2	10
	8:45 AM	2	5	1	6	14					0	1	4		7	12
	TOTAL	13	34	36	49	132	0	0	0	0	0	4	10	27	21	62
PM	4:00 PM	1	6	1	4	12					0		1		2	3
	4:15 PM	2	4	1	3	10					0				6	6
	4:30 PM	1		2	6	9					0			1	4	5
	4:45 PM	1	4	8	9	22					0		1	1	8	10
	5:00 PM	2	3	7	7	19					0		1		10	11
	5:15 PM	1	2	6	10	19					0	1	1	1	6	9
	5:30 PM	9	8	4	8	29					0				8	8
	5:45 PM	2	8	4	4	18					0				4	4
	TOTAL	19	35	33	51	138	0	0	0	0	0	1	4	3	48	56

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

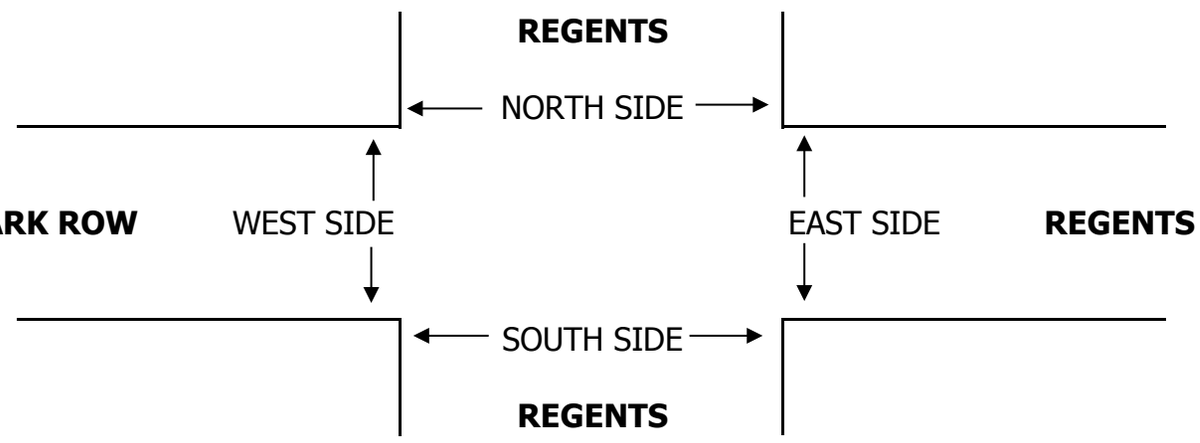
DATE:	LOCATION:	LA JOLLA	PROJECT #:	PTD17-0811-02
8/9/17	NORTH & SOUTH:	REGENTS	LOCATION #:	9
WEDNESDAY	EAST & WEST:	REGENTS PARK ROW	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND REGENTS PARK ROW			WESTBOUND REGENTS PARK ROW				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	15	142	51	7	28	2	0	0	8	11	0	17	281				1	1
	7:15 AM	29	141	53	7	34	7	6	1	17	20	0	15	330				1	1
	7:30 AM	22	161	72	11	61	6	3	1	34	18	0	26	415				1	1
	7:45 AM	44	192	75	6	75	10	15	2	36	17	4	18	494				1	1
	8:00 AM	38	181	62	5	67	6	12	2	38	31	3	14	459					0
	8:15 AM	35	159	62	7	52	9	6	1	52	22	3	14	422					0
	8:30 AM	22	178	57	7	55	5	14	2	52	21	1	12	426					0
	8:45 AM	24	202	62	5	71	6	9	3	43	16	0	13	454					0
	VOLUMES	229	1,356	494	55	443	51	65	12	280	156	11	129	3,281	0	0	0	4	4
	APPROACH %	11%	65%	24%	10%	81%	9%	18%	3%	78%	53%	4%	44%						
	APP/DEPART	2,079	/	1,550	549	/	879	357	/	561	296	/	291	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	139	710	256	25	249	30	47	7	178	91	11	58	1,801					
	APPROACH %	13%	64%	23%	8%	82%	10%	20%	3%	77%	57%	7%	36%						
	PEAK HR FACTOR		0.888			0.835			0.853			0.833		0.911					
	APP/DEPART	1,105	/	815	304	/	518	232	/	288	160	/	180	0					
PM	4:00 PM	26	41	31	14	214	9	5	1	48	34	2	10	435				1	1
	4:15 PM	29	53	24	7	255	7	4	0	24	47	5	13	468				3	3
	4:30 PM	38	51	26	7	244	11	1	2	46	41	4	13	484				1	1
	4:45 PM	34	62	23	8	264	16	3	1	49	49	1	8	518					0
	5:00 PM	20	43	18	7	259	10	4	5	60	37	4	17	484					0
	5:15 PM	18	66	23	10	270	8	3	2	27	46	8	13	494				1	1
	5:30 PM	28	72	22	9	241	10	6	1	28	44	2	13	476					0
	5:45 PM	32	69	25	12	217	18	7	0	27	40	2	6	455				1	1
	VOLUMES	225	457	192	74	1,964	89	33	12	309	338	28	93	3,814	0	0	0	7	7
	APPROACH %	26%	52%	22%	3%	92%	4%	9%	3%	87%	74%	6%	20%						
	APP/DEPART	874	/	583	2,127	/	2,611	354	/	278	459	/	342	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	110	222	90	32	1,037	45	11	10	182	173	17	51	1,980					
	APPROACH %	26%	53%	21%	3%	93%	4%	5%	5%	90%	72%	7%	21%						
	PEAK HR FACTOR		0.887			0.967			0.736			0.899		0.956					
	APP/DEPART	422	/	284	1,114	/	1,392	203	/	132	241	/	172	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2		1	1	4					0			3	1	4
	7:15 AM	2		4	8	14					0			5	3	8
	7:30 AM	5		6	6	17					0			4		4
	7:45 AM	3		3	2	8					0			5		5
	8:00 AM	5		7	1	13					0			6	4	10
	8:15 AM	5		7	11	23					0		1	8	1	10
	8:30 AM	6		6	13	25					0			5		5
	8:45 AM	5		9	4	18					0			11		11
	TOTAL	33	0	43	46	122	0	0	0	0	0	0	1	47	9	57
PM	4:00 PM	7		1	10	18					0	1		2	2	5
	4:15 PM	5		5	4	14					0			1	1	2
	4:30 PM	11		2	7	20					0	1		1	4	6
	4:45 PM	8		3	8	19					0			1	2	3
	5:00 PM	3		4	11	18					0			1	1	2
	5:15 PM	8		9	3	20					0				1	1
	5:30 PM	5		4	7	16					0			1	1	2
	5:45 PM	7		6	7	20					0			1	3	4
	TOTAL	54	0	34	57	145	0	0	0	0	0	2	0	8	15	25

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	REGENTS	LOCATION #:	19
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

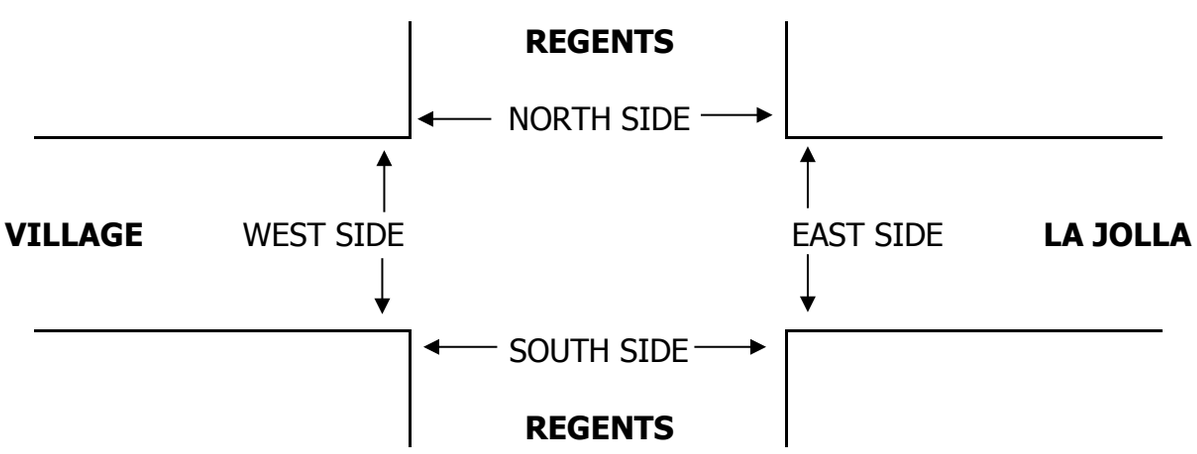
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			
	LANES:	NL 2	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	51	88	30	20	33	48	180	235	20	12	118	30	865
	7:15 AM	60	79	25	21	51	46	193	238	25	11	124	25	898
	7:30 AM	66	129	31	23	28	68	187	256	13	13	113	29	956
	7:45 AM	77	115	37	30	33	61	181	268	15	18	135	31	1,001
	8:00 AM	69	94	42	37	28	86	164	262	24	19	149	35	1,009
	8:15 AM	76	110	35	24	22	74	187	314	19	9	179	32	1,081
	8:30 AM	71	91	51	26	22	70	127	299	16	15	135	26	949
	8:45 AM	87	100	46	21	25	56	174	306	21	14	189	33	1,072
	VOLUMES	557	806	297	202	242	509	1,393	2,178	153	111	1,142	241	7,831
	APPROACH %	34%	49%	18%	21%	25%	53%	37%	58%	4%	7%	76%	16%	
	APP/DEPART	1,660	/	2,440	953	/	506	3,724	/	2,677	1,494	/	2,208	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	303	395	174	108	97	286	652	1,181	80	57	652	126	4,111
	APPROACH %	35%	45%	20%	22%	20%	58%	34%	62%	4%	7%	78%	15%	
	PEAK HR FACTOR		0.936			0.813			0.920			0.885		0.951
	APP/DEPART	872	/	1,173	491	/	234	1,913	/	1,463	835	/	1,241	0
PM	4:00 PM	32	37	16	44	174	167	54	213	27	31	370	33	1,198
	4:15 PM	43	38	14	30	192	157	50	209	23	70	409	29	1,264
	4:30 PM	44	40	18	41	181	151	55	268	33	61	419	38	1,349
	4:45 PM	50	37	20	36	195	168	51	239	40	70	509	40	1,455
	5:00 PM	47	35	18	39	175	163	52	244	51	62	520	27	1,433
	5:15 PM	37	39	25	28	181	136	51	206	45	95	502	28	1,373
	5:30 PM	33	33	21	30	168	141	68	235	41	78	518	33	1,399
	5:45 PM	38	31	16	28	177	138	51	205	44	66	464	27	1,285
	VOLUMES	324	290	148	276	1,443	1,221	432	1,819	304	533	3,711	255	10,756
	APPROACH %	43%	38%	19%	9%	49%	42%	17%	71%	12%	12%	82%	6%	
	APP/DEPART	762	/	977	2,940	/	2,280	2,555	/	2,243	4,499	/	5,256	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	167	144	84	133	719	608	222	924	177	305	2,049	128	5,660
	APPROACH %	42%	36%	21%	9%	49%	42%	17%	70%	13%	12%	83%	5%	
	PEAK HR FACTOR		0.923			0.915			0.953			0.986		0.973
	APP/DEPART	395	/	494	1,460	/	1,201	1,323	/	1,141	2,482	/	2,824	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
0	1	2	4	7
0	0	1	3	4
0	0	0	5	5
0	0	1	4	5
0	0	1	1	2
0	0	3	5	8
0	0	0	5	5
1	0	2	12	15
1	1	10	39	51
1	0	2	7	10
0	1	1	15	17
0	0	1	8	9
0	0	2	10	12
0	0	1	16	17
0	0	3	15	18
1	1	0	9	11
1	0	1	8	10
3	2	11	88	104



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	8	5	11	0	24
	7:15 AM	5	6	12	0	23
	7:30 AM	3	9	5	0	17
	7:45 AM	4	6	9	0	19
	8:00 AM	2	2	8	0	12
	8:15 AM	12	5	9	0	26
	8:30 AM	2	9	8	0	19
	8:45 AM	5	7	4	0	16
	TOTAL	41	49	66	0	156
PM	4:00 PM	7	1	1	0	9
	4:15 PM	4	6	5	0	15
	4:30 PM	12	4	3	0	19
	4:45 PM	8	6	11	0	25
	5:00 PM	6	2	3	0	11
	5:15 PM	14	5	26	0	45
	5:30 PM	9	5	19	0	33
	5:45 PM	10	4	11	0	25
	TOTAL	70	33	79	0	182

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	6	7
0	0	2	7	9
1	0	2	3	6
0	0	4	2	6
0	0	0	2	2
1	0	1	3	5
0	0	2	6	8
0	1	0	0	1
2	1	12	29	44
0	0	0	1	1
0	0	5	0	5
0	0	7	4	11
0	0	6	2	8
0	0	6	1	7
0	0	8	3	11
0	0	12	2	14
0	0	9	3	12
0	0	53	16	69

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	REGENTS	LOCATION #:	43
	EAST & WEST:	GENESEE	CONTROL:	SIGNAL

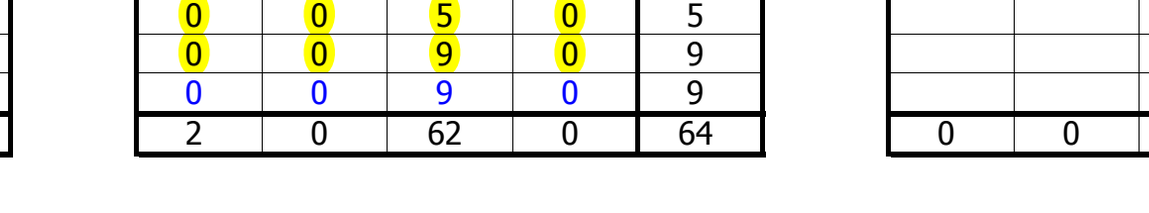
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND GENESEE			WESTBOUND GENESEE			
	LANES:	NL 0.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 3	WR X	TOTAL
AM	7:00 AM	24		8					102	20	6	192		352
	7:15 AM	34		10					136	19	3	206		408
	7:30 AM	44		12					215	33	8	213		525
	7:45 AM	78		23					189	35	7	219		551
	8:00 AM	70		18					168	33	8	235		532
	8:15 AM	55		11					151	33	8	229		487
	8:30 AM	50		8					147	29	5	223		462
	8:45 AM	57		5					121	21	14	228		446
	VOLUMES	412	0	95	0	0	0	0	1,229	223	59	1,745	0	3,763
	APPROACH %	81%	0%	19%	0%	0%	0%	0%	85%	15%	3%	97%	0%	
	APP/DEPART	507	/	0	0	/	282	1,452	/	1,324	1,804	/	2,157	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	247	0	64	0	0	0	0	723	134	31	896	0	2,095
	APPROACH %	79%	0%	21%	0%	0%	0%	0%	84%	16%	3%	97%	0%	
	PEAK HR FACTOR		0.770			0.000			0.864			0.954		0.951
	APP/DEPART	311	/	0	0	/	165	857	/	787	927	/	1,143	0
PM	4:00 PM	28		7					348	31	6	141		561
	4:15 PM	20		13					305	63	4	120		525
	4:30 PM	23		16					336	40	6	118		539
	4:45 PM	28		18					356	44	8	135		589
	5:00 PM	24		13					342	51	3	154		587
	5:15 PM	28		17					310	40	2	140		537
	5:30 PM	32		17					339	43	3	135		569
	5:45 PM	23		15					242	39	2	134		455
	VOLUMES	206	0	116	0	0	0	0	2,578	351	34	1,077	0	4,362
	APPROACH %	64%	0%	36%	0%	0%	0%	0%	88%	12%	3%	97%	0%	
	APP/DEPART	322	/	0	0	/	385	2,929	/	2,694	1,111	/	1,283	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	112	0	65	0	0	0	0	1,347	178	16	564	0	2,282
	APPROACH %	63%	0%	37%	0%	0%	0%	0%	88%	12%	3%	97%	0%	
	PEAK HR FACTOR		0.903			0.000			0.953			0.924		0.969
	APP/DEPART	177	/	0	0	/	194	1,525	/	1,412	580	/	676	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	1	X	
0	0	1	6	7
0	0	1	18	19
0	0	0	14	14
0	0	2	13	15
0	0	4	12	16
0	0	5	8	13
0	0	3	8	11
0	0	2	4	6
0	0	18	83	101
0	0	2	6	8
0	0	0	6	6
0	0	5	9	14
0	0	5	2	7
0	0	4	0	4
0	0	1	2	3
0	0	1	5	6
0	0	2	7	9
0	0	20	37	57



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	0	0	1	0	1
	7:15 AM	0	0	5	0	5
	7:30 AM	1	0	16	0	17
	7:45 AM	0	0	7	0	7
	8:00 AM	0	0	12	0	12
	8:15 AM	0	0	12	0	12
	8:30 AM	3	0	12	0	15
	8:45 AM	1	0	13	0	14
	TOTAL	5	0	78	0	83
PM	4:00 PM	2	0	3	0	5
	4:15 PM	0	0	1	0	1
	4:30 PM	0	0	17	0	17
	4:45 PM	0	0	8	0	8
	5:00 PM	0	0	10	0	10
	5:15 PM	0	0	5	0	5
	5:30 PM	0	0	9	0	9
	5:45 PM	0	0	9	0	9
	TOTAL	2	0	62	0	64

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
1	3	0	0	4
1	2	0	0	3
0	5	1	0	6
1	10	2	0	13
0	7	1	0	8
3	31	4	0	38
1	1	1	0	3
1	1	0	0	2
2	1	1	0	4
4	1	2	0	7
4	1	3	0	8
0	3	0	0	3
2	0	0	0	2
1	0	1	0	2
15	8	8	0	31

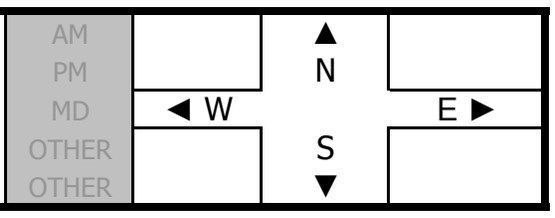
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

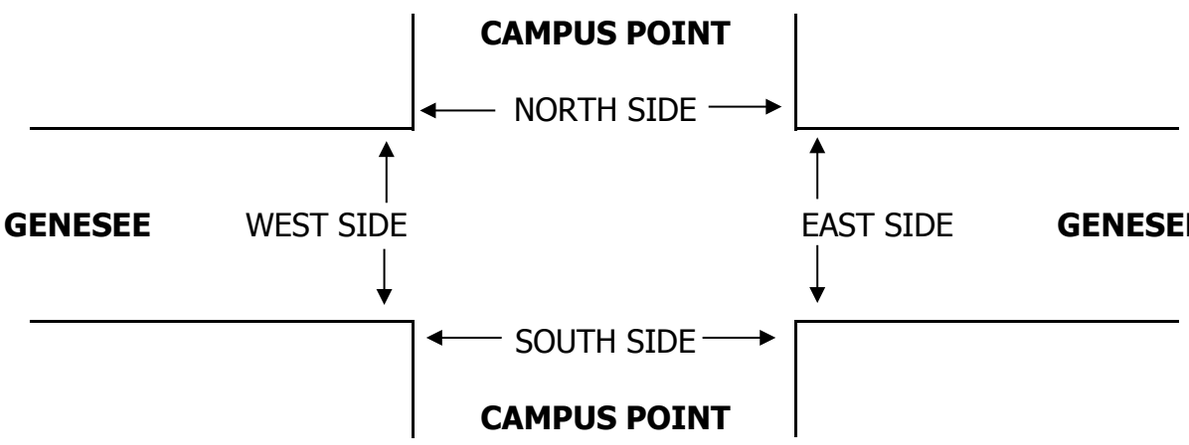
DATE:				
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
TUESDAY	NORTH & SOUTH:	CAMPUS POINT	LOCATION #:	42
	EAST & WEST:	GENESEE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER



		NORTHBOUND CAMPUS POINT			SOUTHBOUND CAMPUS POINT			EASTBOUND GENESEE			WESTBOUND GENESEE				U-TURNS				
	LANES:	NL 1.5	NT 0.5	NR 1	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	30	2	22	5	1	8	109	99	131	61	109	41	618	0	0	0	0	0
	7:15 AM	26	7	22	9	2	11	94	127	144	65	131	53	691	1	0	0	1	2
	7:30 AM	87	5	64	7	4	13	84	199	127	61	153	50	854	0	0	0	2	2
	7:45 AM	54	8	42	7	1	7	80	176	144	55	197	58	829	0	0	0	3	3
	8:00 AM	36	5	23	12	0	8	120	107	145	49	185	84	774	0	0	0	0	0
	8:15 AM	35	9	31	11	1	20	102	128	123	39	144	92	735	0	0	0	0	0
	8:30 AM	51	8	32	10	3	10	109	139	116	55	156	74	763	0	0	0	1	1
	8:45 AM	39	4	36	7	2	19	97	101	131	56	152	82	726	0	0	0	0	0
	VOLUMES	358	48	272	68	14	96	795	1,076	1,061	441	1,227	534	5,990	1	0	0	7	8
	APPROACH %	53%	7%	40%	38%	8%	54%	27%	37%	36%	20%	56%	24%						
	APP/DEPART	678	/	1,377	178	/	1,516	2,932	/	1,416	2,202	/	1,681	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	212	27	160	37	6	48	386	610	539	204	679	284	3,192					
	APPROACH %	53%	7%	40%	41%	7%	53%	25%	40%	35%	17%	58%	24%						
	PEAK HR FACTOR		0.639			0.711			0.936			0.917		0.934					
	APP/DEPART	399	/	697	91	/	749	1,535	/	807	1,167	/	939	0					
PM	4:00 PM	85	1	83	90	6	84	15	214	44	44	106	10	782	0	0	0	0	0
	4:15 PM	100	0	89	76	14	92	23	212	55	34	94	12	801	1	0	0	0	1
	4:30 PM	97	2	102	85	12	82	10	195	55	53	104	7	804	0	0	0	0	0
	4:45 PM	100	3	82	63	7	83	17	263	45	52	105	9	829	0	0	0	0	0
	5:00 PM	97	3	84	75	21	96	6	213	41	32	129	14	811	0	0	0	0	0
	5:15 PM	80	4	94	68	10	69	8	210	39	35	128	11	756	0	0	0	0	0
	5:30 PM	63	1	78	49	14	63	11	230	56	31	126	10	732	0	0	0	1	1
	5:45 PM	71	5	49	37	8	29	12	189	44	33	130	5	612	1	0	0	3	4
	VOLUMES	693	19	661	543	92	598	102	1,726	379	314	922	78	6,127	2	0	0	4	6
	APPROACH %	50%	1%	48%	44%	7%	48%	5%	78%	17%	24%	70%	6%						
	APP/DEPART	1,373	/	199	1,233	/	785	2,207	/	2,930	1,314	/	2,213	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	394	8	357	299	54	353	56	883	196	171	432	42	3,245					
	APPROACH %	52%	1%	47%	42%	8%	50%	5%	78%	17%	27%	67%	7%						
	PEAK HR FACTOR		0.944			0.919			0.873			0.921		0.979					
	APP/DEPART	759	/	106	706	/	421	1,135	/	1,539	645	/	1,179	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	1	1					0	0	0	0	3	3
	7:15 AM	0	2	0	0	2					0	1	4	0	0	5
	7:30 AM	0	1	0	4	5					0	1	2	1	2	6
	7:45 AM	0	0	0	4	4					0	1	2	0	5	8
	8:00 AM	0	1	0	1	2					0	3	3	0	2	8
	8:15 AM	0	0	0	5	5					0	0	0	0	2	2
	8:30 AM	1	0	0	4	5					0	2	2	0	3	7
	8:45 AM	2	3	0	6	11					0	2	0	0	8	10
	TOTAL	3	7	0	25	35	0	0	0	0	0	10	13	1	25	49
PM	4:00 PM	1	1	0	9	11					0	2	1	0	0	3
	4:15 PM	2	0	0	5	7					0	0	0	0	0	0
	4:30 PM	0	0	0	5	5					0	0	0	1	4	5
	4:45 PM	1	0	0	2	3					0	1	1	2	1	5
	5:00 PM	0	1	0	6	7					0	0	0	1	2	3
	5:15 PM	0	2	0	4	6					0	1	2	0	3	6
	5:30 PM	0	0	0	4	4					0	1	0	0	1	2
	5:45 PM	0	0	0	2	2					0	0	2	0	3	5
	TOTAL	4	4	0	37	45	0	0	0	0	0	5	6	4	14	29

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 8/9/17 WEDNESDAY

LOCATION: LA JOLLA
NORTH & SOUTH: GENESEE
EAST & WEST: SCRIPPS HOSPITAL

PROJECT #: PTD17-0811-02
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

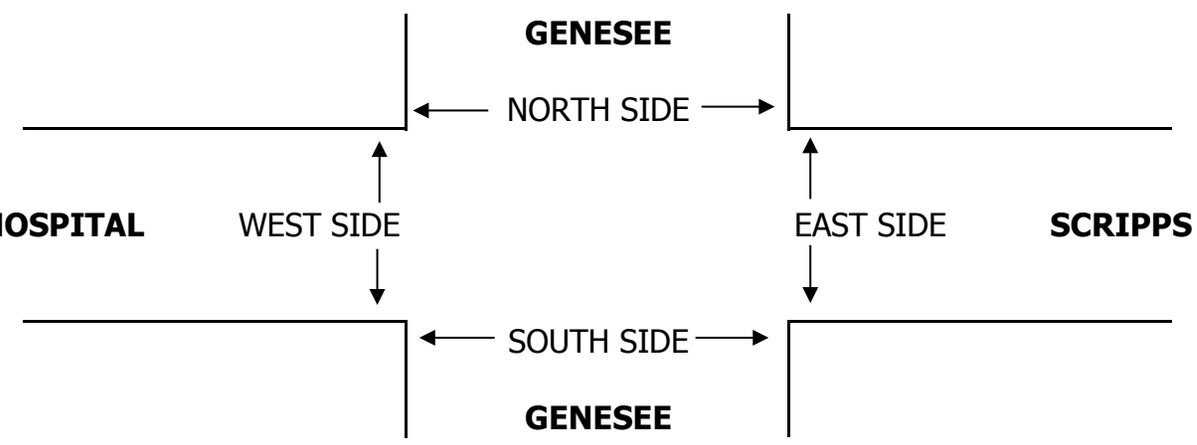
AM / PM / MD / OTHER / OTHER

N / W / E / S

		NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND SCRIPPS HOSPITAL			WESTBOUND SCRIPPS HOSPITAL			
	LANES:	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	35	108			272	151	35		20				621
	7:15 AM	20	140			320	146	34		16				676
	7:30 AM	29	229			324	148	65		31				826
	7:45 AM	36	222			323	136	52		18				787
	8:00 AM	37	169			305	125	38		21				695
	8:15 AM	35	171			312	139	23		13				693
	8:30 AM	33	157			331	136	29		13				699
	8:45 AM	40	259			336	112	33		11				791
	VOLUMES	265	1,455	0	0	2,523	1,093	309	0	143	0	0	0	5,788
	APPROACH %	15%	85%	0%	0%	70%	30%	68%	0%	32%	0%	0%	0%	
	APP/DEPART	1,720	/	1,764	3,616	/	2,666	452	/	0	0	/	1,358	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	137	791	0	0	1,264	548	178	0	83	0	0	0	3,001
	APPROACH %	15%	85%	0%	0%	70%	30%	68%	0%	32%	0%	0%	0%	
	PEAK HR FACTOR		0.899			0.960			0.680			0.000		0.908
	APP/DEPART	928	/	969	1,812	/	1,347	261	/	0	0	/	685	0
PM	4:00 PM	15	249			237	34	71		37				643
	4:15 PM	13	244			243	33	84		32				649
	4:30 PM	8	255			236	35	77		37				648
	4:45 PM	13	250			241	25	79		34				642
	5:00 PM	11	249			244	30	89		31				654
	5:15 PM	6	228			245	23	71		22				595
	5:30 PM	7	200			281	31	48		27				594
	5:45 PM	12	202			297	22	59		28				620
	VOLUMES	85	1,877	0	0	2,024	233	578	0	248	0	0	0	5,045
	APPROACH %	4%	96%	0%	0%	90%	10%	70%	0%	30%	0%	0%	0%	
	APP/DEPART	1,962	/	2,455	2,257	/	2,272	826	/	0	0	/	318	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	45	998	0	0	964	123	329	0	134	0	0	0	2,593
	APPROACH %	4%	96%	0%	0%	89%	11%	71%	0%	29%	0%	0%	0%	
	PEAK HR FACTOR		0.991			0.985			0.965			0.000		0.991
	APP/DEPART	1,043	/	1,327	1,087	/	1,098	463	/	0	0	/	168	0

U-TURNS

	NB X	SB 1	EB X	WB X	TTL
7:00 AM		1			1
7:15 AM					0
7:30 AM		1			1
7:45 AM		2			2
8:00 AM		2			2
8:15 AM		2			2
8:30 AM		2			2
8:45 AM					0
VOLUMES	0	10	0	0	10
4:00 PM	1				1
4:15 PM		1			1
4:30 PM	1				1
4:45 PM	3	1			4
5:00 PM	2	1			3
5:15 PM	1	2			3
5:30 PM		1			1
5:45 PM		1			1
VOLUMES	8	7	0	0	15



PEDESTRIAN CROSSINGS

		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM					0
	7:15 AM		1		2	3
	7:30 AM		1			1
	7:45 AM					0
	8:00 AM		2		4	6
	8:15 AM					0
	8:30 AM		1			1
	8:45 AM					0
	TOTAL	0	5	0	6	11
PM	4:00 PM				1	1
	4:15 PM		2		3	5
	4:30 PM		1		2	3
	4:45 PM					0
	5:00 PM		1			1
	5:15 PM					0
	5:30 PM		2		1	3
	5:45 PM		1			1
	TOTAL	0	7	0	7	14

PEDESTRIAN ACTIVATIONS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM					0
7:15 AM					0
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
TOTAL	0	0	0	0	0
4:00 PM					0
4:15 PM					0
4:30 PM					0
4:45 PM					0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
TOTAL	0	0	0	0	0

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:00 AM				3	3
7:15 AM					0
7:30 AM			2		2
7:45 AM				4	4
8:00 AM			2	1	3
8:15 AM			5	1	6
8:30 AM			2		2
8:45 AM			6		6
TOTAL	0	0	17	9	26
4:00 PM				1	1
4:15 PM					0
4:30 PM					0
4:45 PM				1	1
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM				1	1
TOTAL	0	0	0	3	3

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

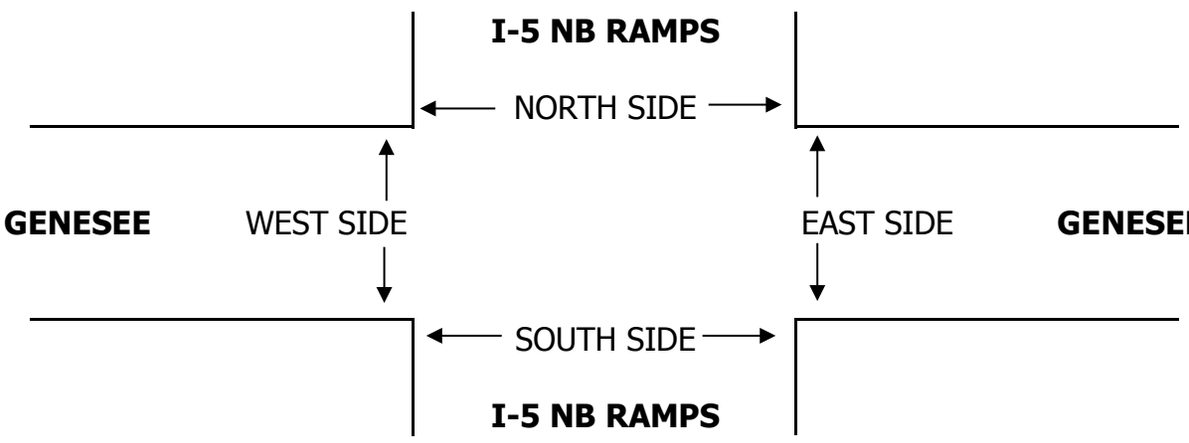
DATE:	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
5/23/17	NORTH & SOUTH:	I-5 NB RAMPS	LOCATION #:	41
TUESDAY	EAST & WEST:	GENESEE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-5 NB RAMPS			SOUTHBOUND I-5 NB RAMPS			EASTBOUND GENESEE			WESTBOUND GENESEE				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	256		154				40	289			99	54	892					0
	7:15 AM	226		179				41	306			106	60	918					0
	7:30 AM	259		156				41	346			135	117	1,054					0
	7:45 AM	262		172				44	348			152	134	1,112					0
	8:00 AM	274		165				39	324			126	133	1,061					0
	8:15 AM	249		166				46	303			124	81	969					0
	8:30 AM	268		135				56	311			134	181	1,085					0
	8:45 AM	242		160				54	304			111	182	1,053					0
	VOLUMES	2,036	0	1,287	0	0	0	361	2,531	0	0	987	942	8,144	0	0	0	0	0
	APPROACH %	61%	0%	39%	0%	0%	0%	12%	88%	0%	0%	51%	49%						
	APP/DEPART	3,323	/	1,303	0	/	0	2,892	/	3,818	1,929	/	3,023	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1,053	0	638	0	0	0	185	1,286	0	0	536	529	4,227					
	APPROACH %	62%	0%	38%	0%	0%	0%	13%	87%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.963			0.000			0.938			0.845		0.950					
	APP/DEPART	1,691	/	714	0	/	0	1,471	/	1,924	1,065	/	1,589	0					
PM	4:00 PM	58		61				176	199			120	191	805					0
	4:15 PM	71		64				165	241			116	197	854					0
	4:30 PM	56		39				203	222			118	206	844					0
	4:45 PM	69		61				201	248			132	203	914					0
	5:00 PM	54		45				185	211			153	195	843					0
	5:15 PM	75		37				192	204			125	206	839					0
	5:30 PM	63		50				203	246			112	199	873					0
	5:45 PM	59		38				118	214			134	184	747					0
	VOLUMES	505	0	395	0	0	0	1,443	1,785	0	0	1,010	1,581	6,719	0	0	0	0	0
	APPROACH %	56%	0%	44%	0%	0%	0%	45%	55%	0%	0%	39%	61%						
	APP/DEPART	900	/	3,024	0	/	0	3,228	/	2,180	2,591	/	1,515	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	261	0	193	0	0	0	781	909	0	0	522	803	3,469					
	APPROACH %	57%	0%	43%	0%	0%	0%	46%	54%	0%	0%	39%	61%						
	PEAK HR FACTOR		0.873			0.000			0.941			0.952		0.949					
	APP/DEPART	454	/	1,584	0	/	0	1,690	/	1,102	1,325	/	783	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0	1				1
	7:15 AM					0					0		1			1
	7:30 AM					0					0		2			2
	7:45 AM					0					0	2	1			3
	8:00 AM					0					0		1			1
	8:15 AM					0					0	1	1			2
	8:30 AM					0					0		2			2
	8:45 AM					0					0		1			1
	TOTAL	0	0	0	0	0	0	0	0	0	0	4	9	0	0	13
PM	4:00 PM					0					0	1				1
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0	2				2
	5:15 PM					0					0		2			2
	5:30 PM					0					0		2			2
	5:45 PM					0					0		3			3
	TOTAL	0	0	0	0	0	0	0	0	0	0	3	7	0	0	10

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

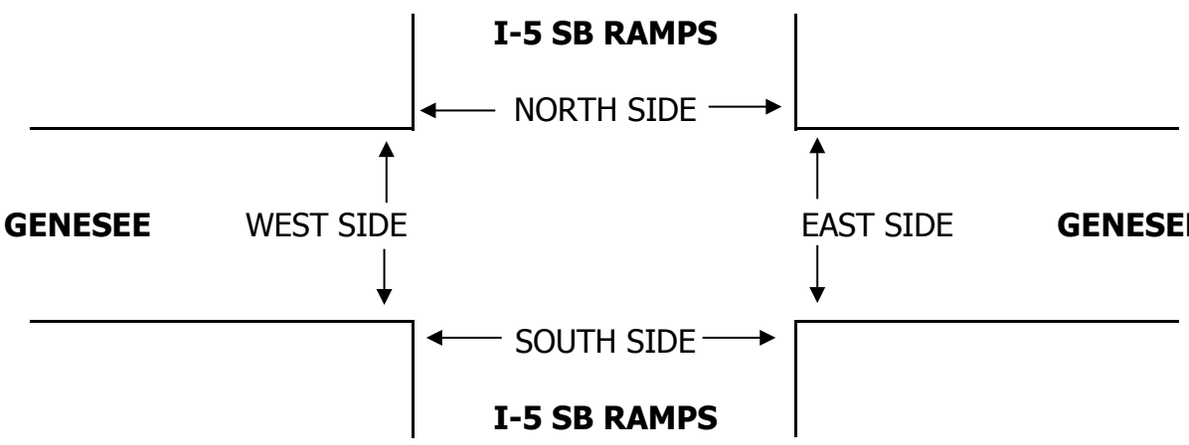
DATE:			
5/23/17	LOCATION:	LA JOLLA / UC	PROJECT #: PTD17-0526-01
TUESDAY	NORTH & SOUTH:	I-5 SB RAMPS	LOCATION #: 40
	EAST & WEST:	GENESEE	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ S ▼ W ◄ E ►

		NORTHBOUND I-5 SB RAMPS			SOUTHBOUND I-5 SB RAMPS			EASTBOUND GENESEE			WESTBOUND GENESEE				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1.5	ST 0	SR 1.5	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				255		236		71	30	31	308		931					0
	7:15 AM				258		219		88	36	29	333		963					0
	7:30 AM				289		214		115	43	68	313		1,042					0
	7:45 AM				265		177		116	33	40	340		971					0
	8:00 AM				255		236		101	49	45	336		1,022					0
	8:15 AM				235	1	274		126	36	31	344		1,047					0
	8:30 AM				241		245		121	35	30	357		1,029					0
	8:45 AM				235		266		118	56	30	333		1,038					0
	VOLUMES	0	0	0	2,033	1	1,867	0	856	318	304	2,664	0	8,043	0	0	0	0	0
	APPROACH %	0%	0%	0%	52%	0%	48%	0%	73%	27%	10%	90%	0%						
	APP/DEPART	0	/	0	3,901	/	623	1,174	/	2,889	2,968	/	4,531	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	966	1	1,021	0	466	176	136	1,370	0	4,136					
	APPROACH %	0%	0%	0%	49%	0%	51%	0%	73%	27%	9%	91%	0%						
	PEAK HR FACTOR		0.000			0.975			0.922			0.973		0.988					
	APP/DEPART	0	/	0	1,988	/	313	642	/	1,432	1,506	/	2,391	0					
PM	4:00 PM				112		82		260	168	60	115		797					0
	4:15 PM				150	3	138		278	132	51	131		883					0
	4:30 PM				124	2	164		281	129	44	124		868					0
	4:45 PM				147	3	162		300	120	44	150		926					0
	5:00 PM				128	2	148		282	90	53	149		852					0
	5:15 PM				115	2	153		292	112	50	162		886					0
	5:30 PM				143		208		311	101	46	127		936					0
	5:45 PM				130	1	192		233	96	36	126		814					0
	VOLUMES	0	0	0	1,049	13	1,247	0	2,237	948	384	1,084	0	6,962	0	0	0	0	0
	APPROACH %	0%	0%	0%	45%	1%	54%	0%	70%	30%	26%	74%	0%						
	APP/DEPART	0	/	0	2,309	/	1,345	3,185	/	3,286	1,468	/	2,331	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	533	7	671	0	1,185	423	193	588	0	3,600					
	APPROACH %	0%	0%	0%	44%	1%	55%	0%	74%	26%	25%	75%	0%						
	PEAK HR FACTOR		0.000			0.863			0.957			0.921		0.962					
	APP/DEPART	0	/	0	1,211	/	623	1,608	/	1,718	781	/	1,259	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0		1		1	2
	7:15 AM					0					0	2	3		2	7
	7:30 AM				1	1					0		1		2	3
	7:45 AM	1			1	2					0					0
	8:00 AM		1			1					0	1		1	1	3
	8:15 AM					0					0	1	1		1	3
	8:30 AM					0					0		1		1	2
	8:45 AM					0					0	1	1		1	3
	TOTAL	1	1	0	2	4	0	0	0	0	0	5	8	1	9	23
PM	4:00 PM					0					0	1			1	2
	4:15 PM					0					0	3			1	4
	4:30 PM					0					0	1			3	4
	4:45 PM					0					0			1		1
	5:00 PM					0					0					0
	5:15 PM					0					0	4			2	6
	5:30 PM					0					0				3	3
	5:45 PM					0					0	6		4	4	14
	TOTAL	0	0	0	0	0	0	0	0	0	0	15	0	5	14	34

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 5/25/17 THURSDAY

LOCATION: LA JOLLA / UTC
NORTH & SOUTH: LEBON
EAST & WEST: LA JOLLA VILLAGE

PROJECT #: PTD17-0526-01
LOCATION #: 18
CONTROL: SIGNAL

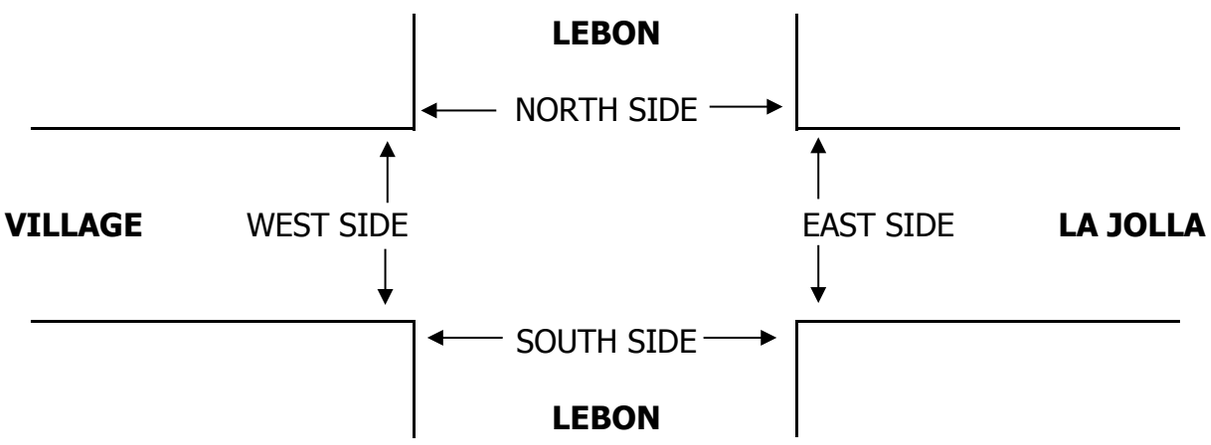
NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ S ▼ W ◄ E ►

		NORTHBOUND LEBON			SOUTHBOUND LEBON			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			
	LANES:	NL 2	NT 0.5	NR 1.5	SL 0.5	ST 0.5	SR 1	EL 1	ET 3	ER 1	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	65	0	28	1	0	5	0	333	37	11	163	0	643
	7:15 AM	87	3	36	2	2	4	1	377	48	18	215	0	793
	7:30 AM	121	1	36	1	1	6	2	439	50	8	210	0	875
	7:45 AM	113	3	51	0	0	3	0	467	39	26	374	0	1,076
	8:00 AM	112	0	46	0	0	4	4	405	57	31	280	0	939
	8:15 AM	118	0	45	2	2	4	0	428	66	22	304	2	993
	8:30 AM	143	1	54	4	4	4	0	404	42	18	253	1	928
	8:45 AM	144	1	52	1	1	3	3	441	49	22	302	1	1,020
	VOLUMES	903	9	348	11	10	33	10	3,294	388	156	2,101	4	7,267
	APPROACH %	72%	1%	28%	20%	19%	61%	0%	89%	11%	7%	93%	0%	
	APP/DEPART	1,260	/	23	54	/	554	3,692	/	3,653	2,261	/	3,037	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	486	4	196	6	6	15	4	1,704	204	97	1,211	3	3,936
	APPROACH %	71%	1%	29%	22%	22%	56%	0%	89%	11%	7%	92%	0%	
	PEAK HR FACTOR		0.866			0.563			0.945			0.819		0.914
	APP/DEPART	686	/	11	27	/	307	1,912	/	1,906	1,311	/	1,712	0
PM	4:00 PM	88	4	18	1	1	1	3	235	84	101	508	4	1,048
	4:15 PM	97	4	23	0	0	3	3	305	62	89	532	3	1,121
	4:30 PM	115	2	22	1	0	1	6	319	88	89	584	6	1,233
	4:45 PM	108	6	35	0	1	2	4	306	111	105	606	5	1,289
	5:00 PM	100	2	23	3	0	0	2	348	109	109	585	4	1,285
	5:15 PM	110	2	33	0	2	2	2	287	98	102	552	2	1,192
	5:30 PM	93	2	28	1	1	4	4	306	103	104	555	4	1,205
	5:45 PM	111	2	32	2	2	3	5	304	101	108	490	2	1,162
	VOLUMES	822	24	214	8	7	16	29	2,410	756	807	4,412	30	9,535
	APPROACH %	78%	2%	20%	26%	23%	52%	1%	75%	24%	15%	84%	1%	
	APP/DEPART	1,060	/	83	31	/	1,570	3,195	/	2,632	5,249	/	5,250	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	433	12	113	4	3	5	14	1,260	406	405	2,327	17	4,999
	APPROACH %	78%	2%	20%	33%	25%	42%	1%	75%	24%	15%	85%	1%	
	PEAK HR FACTOR		0.936			0.750			0.915			0.960		0.970
	APP/DEPART	558	/	43	12	/	814	1,680	/	1,377	2,749	/	2,765	0

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	
0	0	3	0	3
0	0	6	0	6
0	0	3	5	8
0	0	3	2	5
0	0	1	3	4
0	0	4	2	6
0	0	2	2	4
0	0	2	2	4
0	0	24	16	40
0	0	4	2	6
0	0	3	4	7
1	0	6	2	9
0	0	8	1	9
0	0	7	1	8
1	0	4	4	9
0	0	2	3	5
0	0	2	2	4
2	0	36	19	57



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	5	3	0	5	13
	7:15 AM	9	8	0	8	25
	7:30 AM	3	29	0	27	59
	7:45 AM	8	4	0	8	20
	8:00 AM	7	5	0	3	15
	8:15 AM	2	6	0	6	14
	8:30 AM	3	7	0	6	16
	8:45 AM	2	13	0	11	26
	TOTAL	39	75	0	74	188
PM	4:00 PM	1	4	0	7	12
	4:15 PM	2	4	0	6	12
	4:30 PM	5	6	0	8	19
	4:45 PM	2	3	0	9	14
	5:00 PM	1	3	0	9	13
	5:15 PM	0	3	0	6	9
	5:30 PM	5	8	0	5	18
	5:45 PM	2	4	0	8	14
	TOTAL	18	35	0	58	111

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
1	0	0	1	2
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	1	0	2	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:				
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
THURSDAY	NORTH & SOUTH:	I-805 NB RAMPS	LOCATION #:	24
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

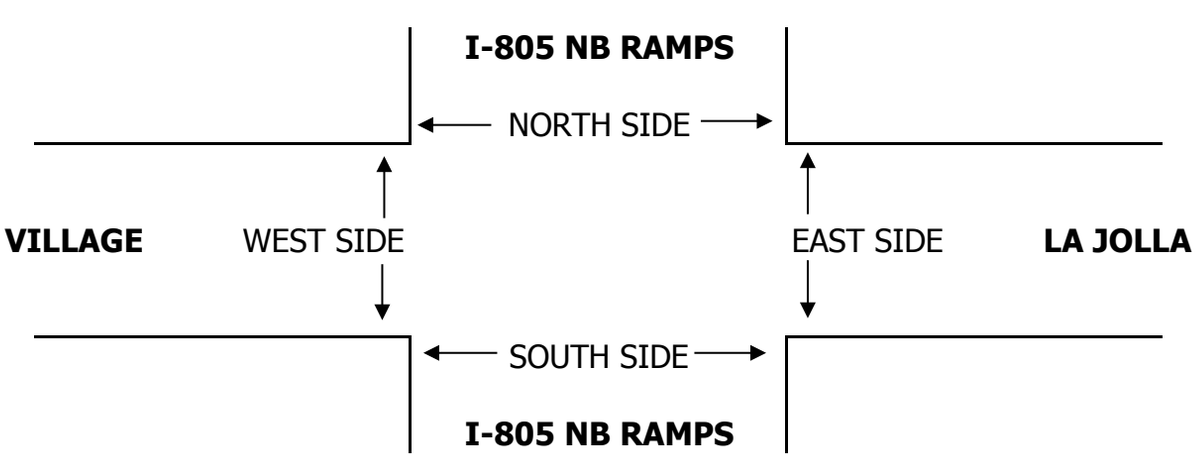
NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ S ▼ E ► ◄ W

		NORTHBOUND I-805 NB RAMPS			SOUTHBOUND I-805 NB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			
	LANES:	NL 2	NT X	NR 2	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 4	WR 1	TOTAL
AM	7:00 AM	228		97					194	78		287	150	1,034
	7:15 AM	209		112					225	100		266	144	1,056
	7:30 AM	246		85					244	128		296	118	1,117
	7:45 AM	226		94					234	141		308	133	1,136
	8:00 AM	215		75					273	143		330	119	1,155
	8:15 AM	193		49					228	170		296	110	1,046
	8:30 AM	237		66					234	139		326	117	1,119
	8:45 AM	190		70					246	179		323	159	1,167
	VOLUMES	1,744	0	648	0	0	0	0	1,878	1,078	0	2,432	1,050	8,830
	APPROACH %	73%	0%	27%	0%	0%	0%	0%	64%	36%	0%	70%	30%	
	APP/DEPART	2,392	/	1,050	0	/	1,078	2,956	/	2,526	3,482	/	4,176	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	835	0	260	0	0	0	0	981	631	0	1,275	505	4,487
	APPROACH %	76%	0%	24%	0%	0%	0%	0%	61%	39%	0%	72%	28%	
	PEAK HR FACTOR		0.903			0.000			0.948			0.923		0.961
	APP/DEPART	1,095	/	505	0	/	631	1,612	/	1,241	1,780	/	2,110	0
PM	4:00 PM	110		32					222	270		389	200	1,223
	4:15 PM	122		42					210	252		364	194	1,184
	4:30 PM	128		32					221	245		379	174	1,179
	4:45 PM	141		34					232	245		401	185	1,238
	5:00 PM	102		35					241	262		434	179	1,253
	5:15 PM	97		33					245	282		507	197	1,361
	5:30 PM	135		30					220	270		424	165	1,244
	5:45 PM	125		30					203	243		391	148	1,140
	VOLUMES	960	0	268	0	0	0	0	1,794	2,069	0	3,289	1,442	9,822
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	46%	54%	0%	70%	30%	
	APP/DEPART	1,228	/	1,442	0	/	2,069	3,863	/	2,062	4,731	/	4,249	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	475	0	132	0	0	0	0	938	1,059	0	1,766	726	5,096
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	47%	53%	0%	71%	29%	
	PEAK HR FACTOR		0.867			0.000			0.947			0.885		0.936
	APP/DEPART	607	/	726	0	/	1,059	1,997	/	1,070	2,492	/	2,241	0

U-TURNS					
	NB	SB	EB	WB	TTL
	X	X	X	X	
AM					0
					0
					0
					0
					0
					0
					0
					0
					0
AM	0	0	0	0	0
PM					0
					0
					0
					0
					0
					0
					0
					0
PM	0	0	0	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL	0	0	0	0	0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM		1			1
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	1	0	0	1

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
	1			1
				0
				0
0	1	0	0	1
				0
				0
1				1
				0
				0
				0
				0
				0
1	0	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS

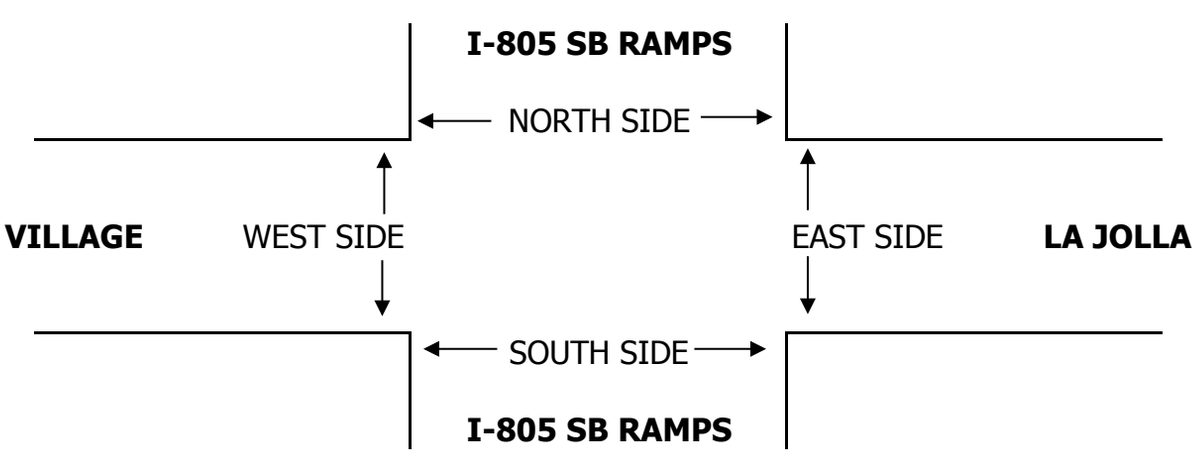
PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01
5/25/17	NORTH & SOUTH:	I-805 SB RAMPS	LOCATION #:	23
THURSDAY	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-805 SB RAMPS			SOUTHBOUND I-805 SB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 2	EL X	ET 3	ER 2	WL X	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				128		176		146	63		353	91	957					0
	7:15 AM				98		240		179	72		406	111	1,106					0
	7:30 AM				141		301		220	119		395	85	1,261					0
	7:45 AM				126		386		231	130		483	112	1,468					0
	8:00 AM				182		362		234	106		390	113	1,387					0
	8:15 AM				131		382		287	111		415	108	1,434					0
	8:30 AM				164		375		274	116		412	129	1,470					0
	8:45 AM				135		364		287	109		453	132	1,480					0
	VOLUMES	0	0	0	1,105	0	2,586	0	1,858	826	0	3,307	881	10,563	0	0	0	0	0
	APPROACH %	0%	0%	0%	30%	0%	70%	0%	69%	31%	0%	79%	21%						
	APP/DEPART	0	/	881	3,691	/	826	2,684	/	2,963	4,188	/	5,893	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	612	0	1,483	0	1,082	442	0	1,670	482	5,771					
	APPROACH %	0%	0%	0%	29%	0%	71%	0%	71%	29%	0%	78%	22%						
	PEAK HR FACTOR		0.000			0.963			0.957			0.920		0.975					
	APP/DEPART	0	/	482	2,095	/	442	1,524	/	1,694	2,152	/	3,153	0					
PM	4:00 PM				39		135		444	224		320	144	1,306					0
	4:15 PM				40		190		430	200		378	130	1,368					0
	4:30 PM				34		221		432	171		371	159	1,388					0
	4:45 PM				26		148		452	181		432	137	1,376					0
	5:00 PM				43		172		480	164		409	139	1,407					0
	5:15 PM				39		185		494	177		425	150	1,470					0
	5:30 PM				41		194		474	158		408	139	1,414					0
	5:45 PM				30		149		450	166		394	140	1,329					0
	VOLUMES	0	0	0	292	0	1,394	0	3,656	1,441	0	3,137	1,138	11,058	0	0	0	0	0
	APPROACH %	0%	0%	0%	17%	0%	83%	0%	72%	28%	0%	73%	27%						
	APP/DEPART	0	/	1,138	1,686	/	1,441	5,097	/	3,948	4,275	/	4,531	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	149	0	699	0	1,900	680	0	1,674	565	5,667					
	APPROACH %	0%	0%	0%	18%	0%	82%	0%	74%	26%	0%	75%	25%						
	PEAK HR FACTOR		0.000			0.902			0.961			0.973		0.964					
	APP/DEPART	0	/	565	848	/	680	2,580	/	2,049	2,239	/	2,373	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0			1		1
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0	1				1
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
5/23/17	NORTH & SOUTH:	EASTGATE DR	LOCATION #:	12
TUESDAY	EAST & WEST:	EASTGATE MALL	CONTROL:	SIGNAL

NOTES:

INCLUDE BIKE / PED

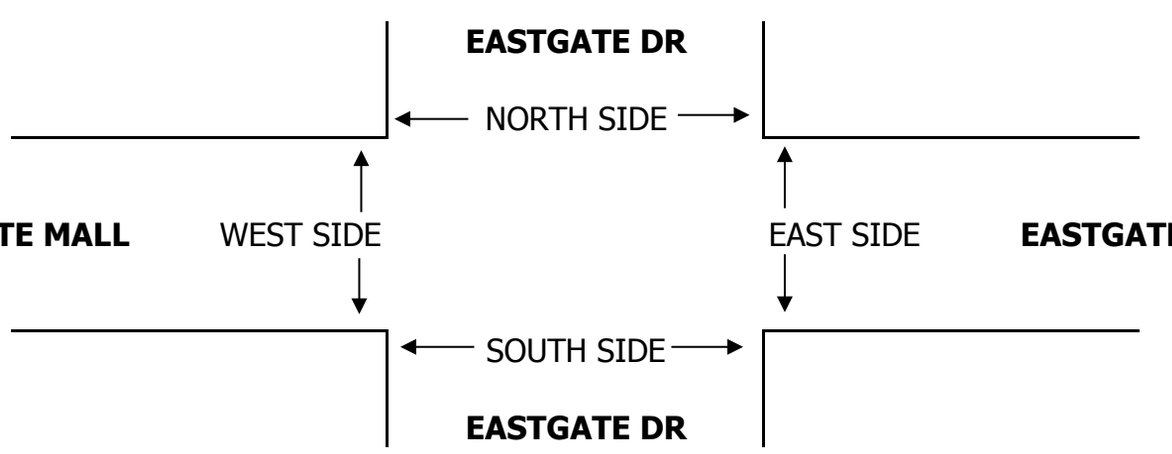
AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND EASTGATE DR			SOUTHBOUND EASTGATE DR			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM				8		1	6	29			112	16	172
	7:15 AM				15		0	4	28			170	9	226
	7:30 AM				16		2	3	47			222	15	305
	7:45 AM				13		4	4	41			227	15	304
	8:00 AM				11		5	2	47			227	13	305
	8:15 AM				14		3	3	45			215	10	290
	8:30 AM				20		4	7	41			212	7	291
	8:45 AM				13		3	3	44			199	13	275
	VOLUMES	0	0	0	110	0	22	32	322	0	0	1,584	98	2,168
	APPROACH %	0%	0%	0%	83%	0%	17%	9%	91%	0%	0%	94%	6%	
	APP/DEPART	0	/	130	132	/	0	354	/	432	1,682	/	1,606	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	54	0	14	12	180	0	0	891	53	1,204
	APPROACH %	0%	0%	0%	79%	0%	21%	6%	94%	0%	0%	94%	6%	
	PEAK HR FACTOR		0.000			0.944			0.960			0.975		0.987
	APP/DEPART	0	/	65	68	/	0	192	/	234	944	/	905	0
PM	4:00 PM				16		7	1	216			52	12	304
	4:15 PM				10		9	1	157			40	7	224
	4:30 PM				13		2	1	219			36	4	275
	4:45 PM				11		3	6	241			30	2	293
	5:00 PM				20		6	3	274			38	3	344
	5:15 PM				10		3	2	208			41	1	265
	5:30 PM				10		3	4	218			43	5	283
	5:45 PM				8		2	3	173			35	2	223
	VOLUMES	0	0	0	98	0	35	21	1,706	0	0	315	36	2,211
	APPROACH %	0%	0%	0%	74%	0%	26%	1%	99%	0%	0%	90%	10%	
	APP/DEPART	0	/	57	133	/	0	1,727	/	1,804	351	/	350	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	51	0	15	15	941	0	0	152	11	1,185
	APPROACH %	0%	0%	0%	77%	0%	23%	2%	98%	0%	0%	93%	7%	
	PEAK HR FACTOR		0.000			0.635			0.863			0.849		0.861
	APP/DEPART	0	/	26	66	/	0	956	/	992	163	/	167	0

U-TURNS

NB	SB	EB	WB	TTL
X	X	X	X	
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0	1				1
	7:15 AM	1				1					0	2				2
	7:30 AM					0					0					0
	7:45 AM	1				1					0					0
	8:00 AM	2				2					0					0
	8:15 AM	1				1					0					0
	8:30 AM	1				1					0	2				2
	8:45 AM					0					0	1				1
	TOTAL	6	0	0	0	6	0	0	0	0	0	6	0	0	0	6
PM	4:00 PM					0					0					0
	4:15 PM	1				1					0					0
	4:30 PM	3				3					0					0
	4:45 PM	1				1					0					0
	5:00 PM	1				1					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM	1				1					0					0
	TOTAL	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0

National Data & Surveying Services Intersection Turning Movement Count

Location: Olson Dr & Eastgate Mall
City: San Diego
Control: 1-Way Stop(SB)

Project ID: 21-040098-006
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Olson Dr				Olson Dr				Eastgate Mall				Eastgate Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	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	12	0	1	0	1	23	0	0	0	65	25	0	127
7:15 AM	0	0	0	0	7	0	0	0	4	30	0	0	0	90	17	0	148
7:30 AM	0	0	0	0	7	0	2	0	2	38	0	0	0	89	29	0	167
7:45 AM	0	0	0	0	16	0	3	0	2	48	0	0	0	86	26	0	181
8:00 AM	0	0	0	0	6	0	0	0	2	45	0	1	0	87	21	0	162
8:15 AM	0	0	0	0	23	0	1	0	2	43	0	0	0	66	33	0	168
8:30 AM	0	0	0	0	19	0	1	0	1	37	0	0	0	81	31	0	170
8:45 AM	0	0	0	0	31	0	1	0	0	38	0	0	0	93	18	0	181
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	121	0	9	0	14	302	0	1	0	657	200	0	1304
APPROACH %'s :					93.08%	0.00%	6.92%	0.00%	4.42%	95.27%	0.00%	0.32%	0.00%	76.66%	23.34%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	79	0	3	0	5	163	0	1	0	327	103	0	681
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.637	0.000	0.750	0.000	0.625	0.906	0.000	0.250	0.000	0.879	0.780	0.000	0.941
						0.641				0.880				0.960			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	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	22	0	2	0	0	87	0	0	0	43	16	0	170
4:15 PM	0	0	0	0	12	0	3	0	0	81	0	0	0	32	17	1	146
4:30 PM	0	0	0	0	22	0	1	0	1	78	0	0	0	32	16	0	150
4:45 PM	0	0	0	0	12	0	1	0	0	79	0	0	0	37	10	0	139
5:00 PM	0	0	0	0	19	0	3	0	2	98	0	0	0	37	19	0	178
5:15 PM	0	0	0	0	17	0	3	0	0	117	0	0	0	40	26	0	203
5:30 PM	0	0	0	0	19	0	1	0	1	95	0	0	0	36	10	0	162
5:45 PM	0	0	0	0	20	0	0	0	0	82	0	0	0	29	14	0	145
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	143	0	14	0	4	717	0	0	0	286	128	1	1293
APPROACH %'s :					91.08%	0.00%	8.92%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	68.92%	30.84%	0.24%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	75	0	7	0	3	392	0	0	0	142	69	0	688
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.938	0.000	0.583	0.000	0.375	0.838	0.000	0.000	0.000	0.888	0.663	0.000	0.847
						0.932				0.844				0.799			

National Data & Surveying Services Intersection Turning Movement Count

Location: Olson Dr & Eastgate Mall
City: San Diego
Control: 1-Way Stop(SB)

Project ID: 21-040098-006
Date: 6/3/2021

Data - Bikes

NS/EW Streets:	Olson Dr				Olson Dr				Eastgate Mall				Eastgate Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	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	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
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	0	0	0	0	1	0	0	0	0	0	0	1
	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	0	0	0	5	0	0	0	1	0	0	7
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%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	1.000
					0.250				0.750								

National Data & Surveying Services Intersection Turning Movement Count

Location: Olson Dr & Eastgate Mall
City: San Diego
Project ID: 21-040098-006
Date: 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Olson Dr		Olson Dr		Eastgate Mall		Eastgate Mall		
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	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%							
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services Intersection Turning Movement Count

Location: Eastgate Mall & Autoport Mall
City: San Diego
Control: 1-Way Stop(WB)

Project ID: 21-040098-007
Date: 6/3/2021

Data - Totals

NS/EW Streets:	Eastgate Mall				Eastgate Mall				Autoport Mall				Autoport Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	98	11	0	3	37	0	0	0	0	0	0	0	0	1	0	150
7:15 AM	0	117	12	0	1	48	0	0	0	0	0	0	4	0	4	0	186
7:30 AM	0	121	13	2	6	50	0	0	0	0	0	0	3	0	3	0	198
7:45 AM	0	119	18	0	3	62	0	0	0	0	0	0	4	0	1	0	207
8:00 AM	0	110	15	0	2	56	0	0	0	0	0	0	4	0	4	0	191
8:15 AM	0	109	11	1	3	68	0	0	0	0	0	0	2	0	1	0	195
8:30 AM	0	118	19	0	5	56	0	0	0	0	0	0	4	0	4	0	206
8:45 AM	0	120	20	0	2	66	0	0	0	0	0	0	3	0	3	0	214
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	912	119	3	25	443	0	0	0	0	0	0	24	0	21	0	1547
APPROACH %'s :	0.00%	88.20%	11.51%	0.29%	5.34%	94.66%	0.00%	0.00%					53.33%	0.00%	46.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	457	65	1	12	246	0	0	0	0	0	0	13	0	12	0	806
PEAK HR FACTOR :	0.000	0.952	0.813	0.250	0.600	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.750	0.000	0.942
		0.934				0.908								0.781			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	61	5	0	2	116	0	0	0	0	0	0	5	0	5	0	194
4:15 PM	0	52	7	0	3	99	0	0	0	0	0	0	5	0	4	0	170
4:30 PM	0	57	16	1	2	106	0	0	0	0	0	0	11	0	3	0	196
4:45 PM	0	55	6	2	5	93	0	0	0	0	0	0	6	0	4	0	171
5:00 PM	0	56	14	1	6	125	0	0	0	0	0	0	13	0	4	0	219
5:15 PM	0	52	10	1	5	137	0	0	0	0	0	0	4	0	9	0	218
5:30 PM	0	44	6	1	1	120	0	0	0	0	0	0	6	0	4	0	182
5:45 PM	0	46	2	0	4	109	0	0	0	0	0	0	2	0	7	0	170
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	423	66	6	28	905	0	0	0	0	0	0	52	0	40	0	1520
APPROACH %'s :	0.00%	85.45%	13.33%	1.21%	3.00%	97.00%	0.00%	0.00%					56.52%	0.00%	43.48%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	220	46	5	18	461	0	0	0	0	0	0	34	0	20	0	804
PEAK HR FACTOR :	0.000	0.965	0.719	0.625	0.750	0.841	0.000	0.000	0.000	0.000	0.000	0.000	0.654	0.000	0.556	0.000	0.918
		0.916				0.843								0.794			

National Data & Surveying Services Intersection Turning Movement Count

Location: Eastgate Mall & Autoport Mall
City: San Diego
Control: 1-Way Stop(WB)

Project ID: 21-040098-007
Date: 6/3/2021

Data - Bikes

NS/EW Streets:	Eastgate Mall				Eastgate Mall				Autoport Mall				Autoport Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%									
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	50.00%	0.00%	50.00%	60.00%	40.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.250				0.500												

National Data & Surveying Services Intersection Turning Movement Count

Location: Eastgate Mall & Autoport Mall
City: San Diego
Project ID: 21-040098-007
Date: 6/3/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Eastgate Mall		Eastgate Mall		Autoport Mall		Autoport Mall		
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	0	2	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	1	1	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	5	3	0	0	8
APPROACH %'s :					62.50%	37.50%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	3	1	0	0	4
PEAK HR FACTOR :					0.750	0.250			0.500
					0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	2	0	0	5
APPROACH %'s :					60.00%	40.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	2	0	0	4
PEAK HR FACTOR :					0.250	0.250			0.500
					0.500				

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:	LOCATION:	LA JOLLA / UC	PROJECT #:	PTD17-0526-01
5/23/17	NORTH & SOUTH:	EASTGATE MALL	LOCATION #:	26
TUESDAY	EAST & WEST:	MIRAMAR	CONTROL:	SIGNAL

NOTES:

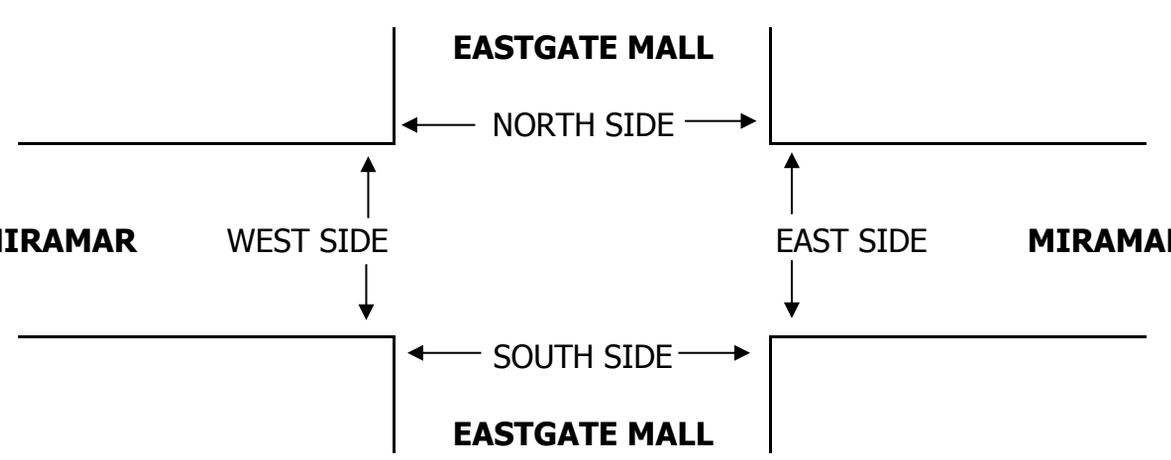
AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND EASTGATE MALL			SOUTHBOUND EASTGATE MALL			EASTBOUND MIRAMAR			WESTBOUND MIRAMAR			
	LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 0.5	EL 2	ET 3	ER X	WL X	WT 3	WR 1	TOTAL
AM	7:00 AM				22		26	59	464			350	120	1,041
	7:15 AM				26		35	58	495			419	183	1,216
	7:30 AM				31		35	63	443			450	219	1,241
	7:45 AM				49		27	57	488			524	232	1,377
	8:00 AM				30		43	62	440			440	214	1,229
	8:15 AM				39		31	73	435			420	200	1,198
	8:30 AM				55		45	55	443			526	202	1,326
	8:45 AM				35		28	61	440			485	201	1,250
	VOLUMES	0	0	0	287	0	270	488	3,648	0	0	3,614	1,571	9,878
	APPROACH %	0%	0%	0%	52%	0%	48%	12%	88%	0%	0%	70%	30%	
	APP/DEPART	0	/	2,059	557	/	0	4,136	/	3,935	5,185	/	3,884	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	173	0	146	247	1,806	0	0	1,910	848	5,130
	APPROACH %	0%	0%	0%	54%	0%	46%	12%	88%	0%	0%	69%	31%	
	PEAK HR FACTOR		0.000			0.798			0.942			0.912		0.931
	APP/DEPART	0	/	1,095	319	/	0	2,053	/	1,979	2,758	/	2,056	0
PM	4:00 PM				165		101	32	364			551	53	1,266
	4:15 PM				133		66	35	450			609	28	1,321
	4:30 PM				181		76	37	405			560	31	1,290
	4:45 PM				191		71	31	413			616	34	1,356
	5:00 PM				206		89	30	457			689	32	1,503
	5:15 PM				209		73	29	404			668	36	1,419
	5:30 PM				157		62	28	514			635	38	1,434
	5:45 PM				168		75	21	414			552	33	1,263
	VOLUMES	0	0	0	1,410	0	613	243	3,421	0	0	4,880	285	10,852
	APPROACH %	0%	0%	0%	70%	0%	30%	7%	93%	0%	0%	94%	6%	
	APP/DEPART	0	/	528	2,023	/	0	3,664	/	4,831	5,165	/	5,493	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	763	0	295	118	1,788	0	0	2,608	140	5,712
	APPROACH %	0%	0%	0%	72%	0%	28%	6%	94%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.897			0.879			0.953		0.950
	APP/DEPART	0	/	258	1,058	/	0	1,906	/	2,551	2,748	/	2,903	0

U-TURNS

	NB	SB	EB	WB	TTL
	X	X	X	1	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	3	0	3
7:45 AM	0	0	2	0	2
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	2	0	2
8:45 AM	0	0	0	1	1
	0	0	10	1	11
4:00 PM	0	0	2	1	3
4:15 PM	0	0	5	0	5
4:30 PM	0	0	1	1	2
4:45 PM	0	0	1	2	3
5:00 PM	0	0	3	0	3
5:15 PM	0	0	1	0	1
5:30 PM	0	0	2	0	2
5:45 PM	0	0	1	0	1
	0	0	16	4	20



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0	0	0	0	0	0
	7:15 AM	0	0	0	0	0					0	0	0	0	0	0
	7:30 AM	0	0	0	0	0					0	0	0	0	0	0
	7:45 AM	0	0	0	0	0					0	0	0	0	0	0
	8:00 AM	0	0	0	0	0					0	0	0	0	0	0
	8:15 AM	0	0	0	0	0					0	0	0	0	0	0
	8:30 AM	0	0	0	0	0					0	0	0	0	1	1
	8:45 AM	0	0	0	0	0					0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	4:00 PM	0	0	0	0	0					0	0	0	0	0	0
	4:15 PM	0	0	0	0	0					0	0	0	0	0	0
	4:30 PM	0	0	0	0	0					0	0	0	1	0	1
	4:45 PM	0	0	0	0	0					0	0	0	0	0	0
	5:00 PM	0	0	0	0	0					0	0	0	2	0	2
	5:15 PM	0	0	0	0	0					0	0	0	1	0	1
	5:30 PM	0	0	0	0	0					0	0	1	0	0	1
	5:45 PM	0	0	0	0	0					0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	23	7	11	561		493	20	1,115
7:15 AM	17	8	7	764		733	24	1,553
7:30 AM	13	10	15	745		559	19	1,361
7:45 AM	12	6	18	809		629	19	1,493
8:00 AM	10	5	15	669		592	24	1,315
8:15 AM	7	7	15	697		472	12	1,210
8:30 AM	13	8	17	777		469	11	1,295
8:45 AM	17	12	15	730		439	18	1,231
Total	112	63	113	5,752		4,386	147	10,573

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	52	29	55	2,987		2,513	86	5,722
PHF	0.76	0.73	0.76	0.92		0.86	0.90	0.92
Movement PHF	0.81			0.92		0.86		0.92

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	22	27	17	694		475	4	1,239
4:15 PM	20	16	23	683		532	8	1,282
4:30 PM	21	20	13	713		621	5	1,393
4:45 PM	18	20	22	636		479	13	1,188
5:00 PM	26	16	15	829		571	5	1,462
5:15 PM	24	18	15	628		571	4	1,260
5:30 PM	22	20	15	689		444	3	1,193
5:45 PM	14	9	6	589		513	5	1,136
Total	167	146	126	5,461		4,206	47	10,153

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	85	72	73	2861		2203	31	5325
PHF	0.82	0.9	0.793	0.863		0.887	0.596	0.91
Movement PHF	0.93			0.87		0.89		0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	6		4	10
7:15 AM	0	12		2	14
7:30 AM	0	3		7	10
7:45 AM	0	3		2	5
8:00 AM	0	6		6	12
8:15 AM	0	5		2	7
8:30 AM	0	3		2	5
8:45 AM	0	0		2	2
Total	0	38		27	65

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.73**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	24		17	41
PHF	#DIV/0!	0.50		0.61	0.73
Movement PHF	#DIV/0!	0.50		0.61	0.73

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	0		0	0
4:15 PM	1	1		0	2
4:30 PM	0	0		0	0
4:45 PM	2	0		0	2
5:00 PM	0	0		0	0
5:15 PM	0	0		0	0
5:30 PM	0	0		0	0
5:45 PM	1	0		0	1
Total	4	1		0	5

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	3	1		0	4
PHF	0.38	0.25		#DIV/0!	0.50
Movement PHF	0.38	0.25		#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	1		3	0	4
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	1	1		1	0	3
8:30 AM	0	0	0	1		1	1	3
8:45 AM	0	0	0	0		2	0	2
Total	0	0	1	6		10	1	18

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.69**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	1	3		7	0	11
PHF	#####	#####	0.25	0.75		0.58	#####	0.69
Movement PHF	#DIV/0!			0.50		0.58		0.69

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	1	0	2		1	0	4
4:15 PM	0	0	0	1		2	0	3
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	2		2	0	4
5:00 PM	0	0	0	1		1	0	2
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	1	0		2	0	3
5:45 PM	0	0	0	3		1	0	4
Total	0	1	1	10		11	0	23

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	6		5	0	12
PHF	#####	0.25	#####	0.75		0.625	#####	0.75
Movement PHF	0.25			0.75		0.63		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	15	20	26	513		476	30	1,080
7:15 AM	25	30	34	713		700	53	1,555
7:30 AM	2	4	15	702		555	16	1,294
7:45 AM	11	12	17	768		610	28	1,446
8:00 AM	10	7	22	700		577	26	1,342
8:15 AM	8	10	17	657		455	29	1,176
8:30 AM	19	22	29	779		466	14	1,329
8:45 AM	21	39	22	713		434	16	1,245
Total	111	144	182	5,545		4,273	212	10,467

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	48	53	88	2,883		2,442	123	5,637
PHF	0.48	0.44	0.65	0.94		0.87	0.58	0.91
Movement PHF	0.46			0.95		0.85		0.91

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	13	25	11	670		482	20	1,221
4:15 PM	19	26	13	709		538	11	1,316
4:30 PM	16	19	8	762		633	7	1,445
4:45 PM	3	25	17	708		493	6	1,252
5:00 PM	18	29	9	773		585	2	1,416
5:15 PM	9	9	13	688		574	14	1,307
5:30 PM	6	16	14	748		455	9	1,248
5:45 PM	8	14	12	641		518	4	1,197
Total	92	163	97	5,699		4,278	73	10,402

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.94**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	56	99	47	2952		2249	26	5429
PHF	0.74	0.853	0.691	0.955		0.888	0.591	0.94
Movement PHF	0.82			0.96		0.89		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	11		0	11
7:15 AM	0	5		0	5
7:30 AM	0	7		1	8
7:45 AM	0	9		0	9
8:00 AM	0	1		0	1
8:15 AM	0	6		0	6
8:30 AM	0	4		0	4
8:45 AM	0	1		1	2
Total	0	44		2	46

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.64**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	22		1	23
PHF	#DIV/0!	0.61		0.25	0.64
Movement PHF	#DIV/0!	0.61		0.25	0.64

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	2		0	2
4:15 PM	0	2		0	2
4:30 PM	0	2		1	3
4:45 PM	0	3		0	3
5:00 PM	0	1		0	1
5:15 PM	0	3		1	4
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	0	13		2	15

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	8		1	9
PHF	#DIV/0!	0.666666667		0.25	0.75
Movement PHF	#DIV/0!	0.67		0.25	0.75

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	0		3	0	3
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	0	0		1	0	1
8:30 AM	1	0	0	0		1	0	2
8:45 AM	0	0	0	0		2	0	2
Total	1	0	0	3		10	0	14

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	0	2		6	0	8
PHF	#####	#####	#####	0.50		0.50	#####	0.67
Movement PHF	#DIV/0!			0.50		0.50		0.67

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	2		2	0	4
4:15 PM	0	0	0	0		1	1	2
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	0		2	0	2
5:00 PM	0	1	0	1		1	0	3
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	0	1		2	0	3
5:45 PM	0	0	0	0		1	0	1
Total	0	1	0	5		11	1	18

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	2		7	0	10
PHF	#####	0.25	#####	0.5		0.875	#####	0.83
Movement PHF	0.25			0.50		0.88		0.83

Prepared by National Data & Surveying Services

Camino Santa Fe & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-032
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Camino Santa Fe

AM	691	2	53	8	739	AM
NOON	0	0	0	0	0	NOON
PM	906	3	93	18	863	PM
	2	0.5	1.5	0		

EASTBOUND — Miramar Rd

AM	NOON	PM	
2984	0	2296	
0	0	0	0
626	0	746	2
1061	0	1988	4
19	0	56	0

WESTBOUND — Miramar Rd

PM	NOON	AM	
68	0	98	0
1343	0	2278	4
2	0	15	2
31	0	4	0
2119	0	1126	

NORTHBOUND — Camino Santa Fe

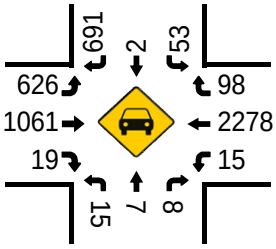
PM	61	0	47	31	7	PM
NOON	0	0	0	0	0	NOON
AM	36	0	15	7	8	AM
		0	1	1	0	

CONTROL

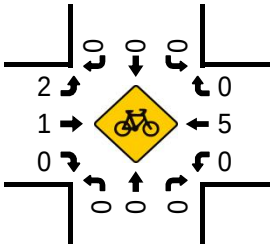
Signalized

TEV	4885 AM	0 NOON	5339 PM
PHF	0.98		0.96

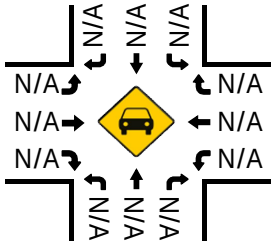
Total Vehicles (AM)



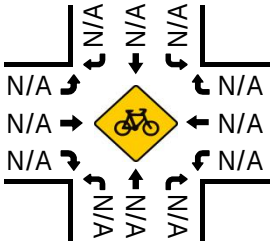
Bikes (AM)



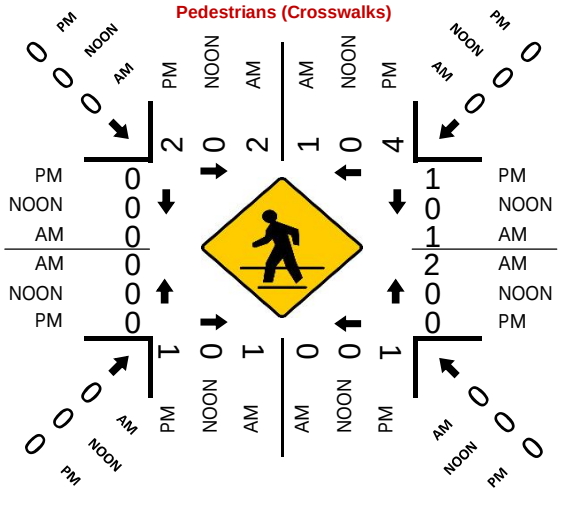
Total Vehicles (Noon)



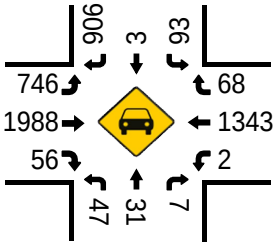
Bikes (NOON)



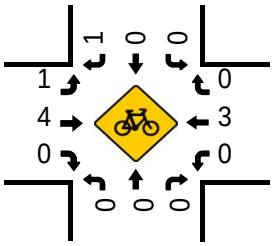
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Commerce Ave & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-033
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Commerce Ave — SOUTHBOUND

AM	50	15	24	0	212	AM
NOON	0	0	0	0	0	NOON
PM	89	5	82	0	138	PM
	0	2	0	0		

Miramar Rd — EASTBOUND

AM	NOON	PM	
2510	0	1372	
27	0	14	0
80	0	81	2
963	0	1982	3
64	0	19	0
AM	NOON	PM	

CONTROL

Signalized

TEV	3906 AM	0 NOON	3677 PM
PHF	0.94		0.93

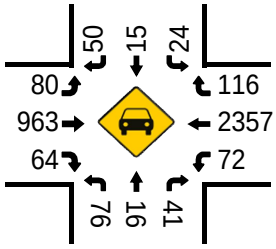
Miramar Rd — WESTBOUND

PM	NOON	AM	
0	47	0	116
3	1219	0	2357
1	19	0	72
0	11	0	5
	2124	0	1033
PM	NOON	AM	

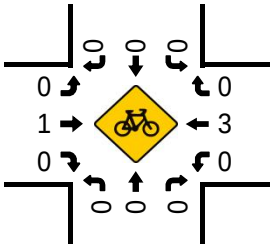
Commerce Ave — NORTHBOUND

	0	0	1	0		
PM	43	0	50	10	49	PM
NOON	0	0	0	0	0	NOON
AM	151	0	76	16	41	AM

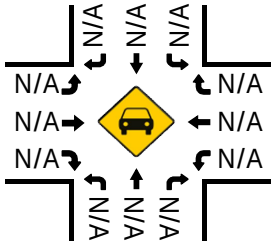
Total Vehicles (AM)



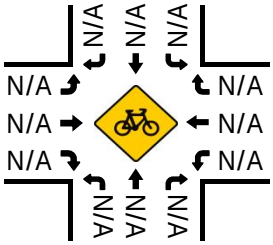
Bikes (AM)



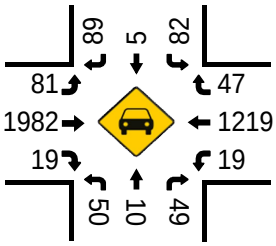
Total Vehicles (Noon)



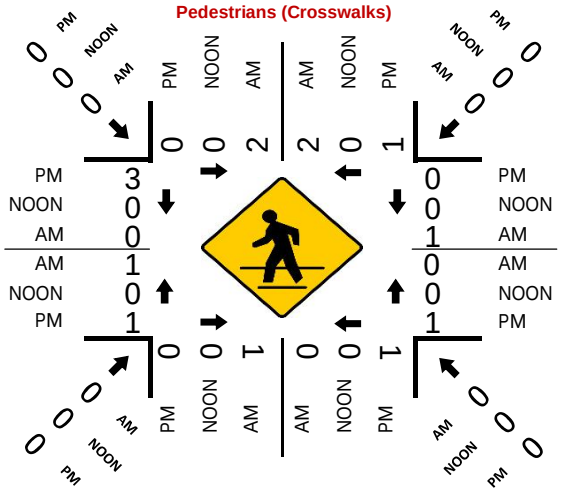
Bikes (NOON)



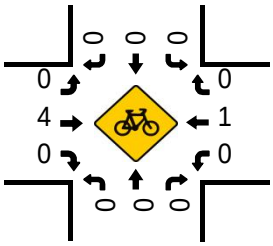
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Production Ave & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-034
City: San Diego

Day: Tuesday
Date: 10/23/2018

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

Production Ave — SOUTHBOUND

AM	68	0	33	0	178	AM
NOON	0	0	0	0	0	NOON
PM	80	0	52	0	69	PM

EASTBOUND — Miramar Rd

AM	NOON	PM	
2598	0	1312	⇦
6	0	8	0
71	0	39	1
963	0	2066	3
0	0	0	0
AM	NOON	PM	

WESTBOUND — Miramar Rd

PM	NOON	AM	
30	0	107	0
1224	0	2524	3
0	0	0	0
0	0	0	0
2118	0	996	⇨
PM	NOON	AM	

Production Ave — NORTHBOUND

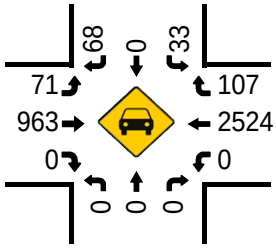
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	1	0	1	0
	0	0	0	0

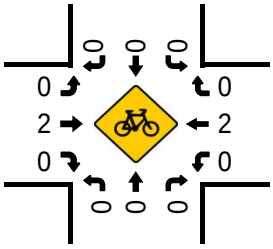
CONTROL: Signalized

TEV	3772 AM	0 NOON	3499 PM
PHF	0.97		0.92

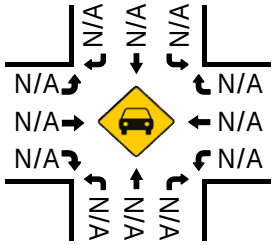
Total Vehicles (AM)



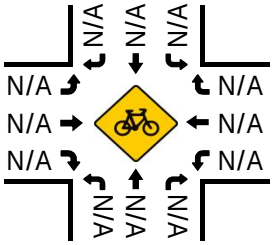
Bikes (AM)



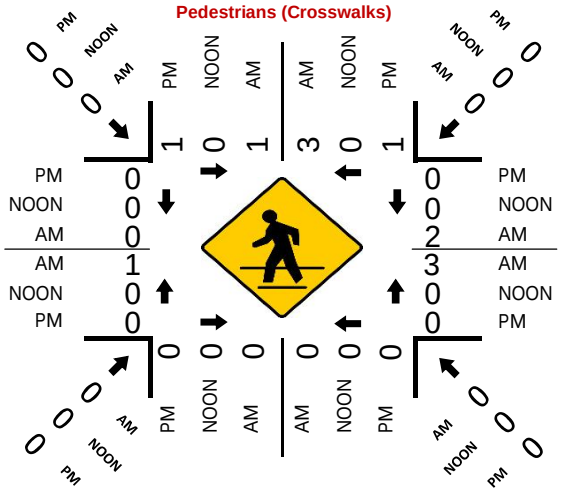
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


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

Prepared by National Data & Surveying Services

Distribution Ave & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-035
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Distribution Ave

AM	75	0	36	0	145	AM
NOON	0	0	0	0	0	NOON
PM	106	0	81	0	155	PM

EASTBOUND — Miramar Rd

AM	NOON	PM	
2648	0	1267	⇦
2	0	4	0
52	0	79	1
951	0	2047	3
0	0	0	0
AM	NOON	PM	

WESTBOUND — Miramar Rd

PM	NOON	AM	
76	0	93	0
1157	0	2571	3
0	0	0	0
0	0	0	0
2128	0	987	⇨
PM	NOON	AM	

NORTHBOUND — Distribution Ave

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

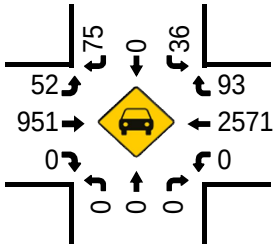
	0	1	0	0
	0	0	0	0

CONTROL

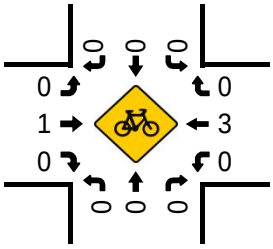
Signalized

TEV	3780 AM	0 NOON	3550 PM
PHF	0.97		0.93

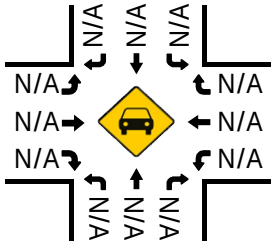
Total Vehicles (AM)



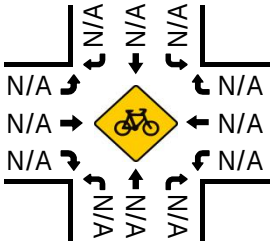
Bikes (AM)



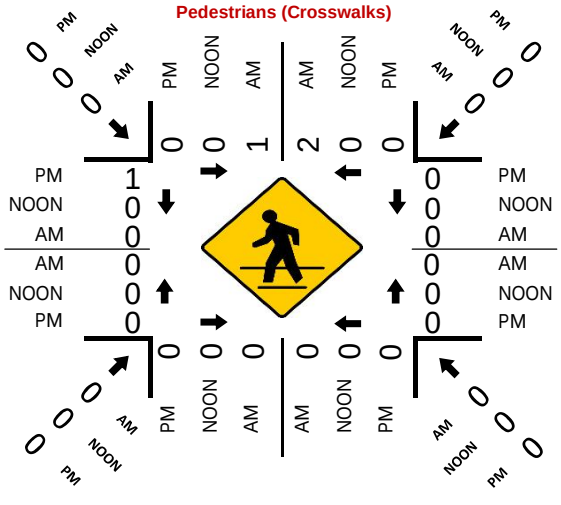
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


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

Prepared by National Data & Surveying Services

Miramar Way & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-036
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Miramar Way — SOUTHBOUND

	AM	NOON	PM	
	19	0	24	0
	0	0	0	0
	10	0	47	0
	69	0	70	

EASTBOUND — Miramar Rd

AM	NOON	PM	
2666	0	1201	
4	0	3	0
31	0	33	1
931	0	1997	3
3	0	74	0

WESTBOUND — Miramar Rd

PM	NOON	AM	
37	0	38	0
1136	0	2643	3
5	0	0	1
10	0	5	0
2058	0	960	

NORTHBOUND — Miramar Way

	PM	NOON	AM	
	79	0	52	0
	0	0	0	0
	3	0	0	0
		0	1	0.5

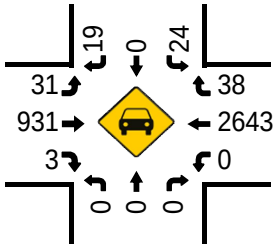
	PM	NOON	AM	
	4	0	0	0.5
	0	0	0	0
	0	0	0	0

CONTROL

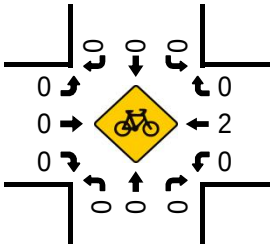
Signalized

	AM	NOON	PM
TEV	3698	0	3408
PHF	0.99		0.97

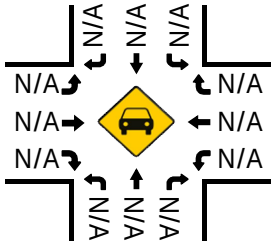
Total Vehicles (AM)



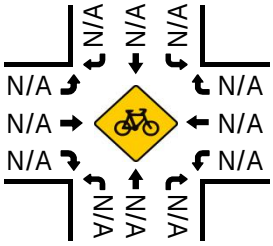
Bikes (AM)



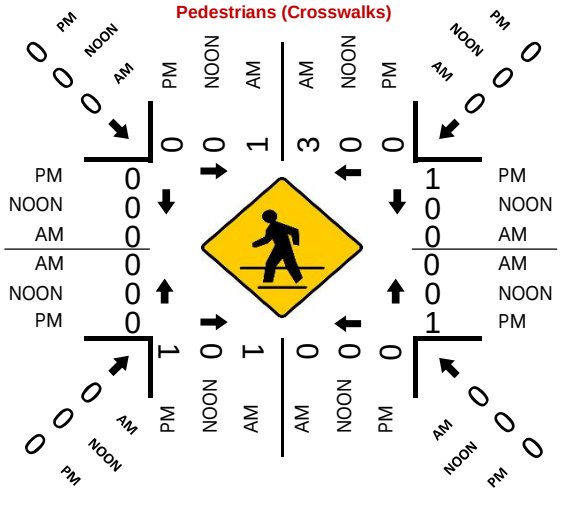
Total Vehicles (NOON)



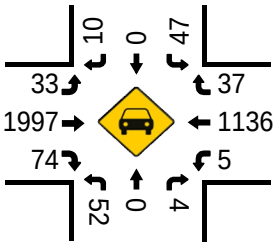
Bikes (NOON)



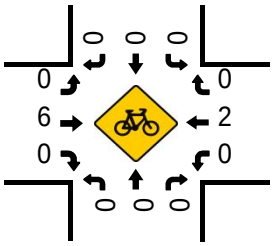
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Carroll Rd & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-037
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — Carroll Rd

AM	108	0	140	0	767	AM
NOON	0	0	0	0	0	NOON
PM	165	0	487	0	215	PM

EASTBOUND — Miramar Rd

AM	NOON	PM	
2682	0	1172	⇦
1	0	0	↶ 0
161	0	85	↱ 1
764	0	1863	→ 3
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Miramar Rd

PM	NOON	AM	
130	0	606	↶ 0
1007	0	2573	← 3
0	0	0	↰ 1
4	0	1	↩ 0
2354	0	905	⇨
PM	NOON	AM	

NORTHBOUND — Carroll Rd

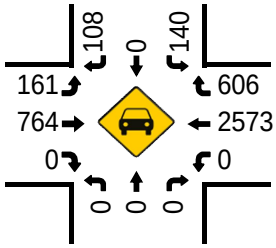
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	0	2	1	0
	0	0	0	0

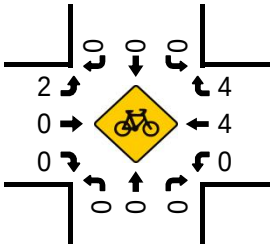
CONTROL: Signalized

TEV	4354 AM	0 NOON	3741 PM
PHF	0.99		0.96

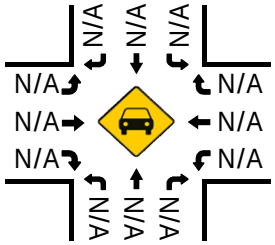
Total Vehicles (AM)



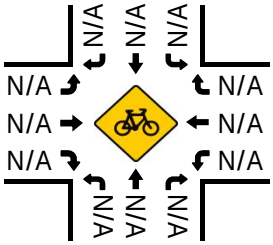
Bikes (AM)



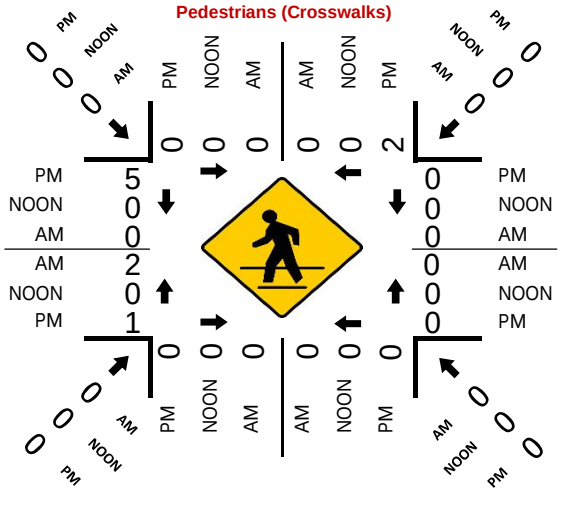
Total Vehicles (Noon)



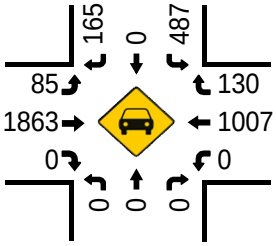
Bikes (NOON)



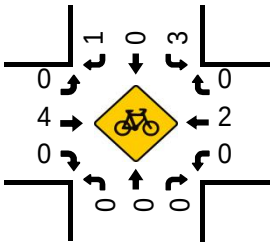
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Empire St & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-038
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Empire St

AM	8	0	11	0	43	AM
NOON	0	0	0	0	0	NOON
PM	24	0	22	0	27	PM

EASTBOUND — Miramar Rd

AM	NOON	PM	
3284	0	1104	⇦
2	0	2	↶ 0
16	0	10	↱ 1
893	0	2379	→ 3
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Miramar Rd

PM	NOON	AM	
17	0	27	↶ 0
1078	0	3274	← 3
0	0	0	↰ 1
1	0	0	↩ 0
2402	0	904	⇨
PM	NOON	AM	

NORTHBOUND — Empire St

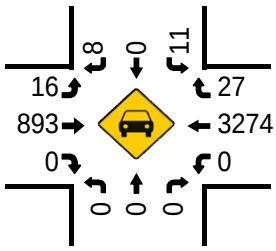
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	0	1	0	0
	↰	↓	↱	↷
	0	0	0	0
	↰	↰	↑	↱

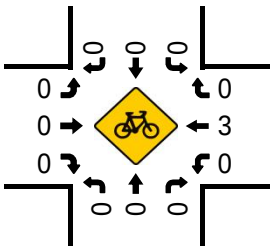
CONTROL: Signalized

TEV	4231	0	3533
	AM	NOON	PM
PHF	0.97		0.98

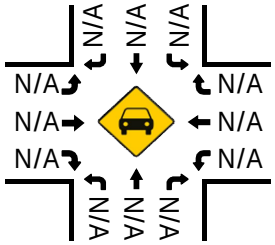
Total Vehicles (AM)



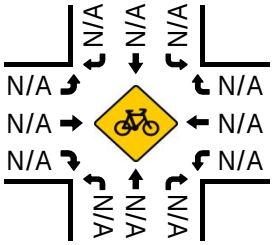
Bikes (AM)



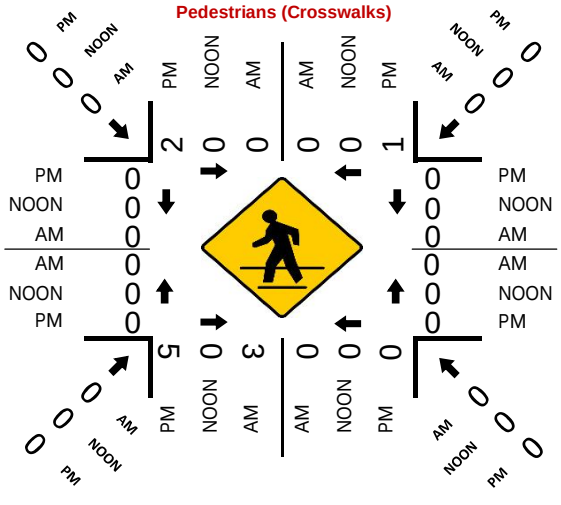
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


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

Prepared by National Data & Surveying Services

Dowdy Dr & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-039
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Dowdy Dr — SOUTHBOUND

AM	114	0	107	0	423	AM
NOON	0	0	0	0	0	NOON
PM	119	0	187	0	154	PM

Miramar Rd — EASTBOUND

AM	NOON	PM		
3343	0	1074	⇦	
0	0	0	↶	0
95	0	99	↱	1
768	0	2328	→	3
0	0	0	↴	0
AM	NOON	PM		

Miramar Rd — WESTBOUND

PM	NOON	AM		
55	0	328	↰	0
955	0	3229	←	3
0	0	0	↰	1
4	0	2	↰	0
2519	0	877	⇨	
PM	NOON	AM		

1	0	1	0	↓
0	0	0	0	↑

CONTROL

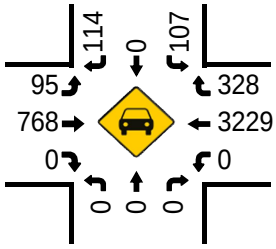
Signalized

TEV	4643 AM	0 NOON	3747 PM
PHF	0.98		0.95

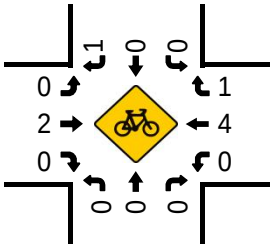
Dowdy Dr — NORTHBOUND

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

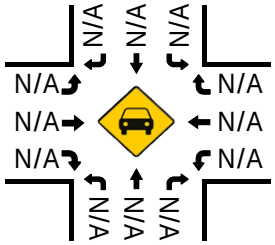
Total Vehicles (AM)



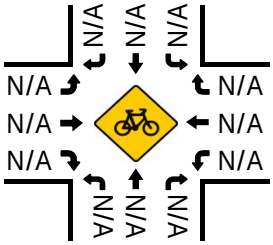
Bikes (AM)



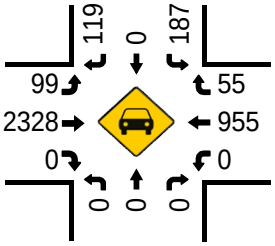
Total Vehicles (Noon)



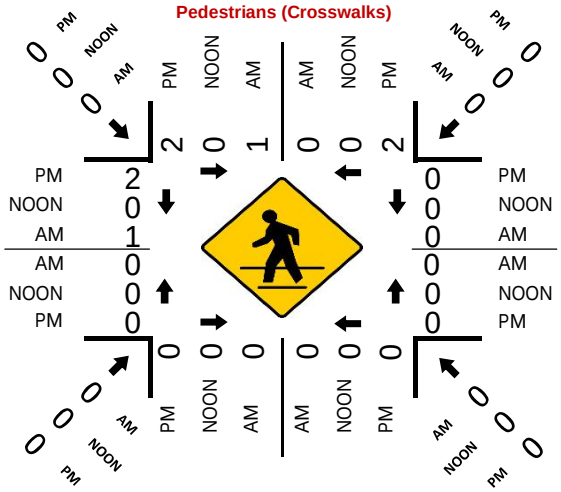
Bikes (NOON)



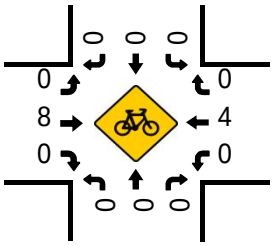
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Cabot Dr & Miramar Rd

Peak Hour Turning Movement Count

ID: 18-04383-040
City: San Diego

Day: Tuesday
Date: 10/23/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Cabot Dr — SOUTHBOUND

AM	69	0	80	0	194	AM
NOON	0	0	0	0	0	NOON
PM	68	0	126	0	215	PM

Miramar Rd — EASTBOUND

AM	NOON	PM	
3535	0	1049	⇦
1	0	2	0
55	0	115	1
836	0	2393	3
0	0	0	0
AM	NOON	PM	

Miramar Rd — WESTBOUND

PM	NOON	AM	
100	0	139	0
979	0	3465	3
0	0	0	1
23	0	6	0
2542	0	922	⇨
PM	NOON	AM	

Cabot Dr — NORTHBOUND

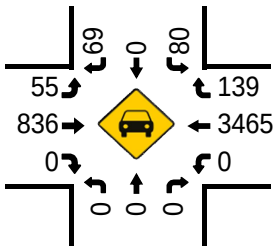
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

	0.5	0	1.5	0
	0	0	0	0

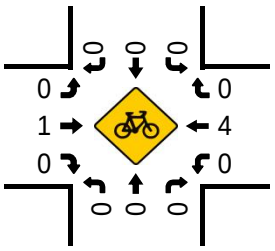
CONTROL: Signalized

TEV	4651	0	3806
	AM	NOON	PM
PHF	0.97		0.96

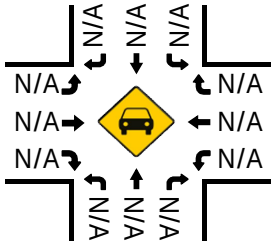
Total Vehicles (AM)



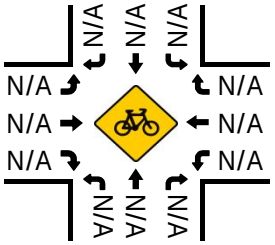
Bikes (AM)



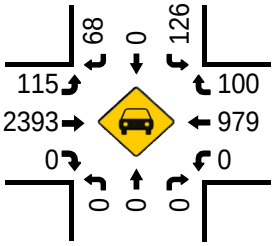
Total Vehicles (Noon)



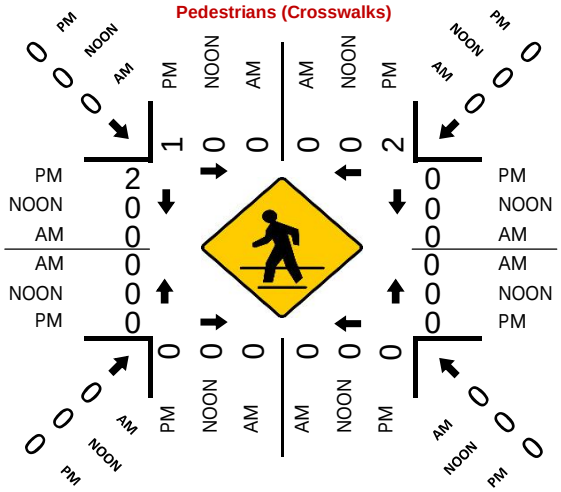
Bikes (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
1
2
0
0
0
0
0
0

INTERSECTION TURNING MOVEMENT COUNTS

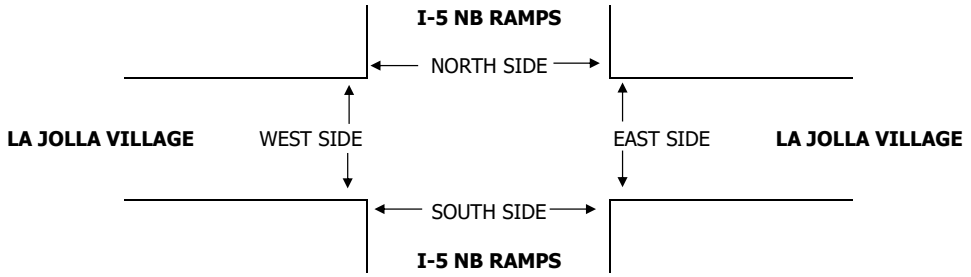
PREPARED BY: PACIFIC TECHNICAL DATA

DATE:					
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01	
THURSDAY	NORTH & SOUTH:	I-5 NB RAMPS	LOCATION #:	17	
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-5 NB RAMPS			SOUTHBOUND I-5 NB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL 2	NT X	NR 2	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	108		224					144	118		177	67	838					0
	7:15 AM	155		227					227	129		221	85	1,044					0
	7:30 AM	118		224					256	175		232	110	1,115					0
	7:45 AM	115		239					270	169		354	119	1,266					0
	8:00 AM	115		237					279	128		307	100	1,166					0
	8:15 AM	142		230					263	172		284	129	1,220					0
	8:30 AM	131		218					272	155		314	110	1,200					0
	8:45 AM	121		226					262	158		303	105	1,175					0
	VOLUMES	1,005	0	1,825	0	0	0	0	1,973	1,204	0	2,192	825	9,024	0	0	0	0	0
	APPROACH %	36%	0%	64%	0%	0%	0%	0%	62%	38%	0%	73%	27%						
	APP/DEPART	2,830	/	825	0	/	1,204	3,177	/	3,798	3,017	/	3,197	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	503	0	924	0	0	0	0	1,084	624	0	1,259	458	4,852					
	APPROACH %	35%	0%	65%	0%	0%	0%	0%	63%	37%	0%	73%	27%						
	PEAK HR FACTOR		0.959			0.000			0.973			0.908		0.958					
	APP/DEPART	1,427	/	458	0	/	624	1,708	/	2,008	1,717	/	1,762	0					
PM	4:00 PM	45		57					283	194		456	134	1,169					0
	4:15 PM	66		68					336	188		468	138	1,264					0
	4:30 PM	51		70					298	174		552	151	1,296					0
	4:45 PM	68		69					331	205		635	141	1,449					0
	5:00 PM	54		88					333	189		505	128	1,297					0
	5:15 PM	52		80					384	201		555	123	1,395					0
	5:30 PM	79		75					334	210		581	108	1,387					0
	5:45 PM	55		71					365	161		549	99	1,300					0
	VOLUMES	470	0	578	0	0	0	0	2,664	1,522	0	4,301	1,022	10,557	0	0	0	0	0
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	64%	36%	0%	81%	19%						
	APP/DEPART	1,048	/	1,022	0	/	1,522	4,186	/	3,242	5,323	/	4,771	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	253	0	312	0	0	0	0	1,382	805	0	2,276	500	5,528					
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	63%	37%	0%	82%	18%						
	PEAK HR FACTOR		0.917			0.000			0.935			0.894		0.954					
	APP/DEPART	565	/	500	0	/	805	2,187	/	1,694	2,776	/	2,529	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		2			2					0					0
	7:15 AM					0					0		1			1
	7:30 AM		2			2					0					0
	7:45 AM	1	1			2					0					0
	8:00 AM		1			1					0					0
	8:15 AM		1			1					0					0
	8:30 AM		1			1					0					0
	8:45 AM					0					0					0
	TOTAL	1	8	0	0	9	0	0	0	0	0	0	1	0	0	1
PM	4:00 PM		1			1					0					0
	4:15 PM		1			1					0					0
	4:30 PM		2			2					0					0
	4:45 PM		4			4					0					0
	5:00 PM		3			3					0					0
	5:15 PM		4			4					0					0
	5:30 PM		1			1					0					0
	5:45 PM					0					0					0
	TOTAL	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

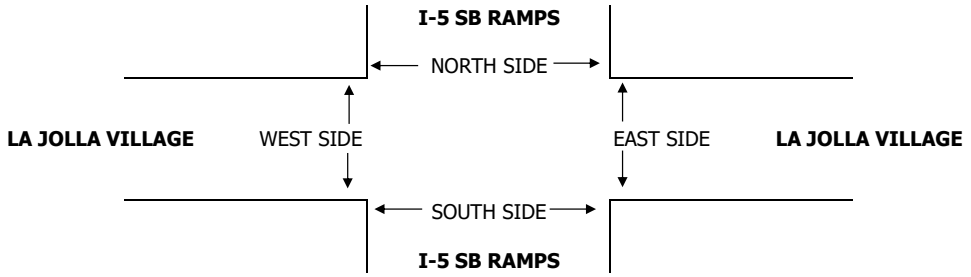
PREPARED BY: PACIFIC TECHNICAL DATA

DATE:					
5/25/17	LOCATION:	LA JOLLA / UTC	PROJECT #:	PTD17-0526-01	
THURSDAY	NORTH & SOUTH:	I-5 SB RAMPS	LOCATION #:	16	
	EAST & WEST:	LA JOLLA VILLAGE	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-5 SB RAMPS			SOUTHBOUND I-5 SB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 2	EL X	ET 4	ER 1	WL X	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				44		259		199	26		273	34	835					0
	7:15 AM				74		251		292	46		326	33	1,022					0
	7:30 AM				83		236		356	50		321	43	1,089					0
	7:45 AM				59		242		373	44		376	59	1,153					0
	8:00 AM				69		259		340	74		383	50	1,175					0
	8:15 AM				62		237		384	75		368	56	1,182					0
	8:30 AM				78		265		377	81		380	39	1,220					0
	8:45 AM				63		221		368	61		390	24	1,127					0
	VOLUMES	0	0	0	532	0	1,970	0	2,689	457	0	2,817	338	8,803	0	0	0	0	0
	APPROACH %	0%	0%	0%	21%	0%	79%	0%	85%	15%	0%	89%	11%						
	APP/DEPART	0	/	338	2,502	/	457	3,146	/	3,221	3,155	/	4,787	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	268	0	1,003	0	1,474	274	0	1,507	204	4,730					
	APPROACH %	0%	0%	0%	21%	0%	79%	0%	84%	16%	0%	88%	12%						
	PEAK HR FACTOR		0.000			0.926			0.952			0.983		0.969					
	APP/DEPART	0	/	204	1,271	/	274	1,748	/	1,742	1,711	/	2,510	0					
PM	4:00 PM				33		146		455	137		308	160	1,239					0
	4:15 PM				25		103		491	143		402	171	1,335					0
	4:30 PM				42		120		365	143		432	192	1,294					0
	4:45 PM				35		138		515	143		509	189	1,529					0
	5:00 PM				27		119		559	147		459	105	1,416					0
	5:15 PM				39		102		538	133		449	132	1,393					0
	5:30 PM				50		138		512	129		471	141	1,441					0
	5:45 PM				54		123		496	145		455	121	1,394					0
	VOLUMES	0	0	0	305	0	989	0	3,931	1,120	0	3,485	1,211	11,041	0	0	0	0	0
	APPROACH %	0%	0%	0%	24%	0%	76%	0%	78%	22%	0%	74%	26%						
	APP/DEPART	0	/	1,211	1,294	/	1,120	5,051	/	4,236	4,696	/	4,474	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	151	0	497	0	2,124	552	0	1,888	567	5,779					
	APPROACH %	0%	0%	0%	23%	0%	77%	0%	79%	21%	0%	77%	23%						
	PEAK HR FACTOR		0.000			0.862			0.948			0.879		0.945					
	APP/DEPART	0	/	567	648	/	552	2,676	/	2,275	2,455	/	2,385	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM			2		2					0					0
	7:15 AM	1				1					0			1		1
	7:30 AM	9		5		14					0					0
	7:45 AM	10		4		14					0					0
	8:00 AM	5		1		6					0					0
	8:15 AM	2		1		3					0					0
	8:30 AM	1		2		3					0					0
	8:45 AM	3		1		4					0					0
	TOTAL	31	0	16	0	47	0	0	0	0	0	0	0	1	0	1
PM	4:00 PM	2		1		3					0					0
	4:15 PM	1		1		2					0					0
	4:30 PM	7				7					0					0
	4:45 PM	7		2		9					0					0
	5:00 PM	5		1		6					0					0
	5:15 PM	4				4					0					0
	5:30 PM	6		1		7					0					0
	5:45 PM	7		1		8					0					0
	TOTAL	39	0	7	0	46	0	0	0	0	0	0	0	0	0	0

Appendix F: Volume Projections for Existing Conditions

Provided on the following page

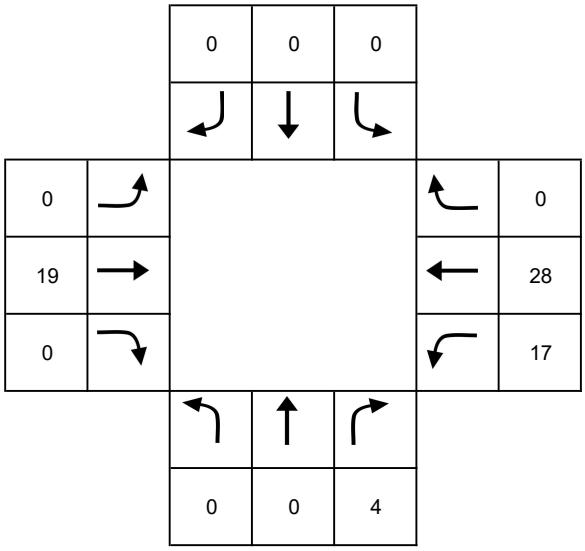
Number	Road	Segment	Date of Counts	Source of Counts	USAI Counts	University & *draft Mira Mesa* CPU ECR Counts	SANDAG TFIC S14 Year 2016 ADT (Scenario ID 434)	SANDAG TFIC S14 Year 2025 ADT (Scenario ID 466)	% Growth (2016 - 2025)	% Growth / Year (2016 - 2025)	Year of Data Collection	Segment Volume (*from available count data*)	# of Years to Existing	Growth Projection ADT for Year 2022
1	Towne Centre Drive	Northern Terminus - Westerra Court	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
2	Towne Centre Drive	Westerra Court - Eastgate Mini Park	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
3	Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
4	Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	8,700	8,600	-1.1%	-0.1%	2016	9,322	6	9,251
5	Eastgate Mall	Regents Road - Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	5,600	7,000	25.0%	2.8%	2017	5,760	5	6,560
6	Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	17,600	18,900	7.4%	0.8%	2017	14,346	5	14,935
7	Eastgate Mall	I-805 Overpass - Operation Boulevard	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	13,600	16,100	18.4%	2.0%	2017	10,705	5	11,798
8	Eastgate Mall	Operation Boulevard - Olson Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	13,600	16,100	18.4%	2.0%	2017	13,396	5	14,764
9	Eastgate Mall	Olson Drive - Autoport Mall	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	16,400	19,300	17.7%	2.0%	2017	13,396	5	14,712
10	Eastgate Mall	Autoport Mall - Miramar Road	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	16,400	19,300	17.7%	2.0%	2017	13,396	5	14,712
11	Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	34,200	32,500	-5.0%	-0.6%	2018	58,884	4	57,583
12	Miramar Road	Commerce Avenue - Production Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	33,500	31,500	-6.0%	-0.7%	2018	58,884	4	57,322
13	Miramar Road	Production Avenue - Distribution Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	34,200	31,700	-7.3%	-0.8%	2018	54,165	4	52,405
14	Miramar Road	Distribution Avenue - Miramar Way	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	33,600	31,400	-6.5%	-0.7%	2018	51,816	4	50,308
15	Miramar Road	Miramar Way - Carroll Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	32,100	29,900	-6.9%	-0.8%	2018	51,816	4	50,238
16	La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	69,300	77,100	11.3%	1.3%	2017	60,760	5	64,559
17	Towne Centre Drive	9655 Towne Centre Drive - Eastgate Mall	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	8,700	8,600	-1.1%	-0.1%	2016	9,322	6	9,251
18	Towne Centre Drive	Eastgate Mall - Executive Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/5/2015	10,400	12,500	20.2%	2.2%	2017	14,016	5	15,588
19	Towne Centre Drive	Executive Drive - Towne Centre Driveway	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	13,200	15,700	18.9%	2.1%	2017	20,187	5	22,311
20	Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	13,200	15,700	18.9%	2.1%	2017	20,187	5	22,311
21	Towne Centre Drive	S/O La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	24,100	25,600	6.2%	0.7%	2017	17,753	5	18,367
22	Judicial Drive	Eastgate Mall - Executive Drive	8/9/2017	PTS #647676 Science Village	8/9/2017	5/14/2015	5,100	5,800	13.7%	1.5%	2017	5,140	5	5,532
23	Judicial Drive	Executive Drive - Judicial Driveway	8/9/2017	PTS #647676 Science Village	8/9/2017	5/14/2015	6,800	8,800	29.4%	3.3%	2017	7,984	5	9,289
24	Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	8,200	10,400	26.8%	3.0%	2017	8,327	5	9,568
25	Judicial Drive	Golden Haven Drive / Brook Lane - Sydney Court	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	3,600	4,300	19.4%	2.2%	2017	8,327	5	9,227
26	Judicial Drive	Sydney Court - Illumina Way	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	3,600	4,300	19.4%	2.2%	2017	8,327	5	9,227
27	Judicial Drive	Illumina Way - Nobel Drive	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	16,600	19,700	18.7%	2.1%	2017	12,247	5	13,518
28	Judicial Drive	N/O Eastgate Mall	-	SANDAG TFIC	-	-	2,000	2,400	20.0%	2.2%	*SANDAG*	2,000	6	2,267
29	Nobel Drive	Judicial Drive - I-805 SB On-Ramp	5/13/2015	University ECR	-	5/13/2015	21,100	24,000	13.7%	1.5%	2015	24,125	7	26,704
30	Nobel Drive	I-805 SB On-Ramp - I-805 NB Off-Ramp	6/1/2017	PTS #647676 Science Village	6/1/2017	5/6/2015	24,200	25,600	5.8%	0.6%	2017	18,323	5	18,912
31	Nobel Drive	W/O Judicial Drive	6/1/2017	PTS #647676 Science Village	6/1/2017	-	7,900	8,900	12.7%	1.4%	2017	16,400	5	17,553
32	Nobel Drive	NB Off-Ramp - Avenue of Flags	6/1/2017	PTS #647676 Science Village	6/1/2017	-	22,300	22,700	1.8%	0.2%	2017	23,133	5	23,364
33	Eastgate Mall	Easter Way - Towne Center Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	17,200	19,300	12.2%	1.4%	2017	14,210	5	15,174
34	Eastgate Mall	Towne Centre Drive - I-805 Overpass	5/23/2017	PTS #647676 Science Village	5/23/2017	5/14/2015	10,300	12,200	18.4%	2.0%	2017	12,426	5	13,699
35	Genesee Avenue	W/O I-5 SB Ramps	5/12/2015	University ECR	-	5/12/2015	67,500	66,300	-1.8%	-0.2%	2015	35,124	7	34,638
36	Genesee Avenue	I-5 SB Ramps - I-5 NB Ramps	5/12/2015	University ECR	-	5/12/2015	55,900	55,600	-0.5%	-0.1%	2015	49,051	7	48,846
37	Genesee Avenue	I-5 NB Ramps - Scripps Hospital Driveway	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	49,100	47,200	-3.9%	-0.4%	2017	33,360	5	32,643
38	Genesee Avenue	Scripps Hospital Driveway - Campus Point Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	42,300	41,400	-2.1%	-0.2%	2017	33,360	5	32,966
39	Genesee Avenue	Campus Point Drive - Regents Road	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	36,600	39,300	7.4%	0.8%	2017	27,413	5	28,536
40	Genesee Avenue	Regents Road - Eastgate Mall	4/5/2017	PTS #647676 Science Village	4/5/2017	5/12/2015	29,000	32,000	10.3%	1.1%	2017	26,588	5	28,116
41	Genesee Avenue	Eastgate Mall - Executive Drive	5/12/2015	University ECR	-	5/12/2015	16,100	19,600	21.7%	2.4%	2015	24,921	7	29,135
42	Genesee Avenue	Executive Drive - Executive Square	5/12/2015	University ECR	-	5/12/2015	14,600	19,700	34.9%	3.9%	2015	29,457	7	37,460
43	Genesee Avenue	Executive Square - La Jolla Village Drive	5/12/2015	University ECR	-	5/12/2015	18,000	23,100	28.3%	3.1%	2015	29,457	7	35,948
44	Genesee Avenue	S/O La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	5/6/2015	26,400	29,900	13.3%	1.5%	2017	22,052	5	23,676
45	La Jolla Village Drive	Villa La Jolla Dr. - I-5 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/6/2015	55,800	56,500	1.3%	0.1%	2017	66,007	5	66,467
46	La Jolla Village Drive	I-5 SB Ramps - I-5 NB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/6/2015	47,900	47,700	-0.4%	0.0%	2017	57,165	5	57,032
47	La Jolla Village Drive	I-5 NB Ramps - Lebon Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	45,200	46,200	2.2%	0.2%	2017	52,162	5	52,803
48	La Jolla Village Drive	Lebon Drive - Regents Road	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	37,700	40,300	6.9%	0.8%	2017	45,322	5	47,058
49	La Jolla Village Drive	Regents Road - Genesee Avenue	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	33,200	34,900	5.1%	0.6%	2017	33,741	5	34,701
50	La Jolla Village Drive	Genesee Avenue - Executive Way	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	26,700	29,400	10.1%	1.1%	2017	42,876	5	45,285
51	La Jolla Village Drive	Executive Way - Towne Centre Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	37,400	41,500	11.0%	1.2%	2017	43,960	5	46,637
52	Executive Drive	Regents Road - Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	-	5,900	9,200	55.9%	6.2%	2017	4,499	5	5,897
53	Executive Drive	Genesee Avenue - Executive Way	5/23/2017	PTS #647676 Science Village	5/23/2017	-	7,100	9,300	31.0%	3.4%	2017	8,808	5	10,324
54	Executive Drive	Executive Way - Towne Centre Drive	5/13/2015	University ECR	-	5/13/2015	3,400	4,800	41.2%	4.6%	2015	5,914	7	7,808
55	Executive Drive	Towne Centre Drive - Judicial Drive	11/17/2016	PTS #647676 Science Village	11/17/2016	-	8,000	9,400	17.5%	1.9%	2016	7,897	6	8,818
56	Executive Drive	E/O Judicial Drive	-	SANDAG TFIC	-	-	3,700	4,500	21.6%	2.4%	*SANDAG*	3,700	6	4,233
57	Regents Road	Genesee Avenue - Health Sciences Drive	5/12/2015	University ECR	-	5/12/2015	7,500	8,200	9.3%	1.0%	2015	6,260	7	6,714
58	Regents Road	Health Sciences Drive - Eastgate Mall	5/12/2015	University ECR	-	5/12/2015	8,900	12,100	36.0%	4.0%	2015	6,260	7	8,011
59	Regents Road	Eastgate Mall - Executive Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	-	11,800	15,000	27.1%	3.0%	2017	14,835	5	17,070
60	Regents Road	Executive Drive - Regents Park Row	5/23/2017	PTS #647676 Science Village	5/23/2017	-	10,500	13,600	29.5%	3.3%	2017	17,757	5	20,670
61	Regents Road	Regents Park Row - La Jolla Village Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	-	10,500	13,600	29.5%	3.3%	2017	17,757	5	20,670
62	Regents Road	S/O La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	13,600	14,100	3.7%	0.4%	2017	16,517	5	16,854
63	Campus Point Drive	N/O Genesee Avenue	10/27/2020	PTS #647676 Science Village	10/27/2020	-	9,200	10,400	13.0%	1.4%	2020	2,577	2	2,652
64	Campus Point Drive	S/O Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	-	10,700	11,300	5.6%	0.6%	2017	18,694	5	19,276
65	Miramar Road	I-805 NB Ramps - I-805 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	50,100	55,000	9.8%	1.1%	2017	53,630	5	56,544
66	Miramar Road	I-805 NB Ramps - Nobel Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	43,600	45,600	4.6%	0.5%	2017	49,065	5	50,315
67	Miramar Road	Nobel Drive - Eastgate Mall	5/25/2017	PTS #647676 Science Village	5/25/2017	-	64,100	65,900	2.8%	0.3%	2017	49,065	5	49,830
68	Miramar Road	Eastgate Mall - Miramar Mall	6/17/2015	University ECR	-	6/17/2015	74,600	78,800	5.6%	0.6%	2015	67,748	7	70,715
69	Miramar Road	Miramar Mall - Miramar Place	6/17/2015	University ECR	-	6/17/2015	64,900	69,000	6.3%	0.7%	2015	67,748	7	71,077
70	Miramar Road	Miramar Place - Camino Santa Fe / Frost Mar Place	6/17/2015	University ECR	-	6/17/2015	69,200	73,400	6.1%	0.7%	2015	67,748	7	70,946
71	Miramar Road	Carroll Road - Alesmith Court	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	44,800	37,500	-16.3%	-1.8%	2018	50,944	4	47,255
72	Miramar Road	Alesmith Court - Dowdy Drive	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	46,400	39,200	-15.5%	-1.7%	2018	50,944	4	47,431
73	Miramar Road	Dowdy Drive - Cabot Drive	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	49,000	40,700	-16.9%	-1.9%	2018	50,944	4	47,109
74	Miramar Road	Cabot Drive - Camino Ruiz	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	52,800	44,400	-15.9%	-1.8%	2018	50,944	4	47,342
75	Miramar Road	E/O Camino Ruiz	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	64,400	56,300	-12.6%	-1.4%	2018	64,376	4	60,777
76	Miramar Mall	N/O Miramar Road	-	SANDAG TFIC	-	-	9,700	9,800	1.0%	0.1%	*SANDAG*	9,700	6	9,767
77	Brook Lane	E/O Judicial Drive	-	SANDAG TFIC	-	-	5,300	7,700	45.3%	5.0%	*SANDAG*	5,300	6	6,900
78	Golden Haven Drive	Reinaissance Avenue - Judicial Drive	6/16/2015	University ECR	-	6/16/2015	5,200	6,700	28.8%	3.2%	2015	6,712	7	8,218
79	Easter Way	N/O Eastgate Mall	-	SANDAG TFIC	-	-	2,800	3,100	10.7%	1.2%	*SANDAG*	2,800	6	3,000
80	Lebon Drive	La Jolla Village Drive - University Center Lane	4/28/2015	University ECR	-	4/28/2015	18,200	18,500	1.6%	0.2%	2015	9,212	7	9,330
81	Scripps Hospital Driveway	S/O Genesee Avenue	-	SANDAG TFIC	-	-	16,200	14,900	-8.0%	-0.9%	*SANDAG*	16,200	6	15,333
82	I-5 NB On-Ramp	N/O Genesee Avenue	-	SANDAG TFIC	-	-	23,300	21,600	-7.3%	-0.8%	*SANDAG*	23,300	6	22,167
83	I-5 NB Off-Ramp	S/O Genesee Avenue	-	SANDAG TFIC	-	-	17,500	14,400	-17.7%	-2.0%	*SANDAG*	17,500	6	15,433
84	I-5 SB Off-Ramp	N/O Genesee Avenue	-	SANDAG TFIC	-	-	25,600	21,700	-15.2%	-1.7%	*SANDAG*	25,600	6	23,000
85	I-5 SB On-Ramp	S/O Genesee Avenue	-	SANDAG TFIC	-	-	17,500	13,900	-20.6%	-2.3%	*SANDAG*	17,500	6	15,100
86	I-5 NB On-Ramp	N/O La Jolla Village Drive	-	SANDAG TFIC	-	-	9,200	9,400	2.2%	0.2%	*SANDAG*	9,200	6	9,333
87	I-5 NB On-Ramp	S/O La Jolla Village Drive	-	SANDAG TFIC	-	-	13,000	13,200	1.5%	0.2%	*SANDAG*	13,000	6	13,133
88	I-5 NB Off-Ramp	S/O La Jolla Village Drive	-	SANDAG TFIC	-	-	9,000	9,300	3.3%	0.4%	*SANDAG*	9,000	6	9,200
89	I-5 SB On-Ramp	N/O La Jolla Village Drive	-	SANDAG TFIC	-	-	4,600	5,400	17.4%	1.9%	*SANDAG*	4,600	6	5,133
90	I-5 SB On-Ramp	S/O La Jolla Village Drive	-	SANDAG TFIC	-	-	5,600	5,500	-1.8%	-0.2%	*SANDAG*	5,600	6	5,533
91	I-5 SB Off-Ramp	N/O La Jolla Village Drive	-	SANDAG TFIC	-	-	16,600	18,100	9.0%	1.0%	*SANDAG*	16,600	6	17,600
92	I-805 SB On-Ramp	S/O Nobel Drive	-	SANDAG TFIC	-	-	17,900	18,500	3.4%	0.4%	*SANDAG*	17,900	6	18,300
93	I-805 NB Off-Ramp	S/O Nobel Drive	-	SANDAG TFIC	-	-	12,700	13,400	5.5%	0.6%	*SANDAG*	12,700	6	13,167
94	I-805 SB Off-Ramp	N/O La Jolla Village Drive	-	SANDAG TFIC	-	-	17,000	18,400	8.2%	0.9%	*SANDAG*	17,000	6	17,933
95	I-805 SB On-Ramp	N/O La Jolla Village Drive	-	SANDAG TFIC	-	-	3,000	3,200	6.7%	0.7%	*SANDAG*	3,000	6	3,133
96	I-805 SB On-Ramp	S/O La Jolla Village Drive	-	SANDAG TFIC	-	-	15,500	16,700	7.7%	0.9%	*SANDAG*	15,500	6	16,300
97	I-805 NB On-Ramp	N/O Miramar Road	-	SANDAG TFIC	-	-	11,500	12,200	6.1%	0.7%	*SANDAG*	11,500	6	11,967
98	I-805 NB On-Ramp	S/O Miramar Road	-	SANDAG TFIC	-	-	4,800	5,300	10.4%	1.2%	*SANDAG*	4,800	6	5,133
99	I-805 NB Off-Ramp	S/O Miramar Road	-	SANDAG TFIC	-	-	20,000	21,000	5.0%	0.6%	*SANDAG*	20,000	6	20,667
100	Miramar Place	N/O Miramar Road	-	SANDAG TFIC	-	-	4,300	4,400	2.3%	0.3%	*SANDAG*	4,300	6	4,367
101	Camino Santa Fe	N/O Miramar Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	35,000	40,600	16.0%	1.8%	2018	21,494	4	23,022
102	Commerce Avenue	N/O Miramar Road	-	SANDAG TFIC	-	-	1,900	1,600	-15.8%	-1.8%	*SANDAG*	1,900	6	1,700
103	Production Avenue	N/O Miramar Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	2,100	1,800	-14.3%	-1.6%	2018	2,353	4	2,204
104	Distribution Avenue	N/O Miramar Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	2,800	2,600	-7.1%	-0.8%	2018	2,931	4	2,838
105	Miramar Way	S/O Miramar Road	-	SANDAG TFIC	-	-	3,400	3,400	0.0%	0.0%	*SANDAG*	3,400	6	3,400
106	Carroll Road	N/O Miramar Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	13,200	10,200	-22.7%	-2.5%	2018	9,755	4	8,770
107	Dowdy Drive	N/O Miramar Road	-	SANDAG TFIC	-	-	9,900	9,000	-9.1%	-1.0%	*SANDAG*	9,900	6	9,300
108	Cabot Drive	N/O Miramar Road	-	SANDAG TFIC	-	-	5,900	5,300	-10.2%	-1.1%	*SANDAG*	5,900	6	5,500
109	Camino Ruiz	N/O Miramar Road	10/2018 - 11/2018	Mira Mesa ECR	-	*10/2018 - 11/2018 (Per ECR)*	22,500	18,000	-20.0%	-2.2%	2018	27,016	4	24,615

Count Volumes

Intersection 1

Analyst:	JM	E/W Street Name:	Towne Centre Dr.
Intersection:	Towne Centre Drive / Westerra Court	N/S Street Name:	Westerra Ct.
Future Condition:	Pre-Existing	Date of Counts:	6/13/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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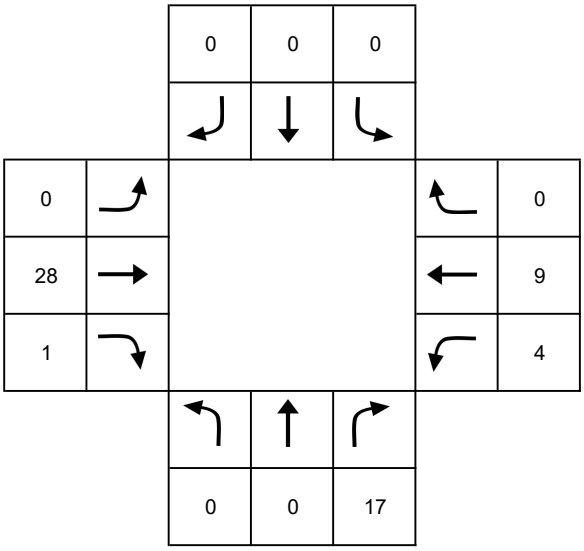
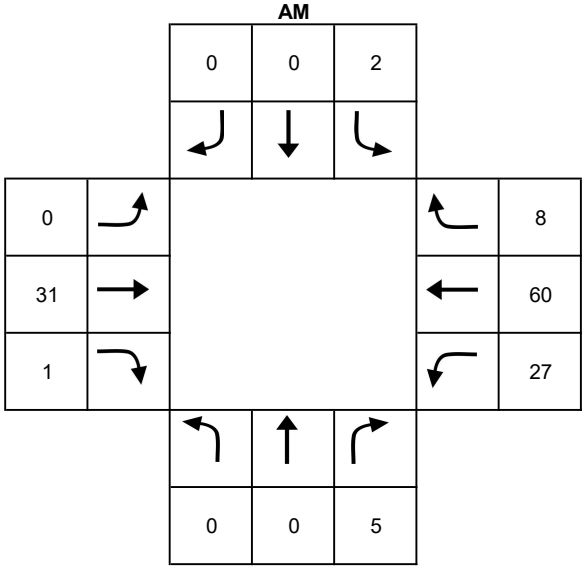


Count Volumes

Intersection 2

Analyst:	JM	E/W Street Name:	Towne Centre Dr.
Intersection:	Towne Centre Drive / Towne Centre Court	N/S Street Name:	Towne Centre Ct.
Future Condition:	Pre-Existing	Date of Counts:	6/3/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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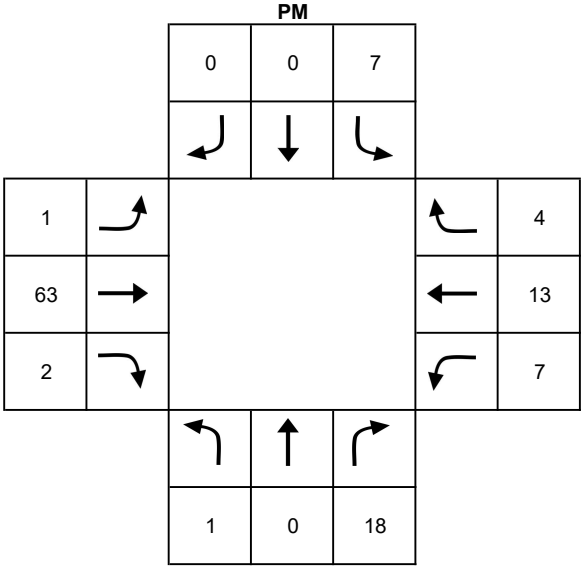
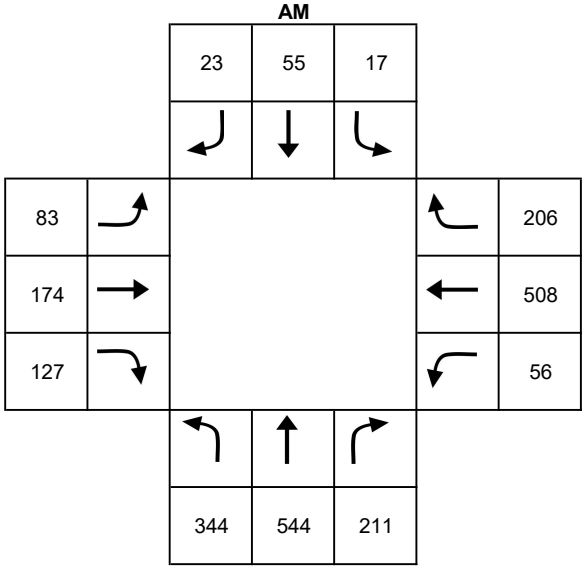


Count Volumes

Intersection 3

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Towne Centre Drive / Eastgate Mall	N/S Street Name:	Towne Centre Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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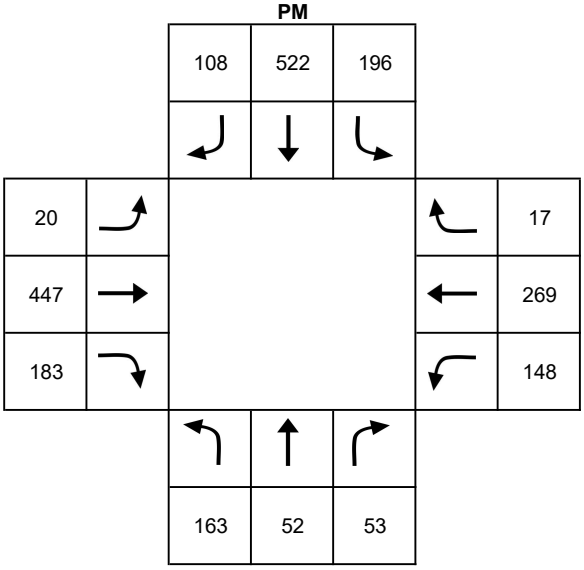
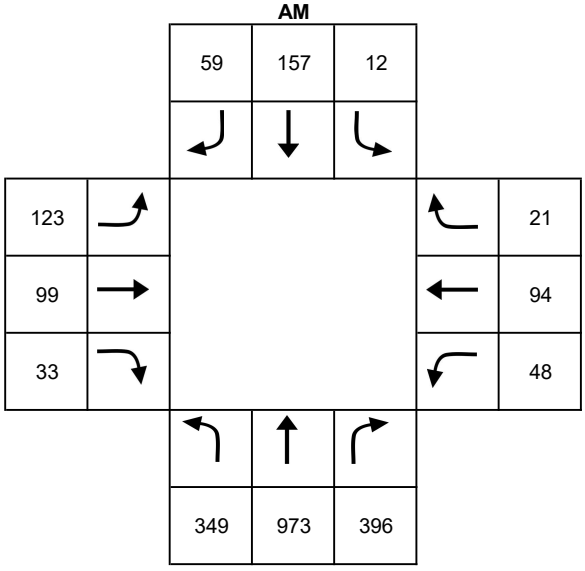


Count Volumes

Intersection 4

Analyst:	JM	E/W Street Name:	Executive Dr.
Intersection:	Towne Centre Drive / Executive Drive	N/S Street Name:	Towne Centre Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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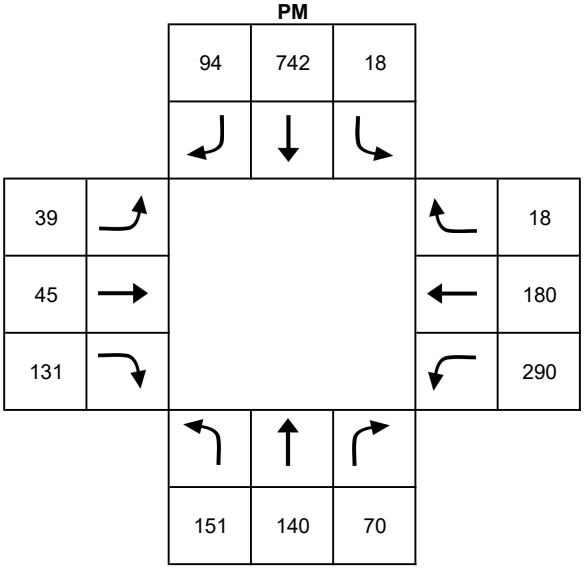
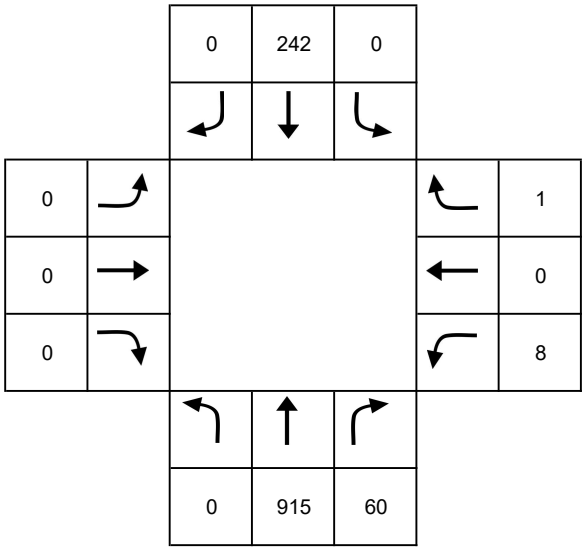


Count Volumes

Intersection 5

Analyst:	JM	E/W Street Name:	Towne Centre Dwy.
Intersection:	Towne Centre Drive / Towne Centre Driveway	N/S Street Name:	Towne Centre Dr.
Future Condition:	Pre-Existing	Date of Counts:	6/3/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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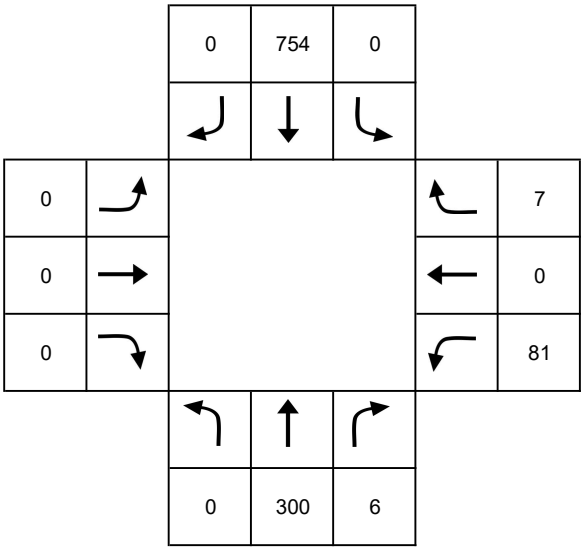
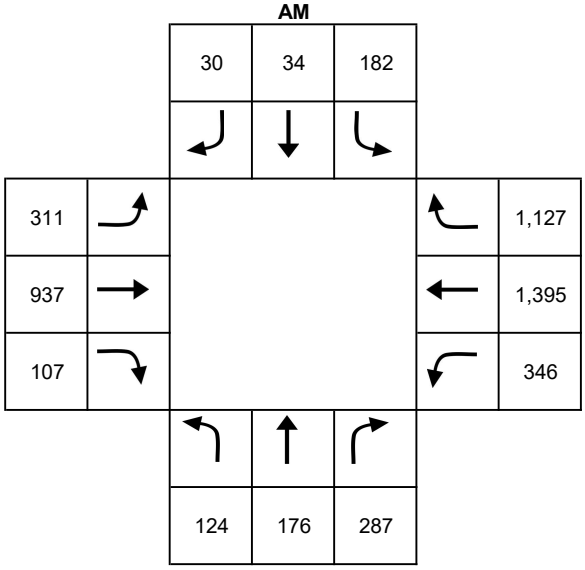


Count Volumes

Intersection 6

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	Towne Centre Drive / La Jolla Village Drive	N/S Street Name:	Towne Centre Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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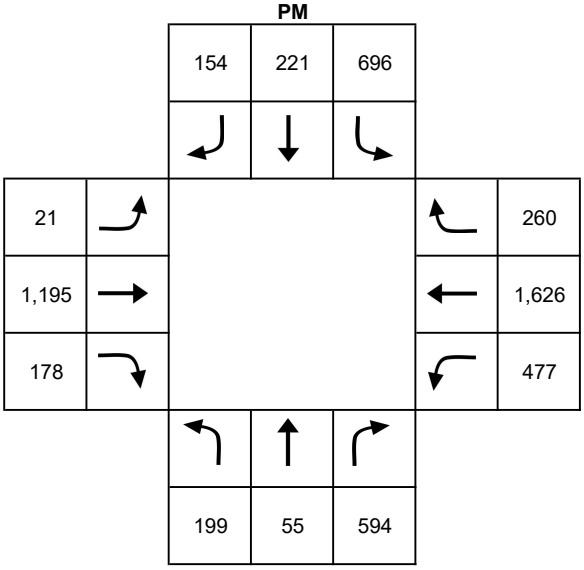
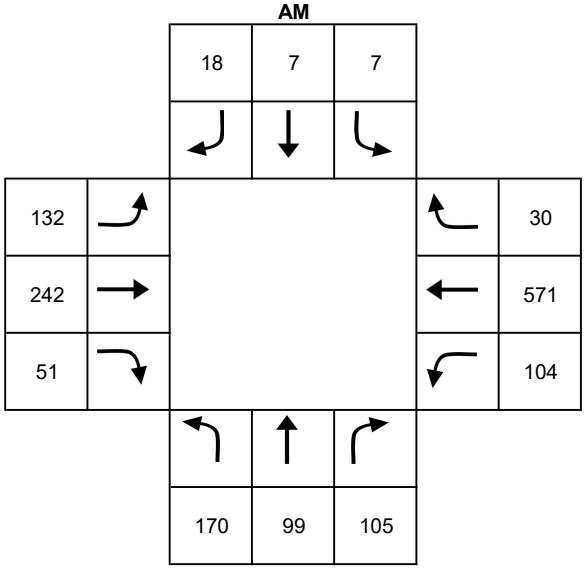


Count Volumes

Intersection 7

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Judicial Drive / Eastgate Mall	N/S Street Name:	Judicial Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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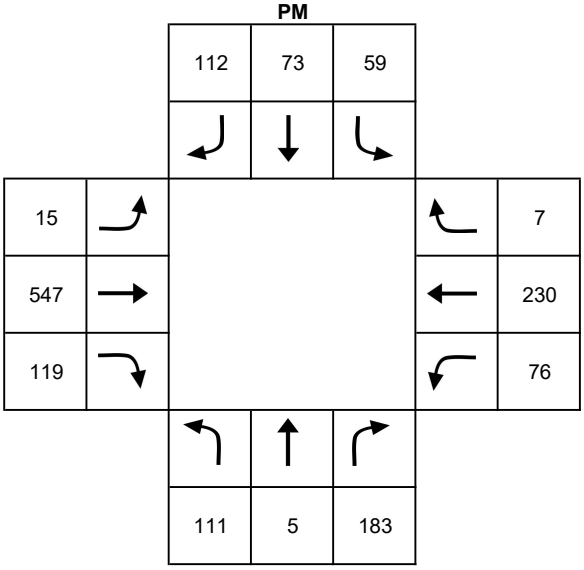
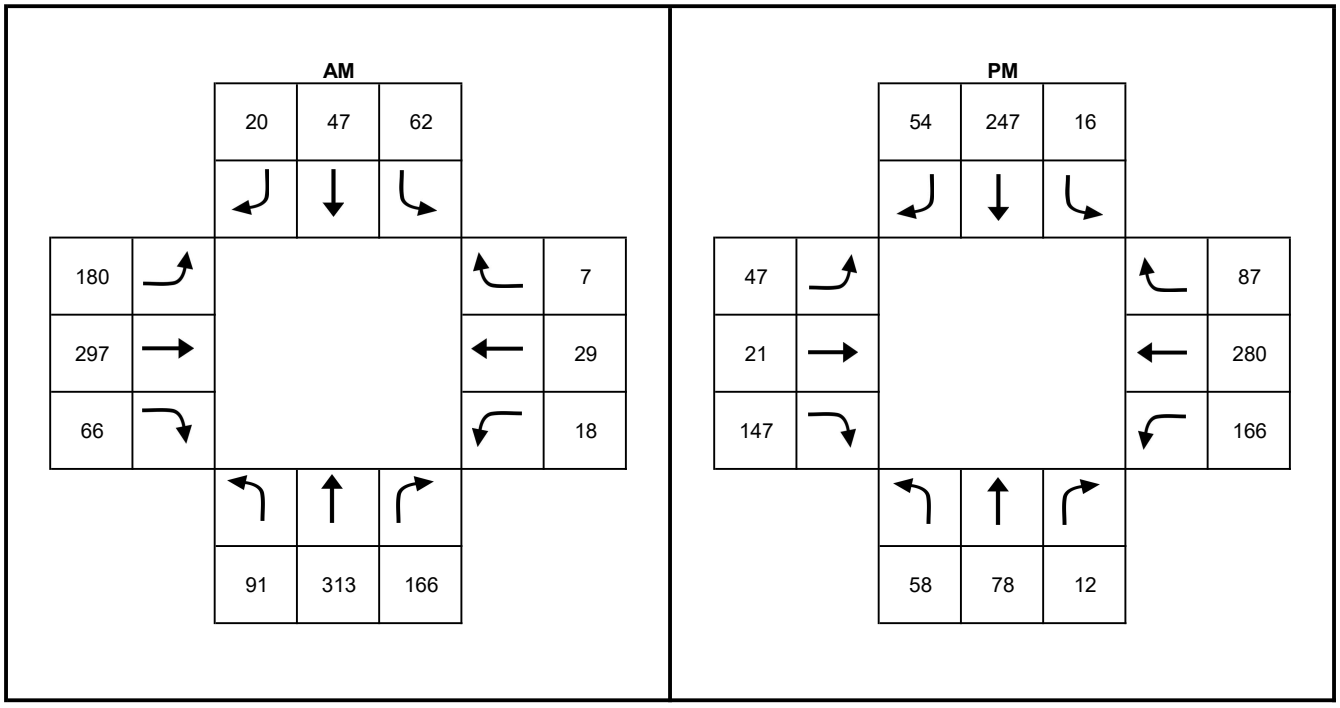


Count Volumes

Intersection 8

Analyst:	JM	E/W Street Name:	Executive Dr.
Intersection:	Judicial Drive / Executive Drive	N/S Street Name:	Judicial Dr.
Future Condition:	Pre-Existing	Date of Counts:	8/9/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

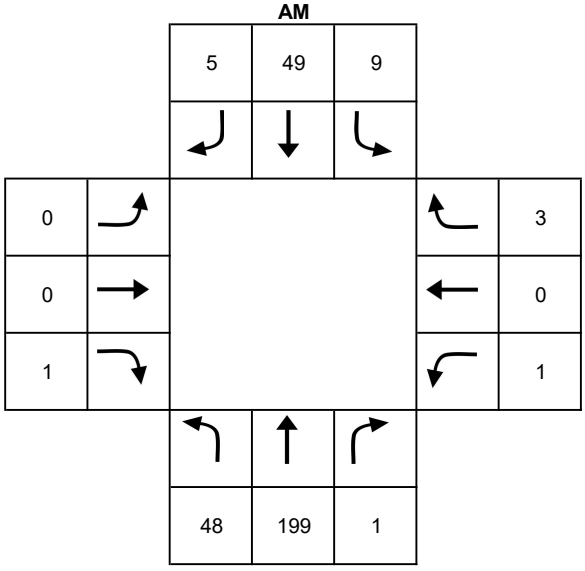


Count Volumes

Intersection 9

Analyst:	JM	E/W Street Name:	Judicial Dwy.
Intersection:	Judicial Drive / Judicial Driveway	N/S Street Name:	Judicial Dr.
Future Condition:	Pre-Existing	Date of Counts:	6/3/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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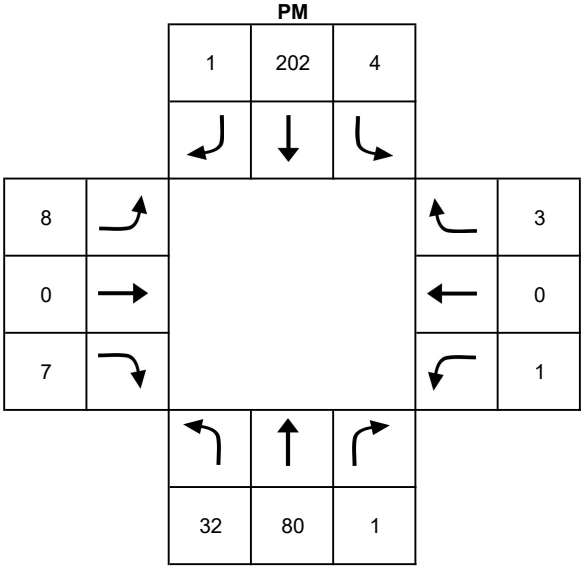
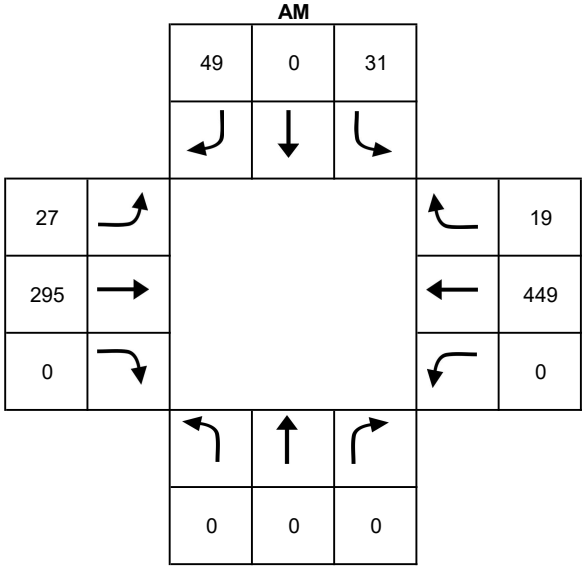


Count Volumes

Intersection 10

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Eastgate Mall / Easter Way	N/S Street Name:	Easter Wy.
Future Condition:	Pre-Existing	Date of Counts:	6/3/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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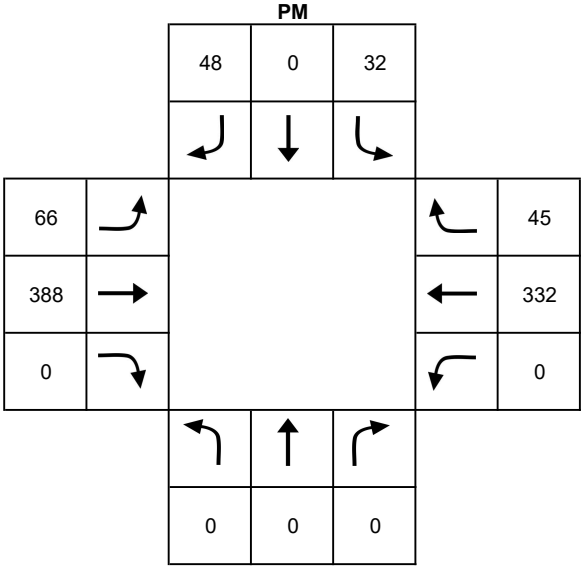
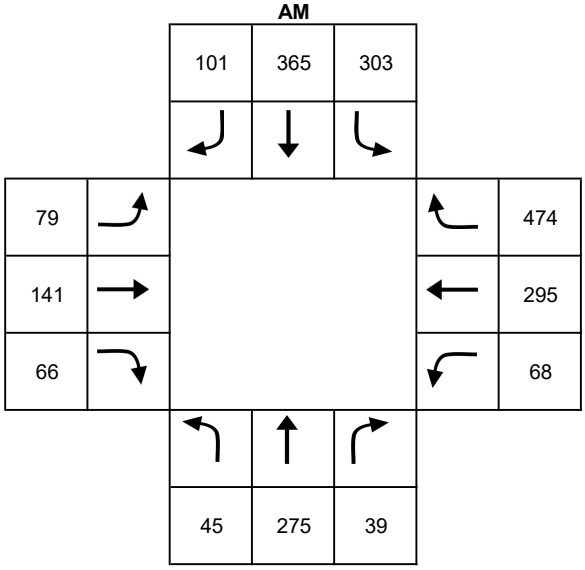


Count Volumes

Intersection 11

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Eastgate Mall / Genesee Avenue	N/S Street Name:	Genesee Ave.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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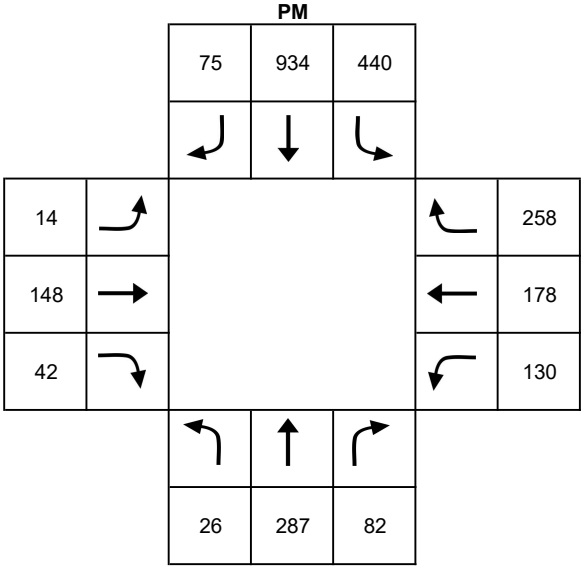
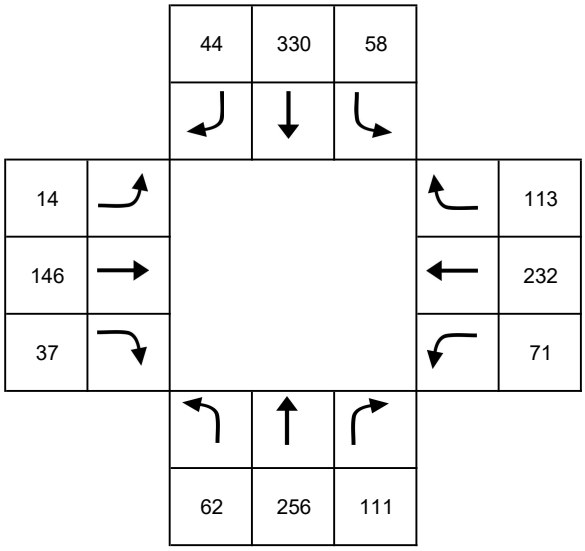


Count Volumes

Intersection 12

Analyst:	JM	E/W Street Name:	Executive Dr.
Intersection:	Genesee Avenue / Executive Drive	N/S Street Name:	Genesee Ave.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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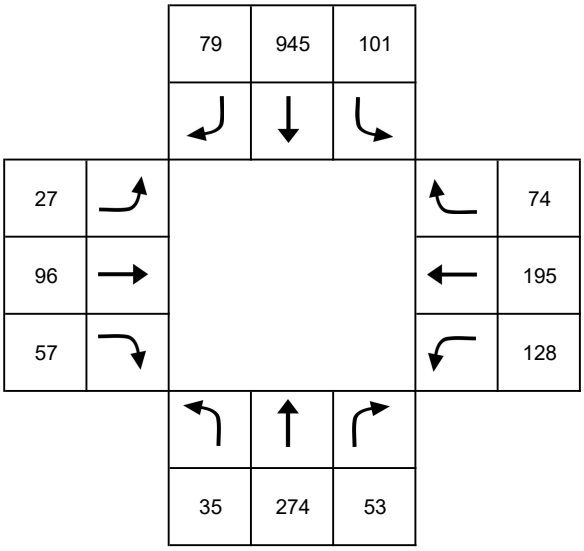
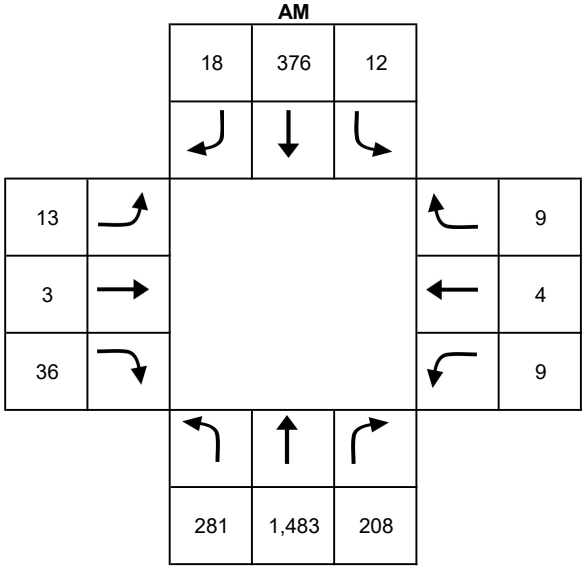


Count Volumes

Intersection 13

Analyst:	JM	E/W Street Name:	Executive Sq.
Intersection:	Genesee Avenue / Executive Square	N/S Street Name:	Genesee Ave.
Future Condition:	Pre-Existing	Date of Counts:	5/12/2015
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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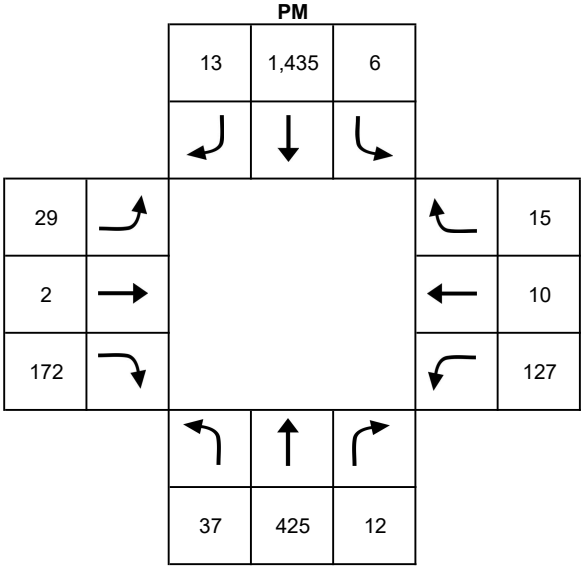
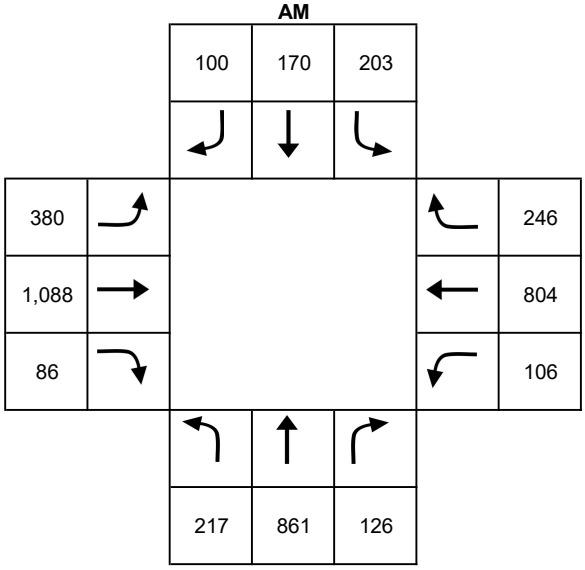


Count Volumes

Intersection 14

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	La Jolla Village Drive / Genesee Avenue	N/S Street Name:	Genesee Ave.
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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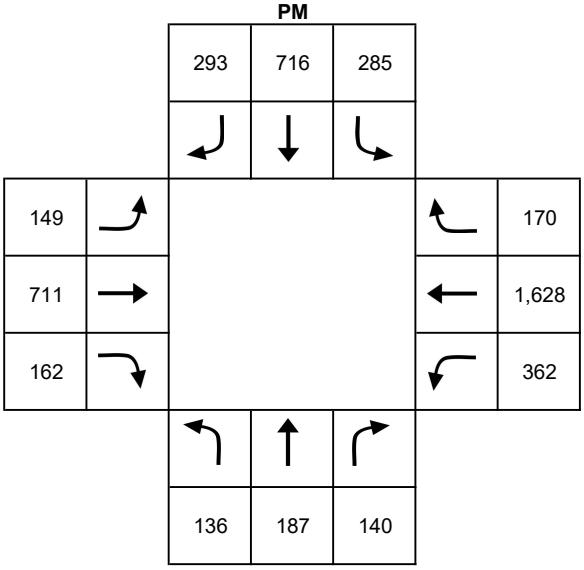
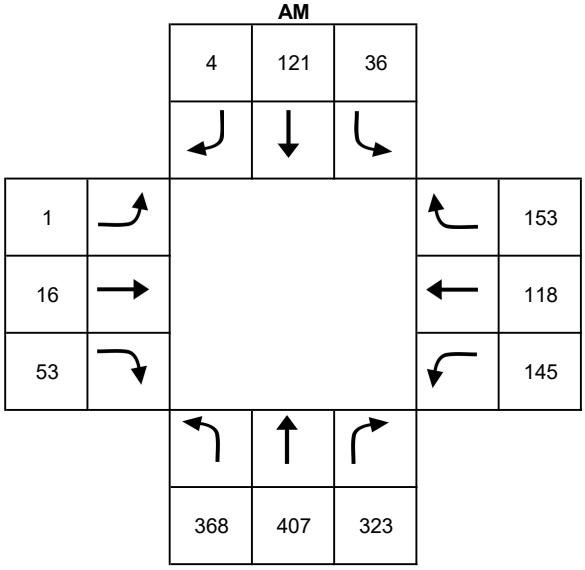


Count Volumes

Intersection 15

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Regents Road / Eastgate Mall	N/S Street Name:	Regents Rd.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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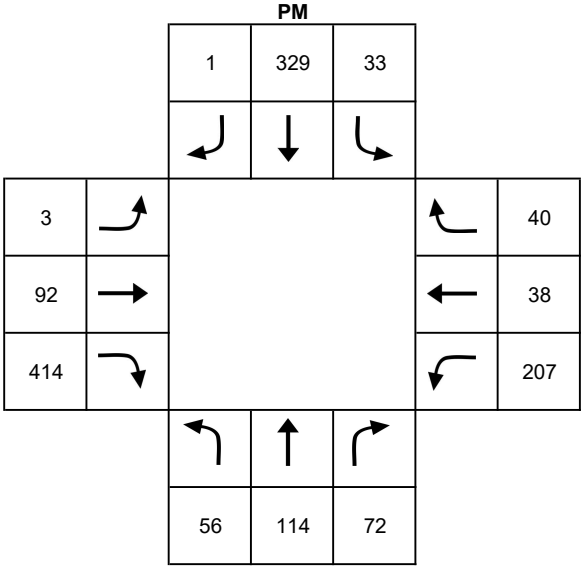
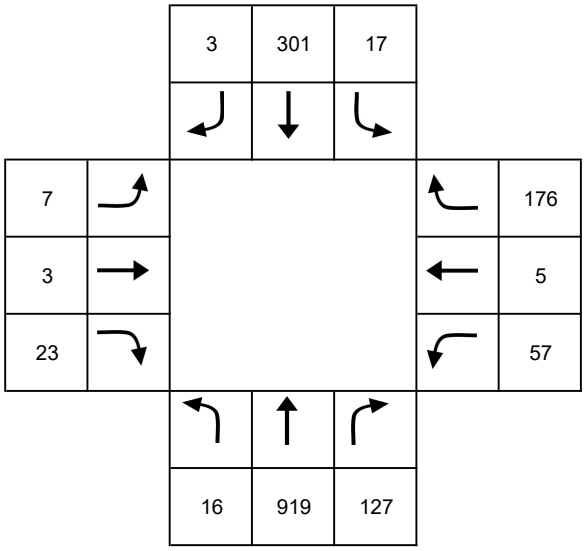


Count Volumes

Intersection 16

Analyst:	JM	E/W Street Name:	Executive Dr.
Intersection:	Regents Road / Executive Drive	N/S Street Name:	Regents Rd.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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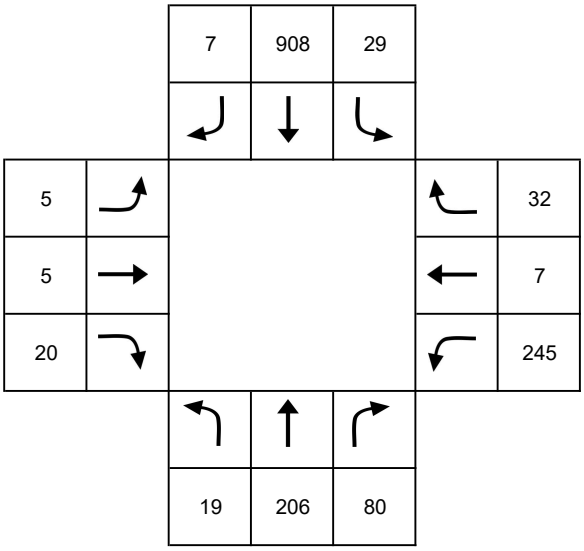
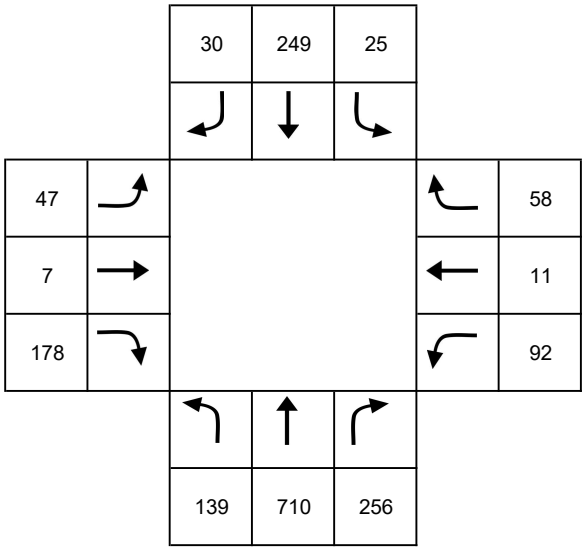


Count Volumes

Intersection 17

Analyst:	JM	E/W Street Name:	Regents Park Row
Intersection:	Regents Road / Regents Park Row	N/S Street Name:	Regents Rd.
Future Condition:	Pre-Existing	Date of Counts:	8/9/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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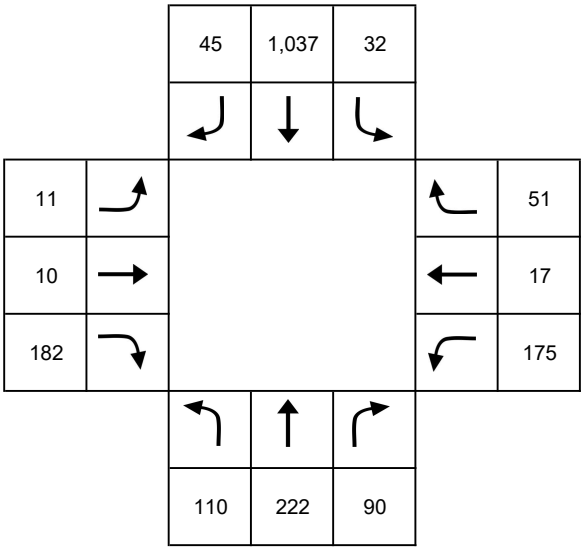
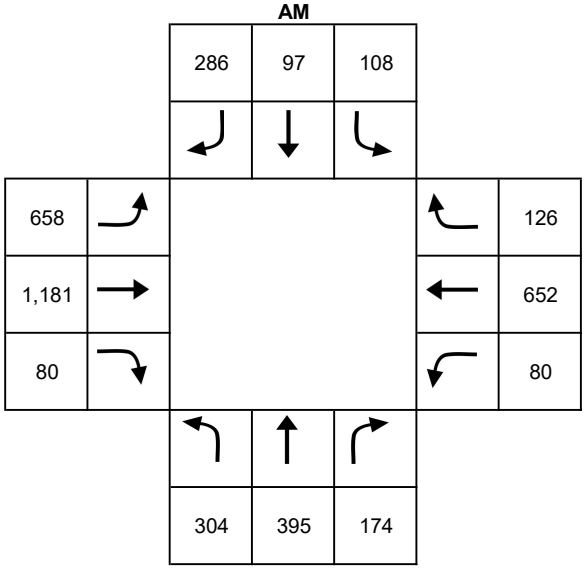


Count Volumes

Intersection 18

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	Regents Road / La Jolla Village Drive	N/S Street Name:	Regents Rd.
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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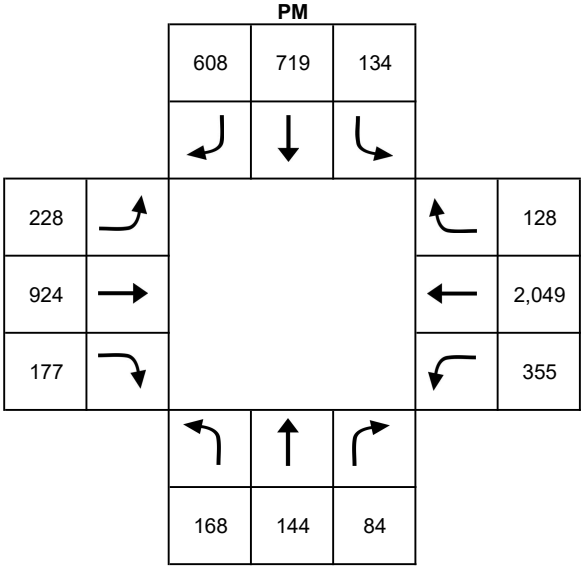
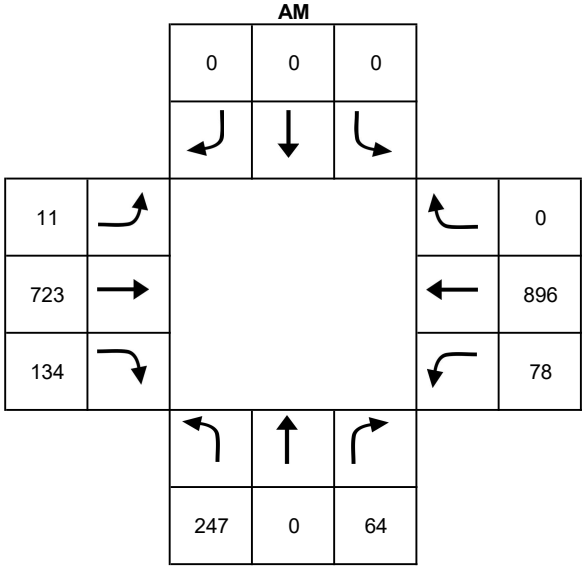


Count Volumes

Intersection 19

Analyst:	JM	E/W Street Name:	Genesee Ave.
Intersection:	Regents Road / Genesee Avenue	N/S Street Name:	Regents Rd.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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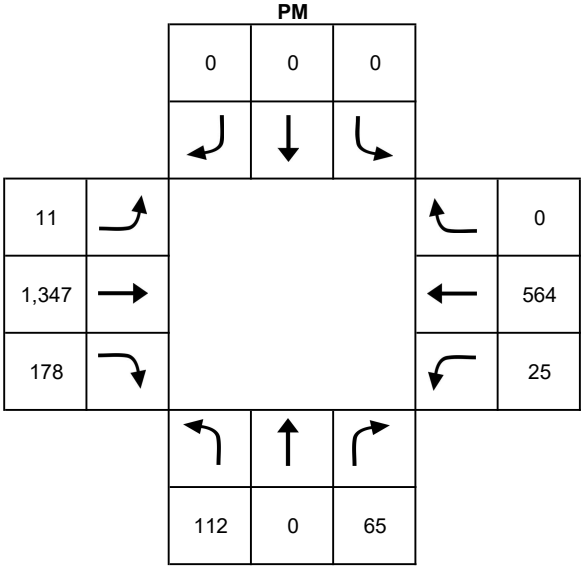
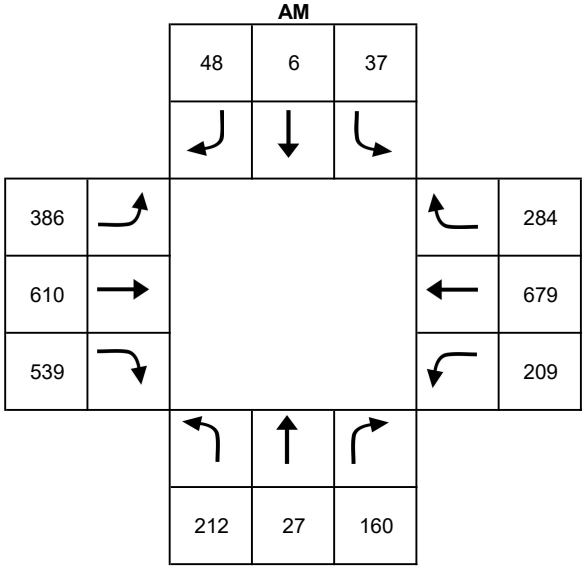


Count Volumes

Intersection 20

Analyst:	JM	E/W Street Name:	Genesee Ave.
Intersection:	Genesee Avenue / Campus Point Drive	N/S Street Name:	Campus Point Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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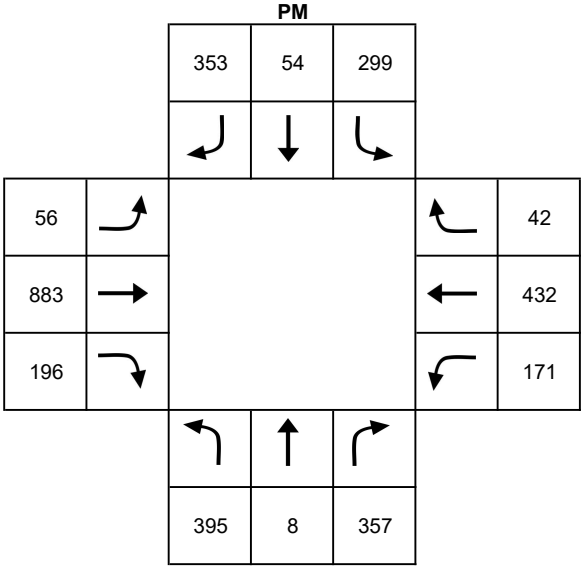
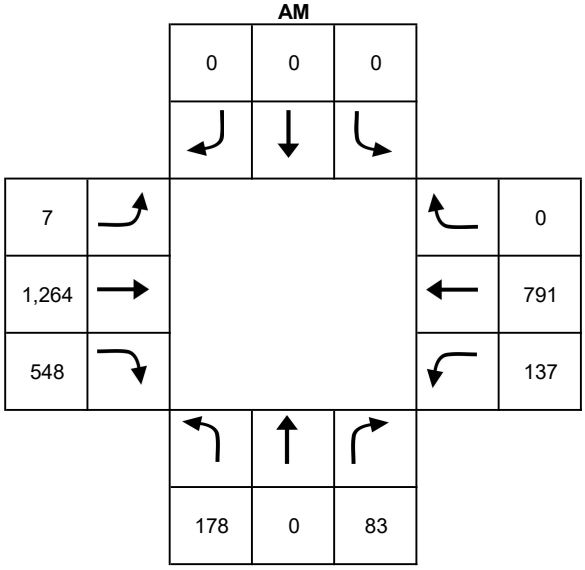


Count Volumes

Intersection 21

Analyst:	JM	E/W Street Name:	Genesee Ave.
Intersection:	Genesee Avenue / Scripps Hospital Driveway	N/S Street Name:	Scripps Hospital Dwy.
Future Condition:	Pre-Existing	Date of Counts:	8/9/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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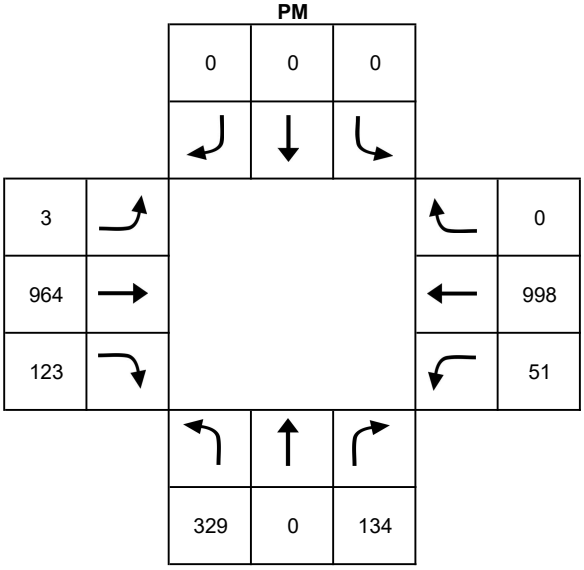
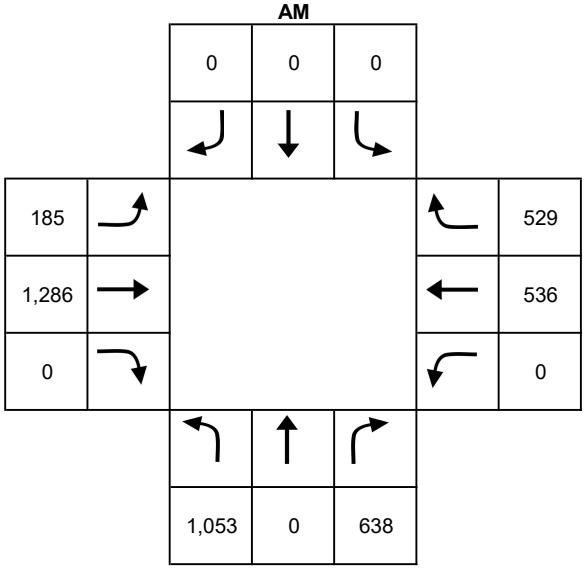


Count Volumes

Intersection 22

Analyst:	JM	E/W Street Name:	Genesee Ave.
Intersection:	Genesee Avenue / I-5 NB Ramps	N/S Street Name:	I-5 NB Ramps
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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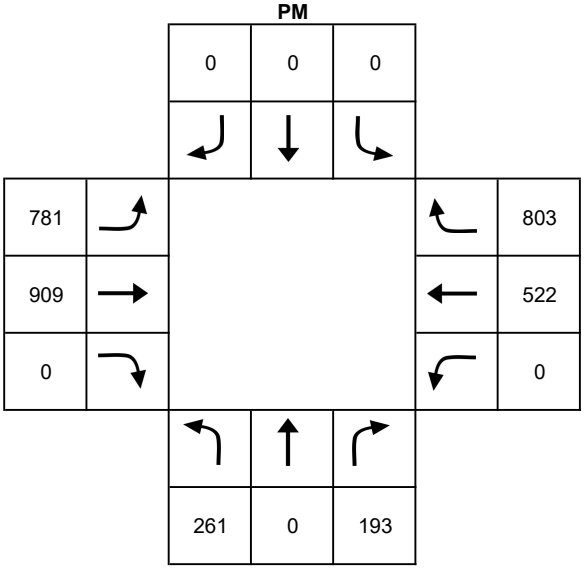
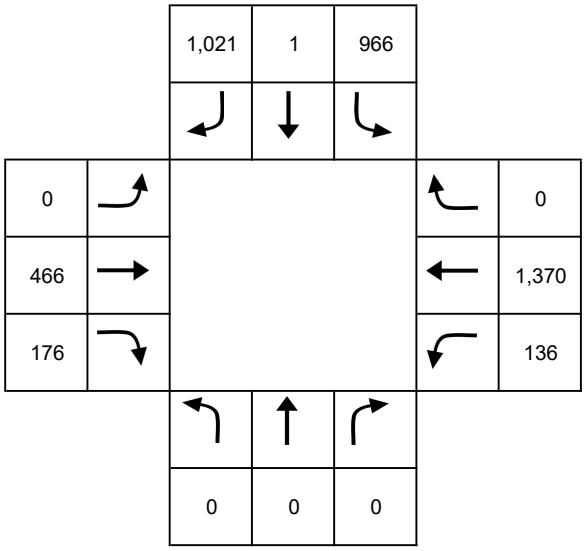


Count Volumes

Intersection 23

Analyst:	JM	E/W Street Name:	Genesee Ave.
Intersection:	Genesee Avenue / I-5 SB Ramps	N/S Street Name:	I-5 SB Ramps
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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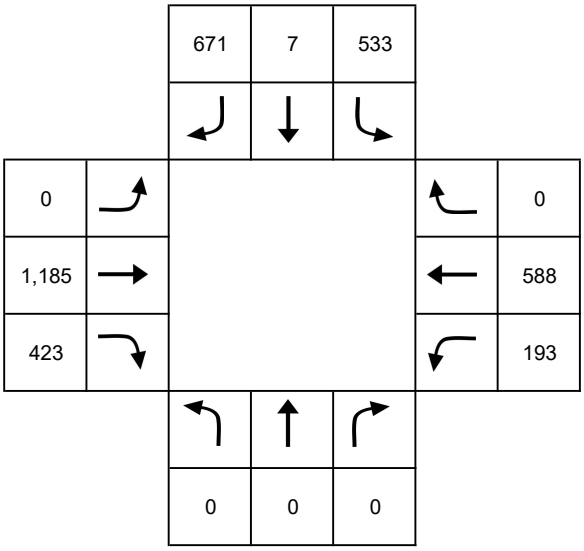
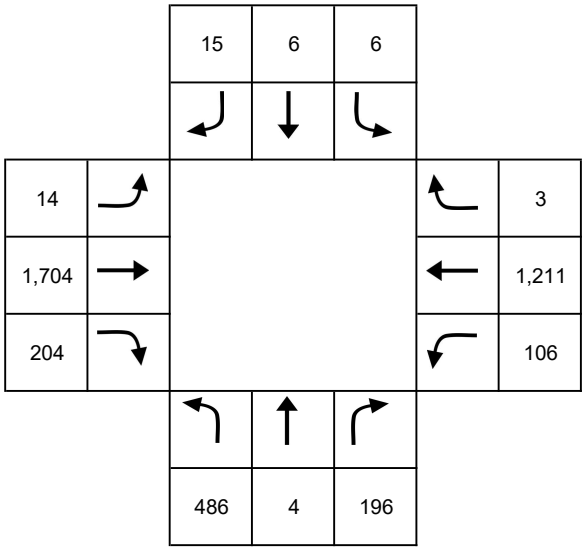


Count Volumes

Intersection 24

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	La Jolla Village Drive / Lebon Drive	N/S Street Name:	Lebon Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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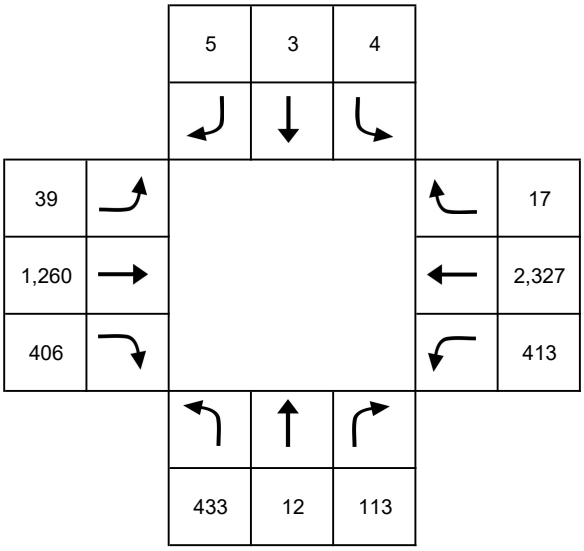
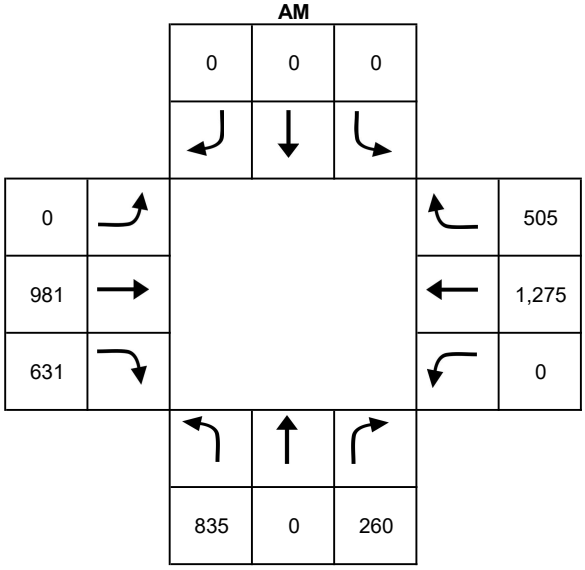


Count Volumes

Intersection 25

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / I-805 NB Ramps	N/S Street Name:	I-805 NB Ramps
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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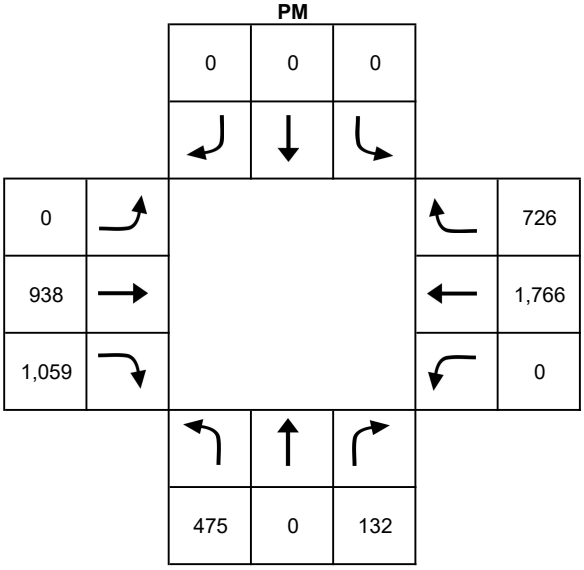
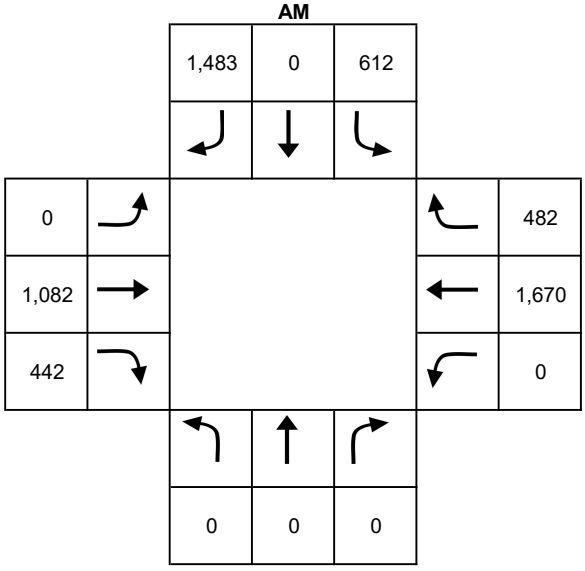


Count Volumes

Intersection 26

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	La Jolla Village Drive / Miramar Road / I-805 SB Ram	N/S Street Name:	I-805 SB Ramps
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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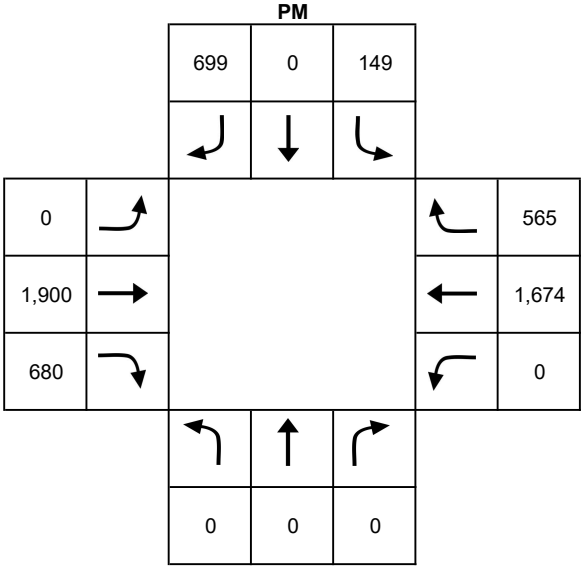
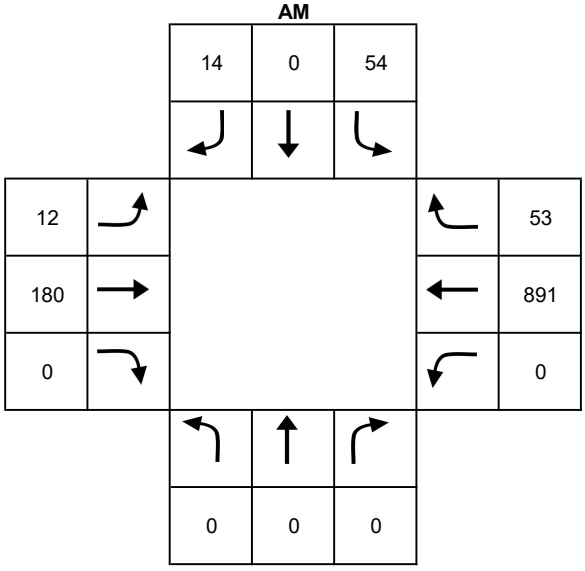


Count Volumes

Intersection 27

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Eastgate Mall / Eastgate Drive	N/S Street Name:	Eastgate Dr.
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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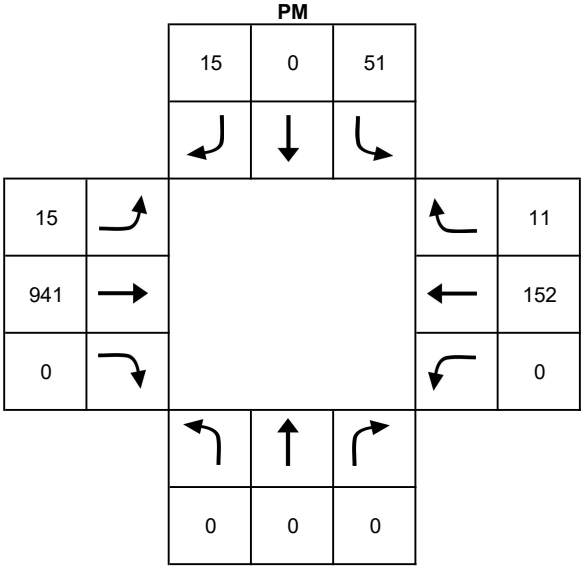
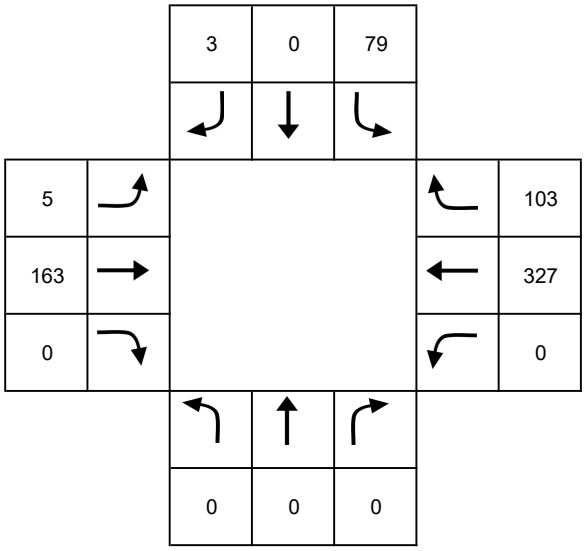


Count Volumes

Intersection 28

Analyst:	JM	E/W Street Name:	Eastgate Mall
Intersection:	Eastgate Mall / Olson Drive	N/S Street Name:	Olson Dr.
Future Condition:	Pre-Existing	Date of Counts:	6/3/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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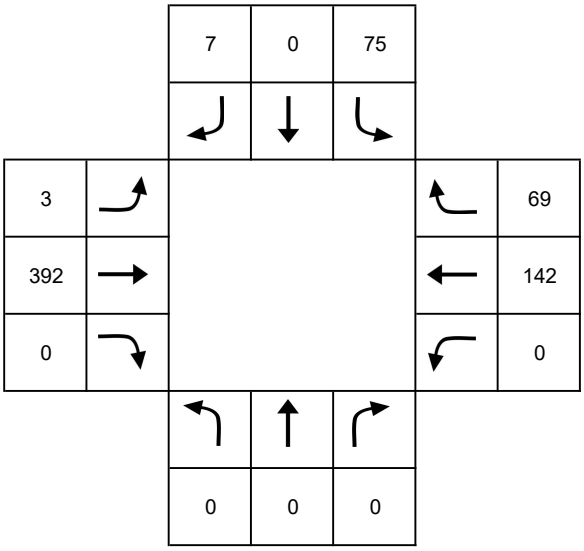
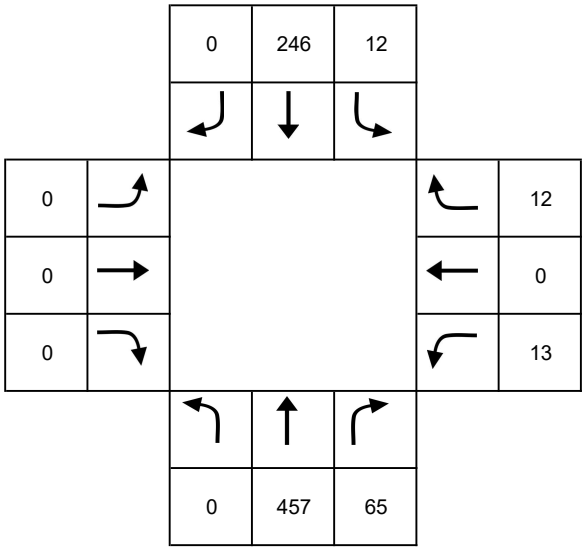


Count Volumes

Intersection 29

Analyst:	JM	E/W Street Name:	Autoport Mall
Intersection:	Eastgate Mall / Autoport Mall	N/S Street Name:	Eastgate Mall
Future Condition:	Pre-Existing	Date of Counts:	6/3/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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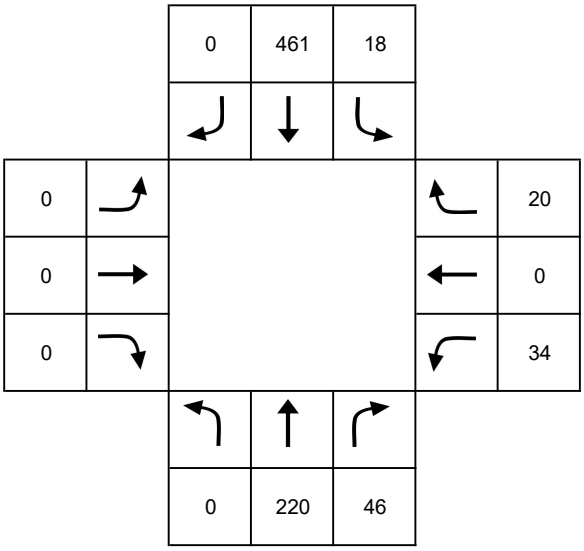
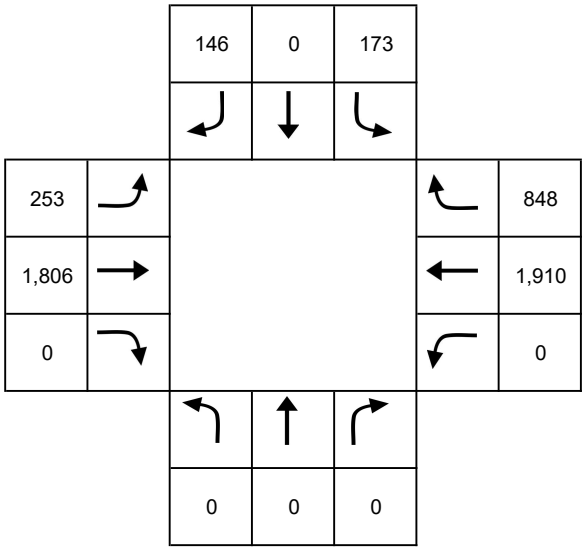


Count Volumes

Intersection 30

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Eastgate Mall	N/S Street Name:	Eastgate Mall
Future Condition:	Pre-Existing	Date of Counts:	5/23/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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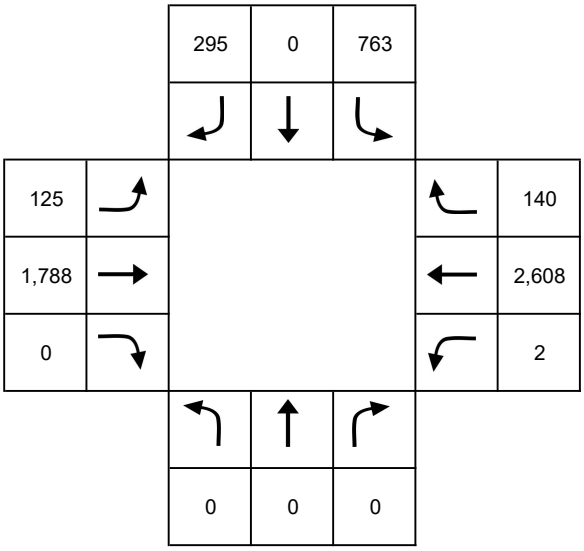
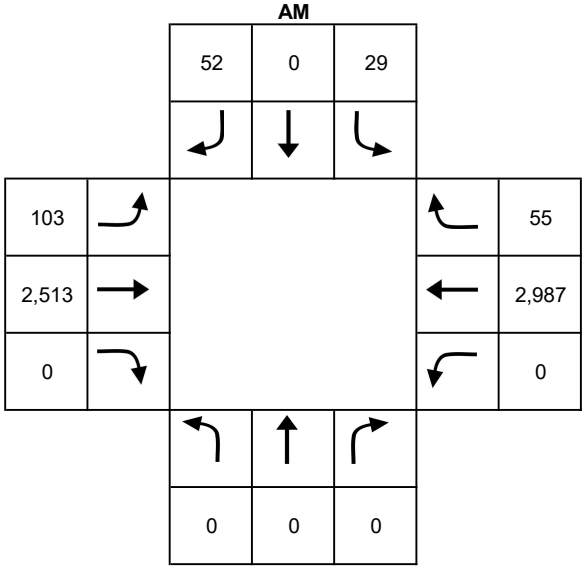


Count Volumes

Intersection 31

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Miramar Mall	N/S Street Name:	Miramar Mall
Future Condition:	Pre-Existing	Date of Counts:	5/13/2015
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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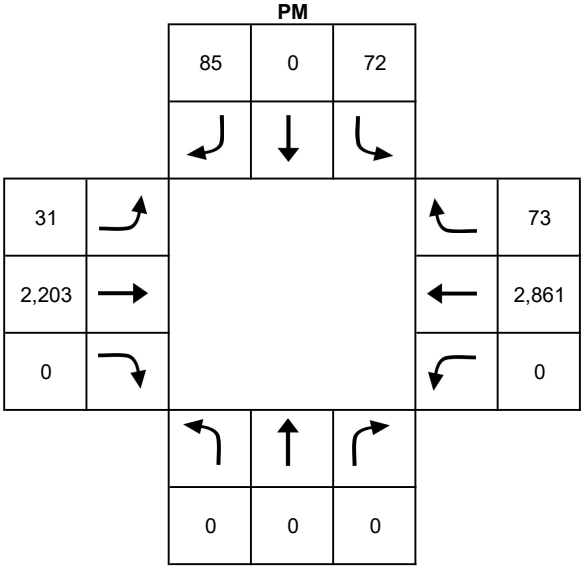
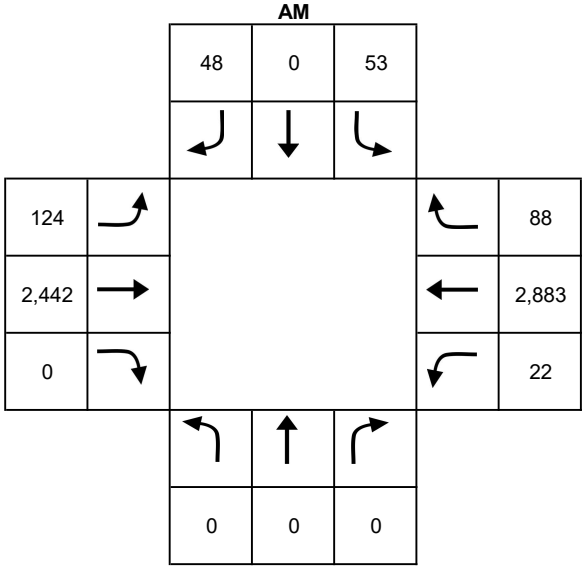


Count Volumes

Intersection 32

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Miramar Place	N/S Street Name:	Miramar Pl.
Future Condition:	Pre-Existing	Date of Counts:	5/13/2015
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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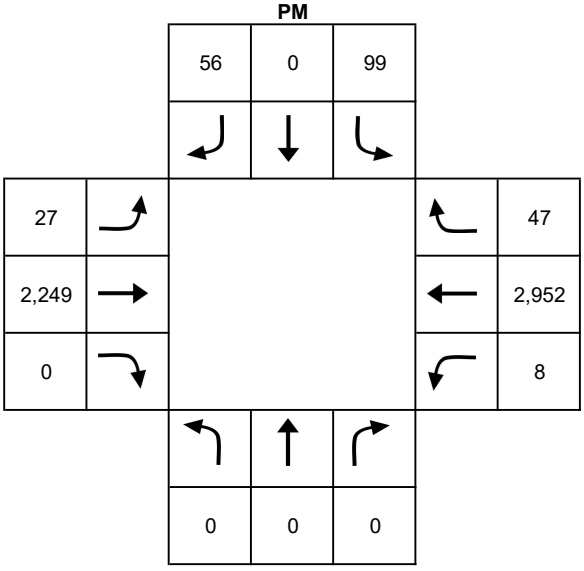
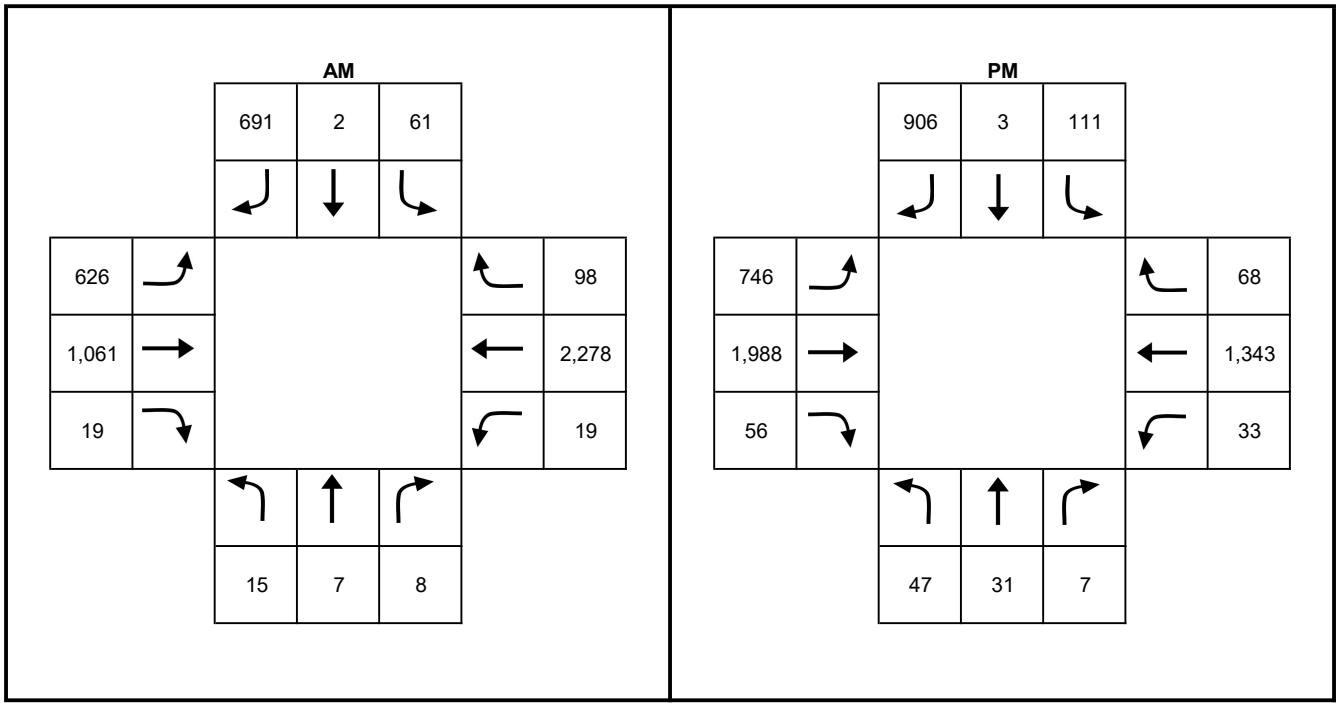


Count Volumes

Intersection 33

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Camino Santa Fe / Frost Mar Place	N/S Street Name:	Camino Santa Fe
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

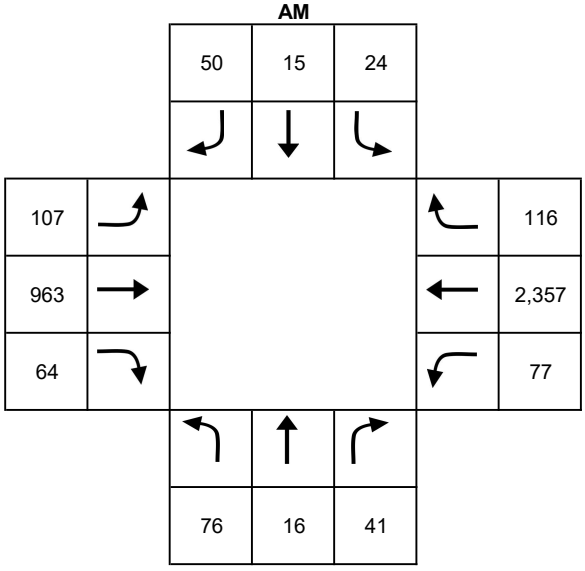


Count Volumes

Intersection 34

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Commerce Avenue	N/S Street Name:	Commerce Ave.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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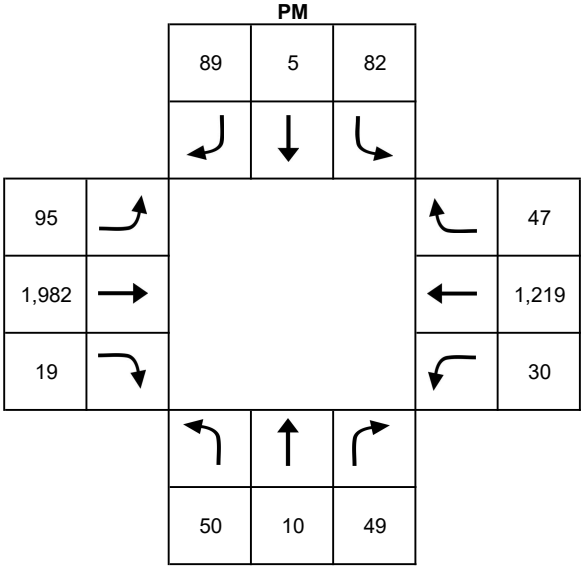
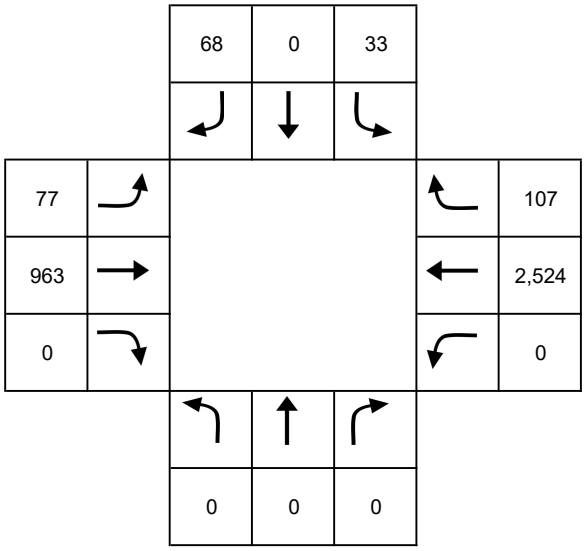


Count Volumes

Intersection 35

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Production Avenue	N/S Street Name:	Production Ave.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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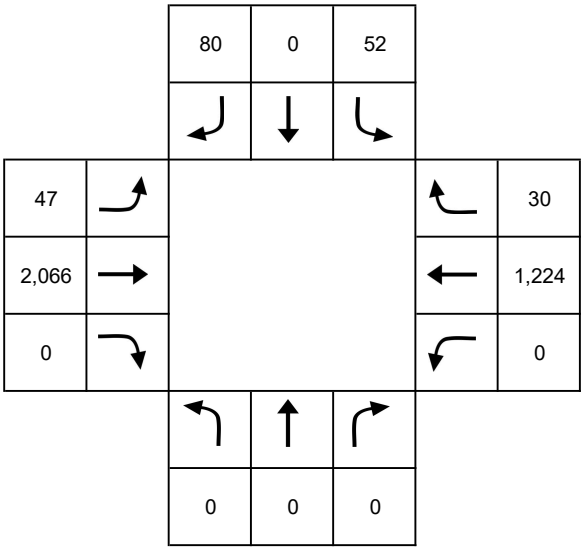
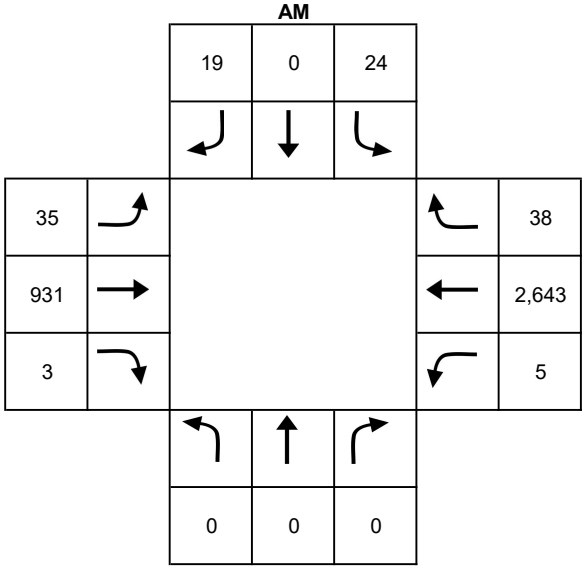


Count Volumes

Intersection 37

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Miramar Way	N/S Street Name:	Miramar Wy.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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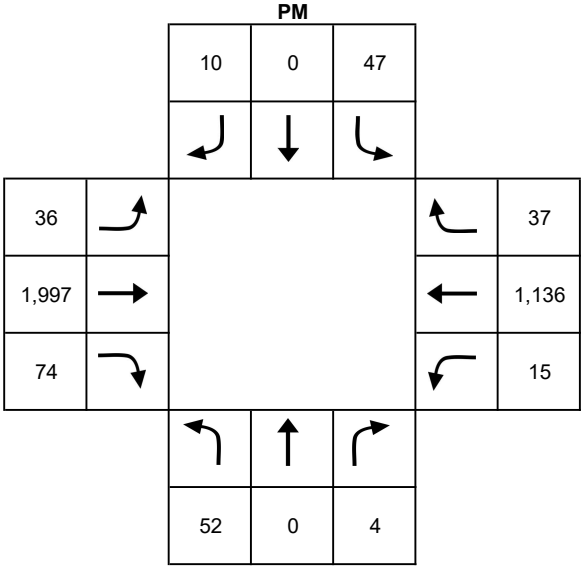
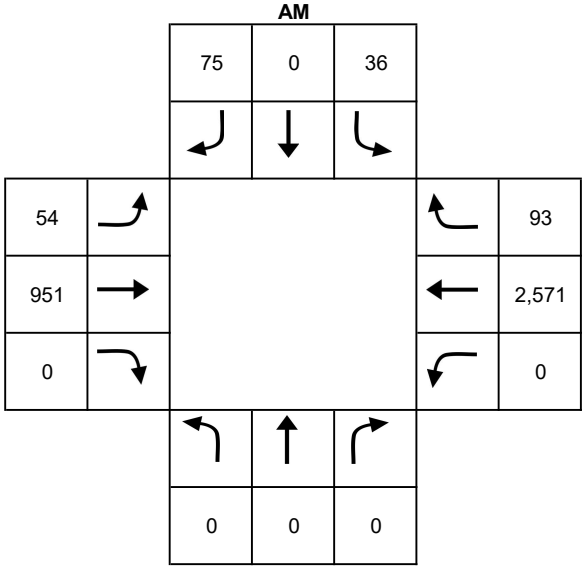


Count Volumes

Intersection 36

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Distribution Avenue	N/S Street Name:	Distribution Ave.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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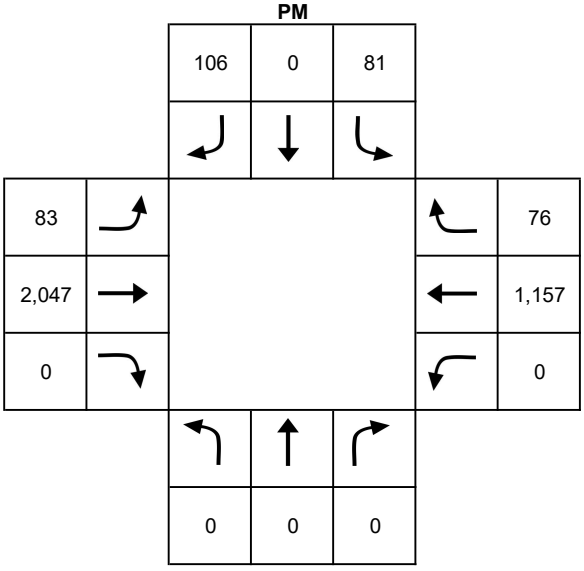
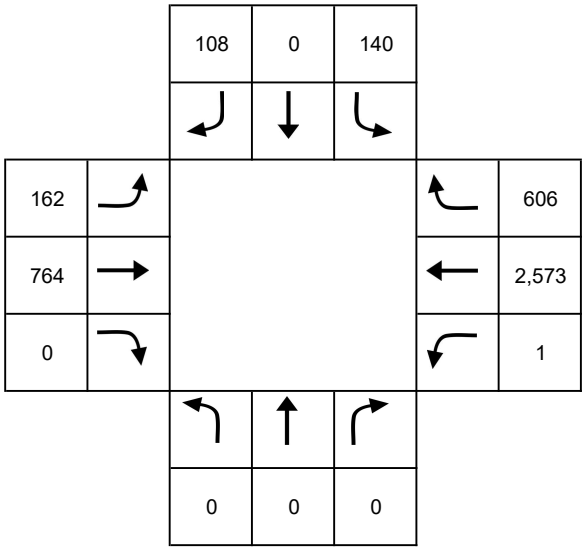


Count Volumes

Intersection 38

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Carroll Road	N/S Street Name:	Carroll Rd.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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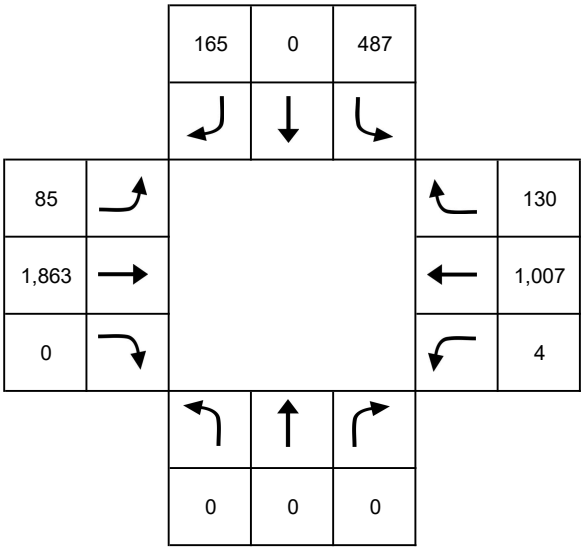


Count Volumes

Intersection 39

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Alesmith Court	N/S Street Name:	Alesmith Ct.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM

8	0	11

18				27
893				3,274
0				0

0	0	0

PM

24	0	22

12				17
2,379				1,078
0				1

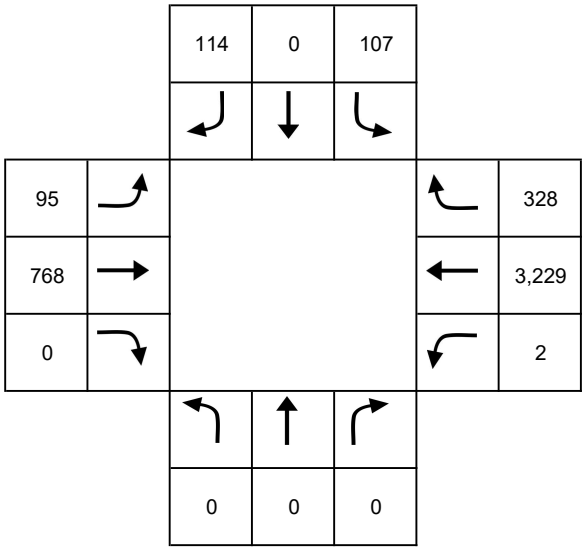
0	0	0

Count Volumes

Intersection 40

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Dowdy Street	N/S Street Name:	Dowdy Dr.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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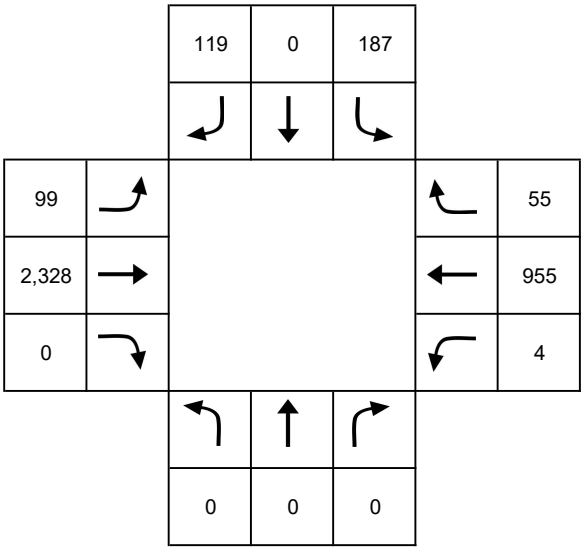
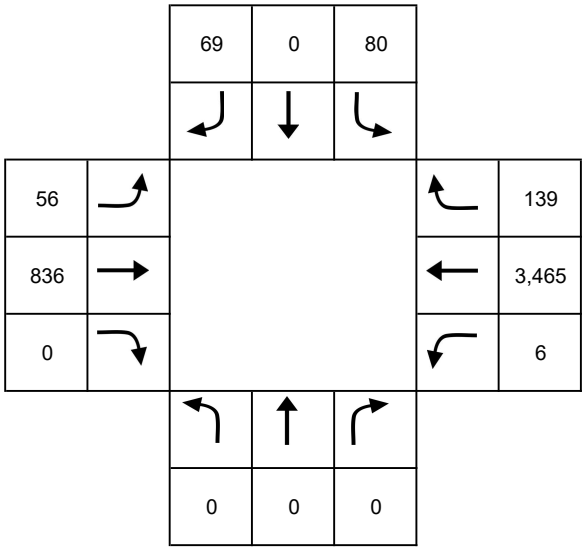


Count Volumes

Intersection 41

Analyst:	JM	E/W Street Name:	Miramar Rd.
Intersection:	Miramar Road / Cabot Drive	N/S Street Name:	Cabot Dr.
Future Condition:	Pre-Existing	Date of Counts:	10/23/2018
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Signalized		

AM



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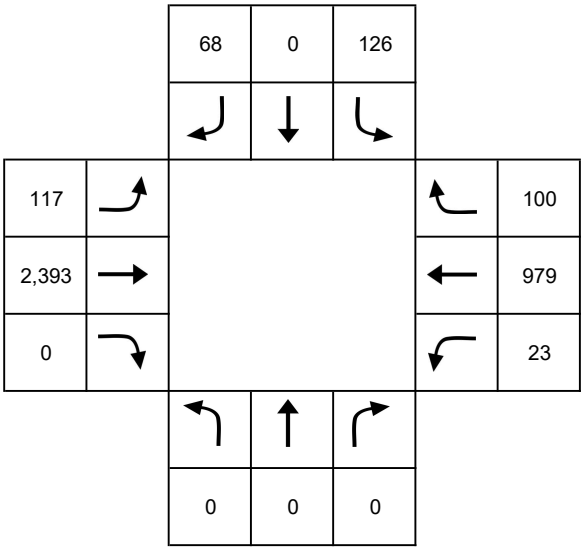
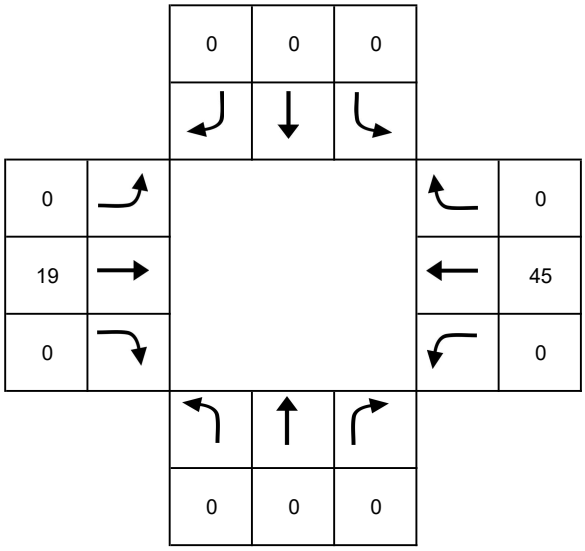


Count Volumes

Intersection 42

Analyst:	JM	E/W Street Name:	Towne Centre Dr.
Intersection:	Towne Centre Drive / Project Driveway "West"	N/S Street Name:	Project Dwy. "West"
Future Condition:	Pre-Existing	Date of Counts:	6/13/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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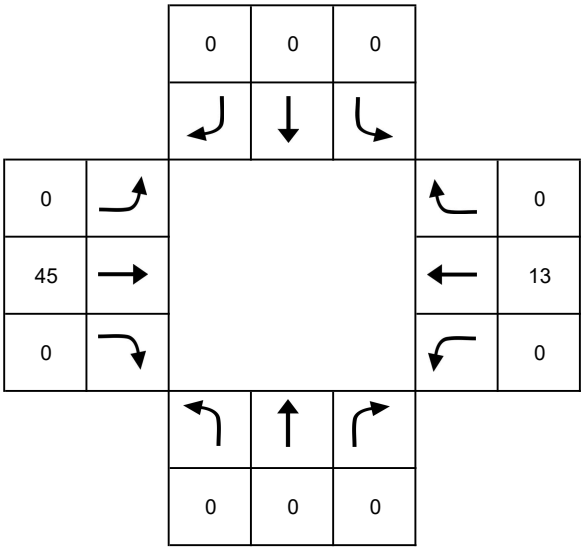
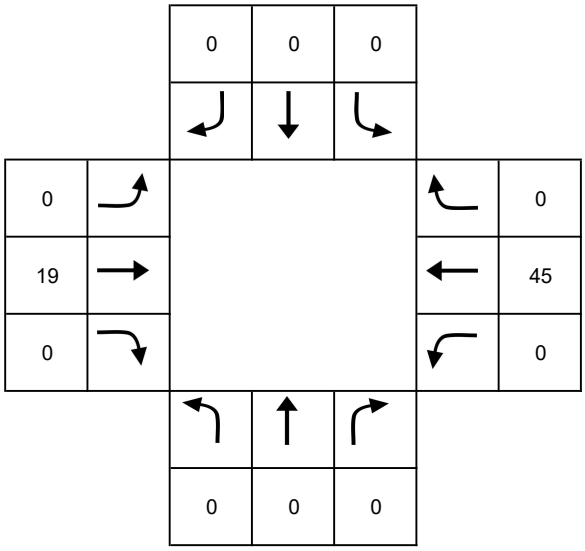


Count Volumes

Intersection 43

Analyst:	JM	E/W Street Name:	Towne Centre Dr.
Intersection:	Towne Centre Drive / Project Driveway "East"	N/S Street Name:	Project Dwy. "East"
Future Condition:	Pre-Existing	Date of Counts:	6/13/2021
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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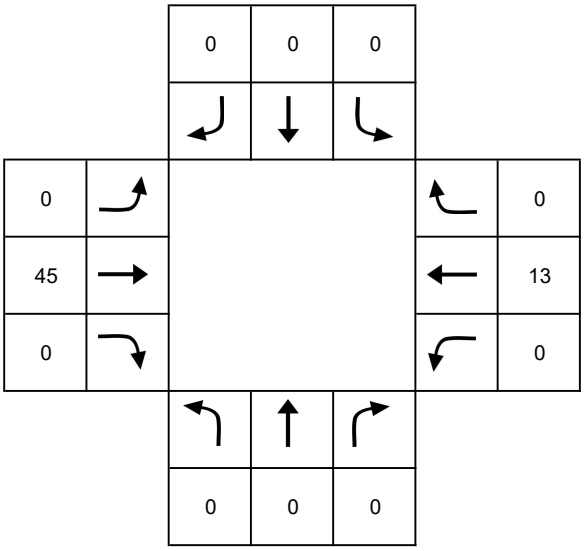


Count Volumes

Intersection 44

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	La Jolla Village Drive / I-5 NB Ramps	N/S Street Name:	I-5 NB Ramps
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM

	0	0	0		
0					458
1,084					1,259
624					0
	503	0	924		

PM

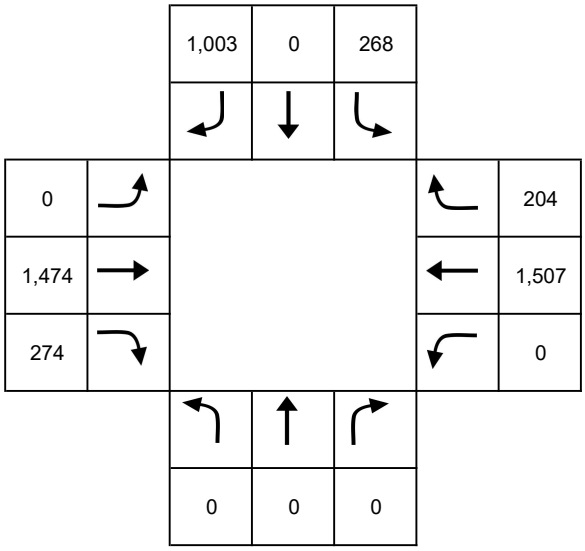
	0	0	0		
0					500
1,382					2,276
805					0
	253	0	312		

Count Volumes

Intersection 45

Analyst:	JM	E/W Street Name:	La Jolla Village Dr.
Intersection:	La Jolla Village Drive / I-5 SB Ramps	N/S Street Name:	I-5 SB Ramps
Future Condition:	Pre-Existing	Date of Counts:	5/25/2017
Date:	9/9/2022		
Company:	Urban Systems Associates, Inc.		
Project Number:	001320		
Intersection Control:	Unsignalized		

AM



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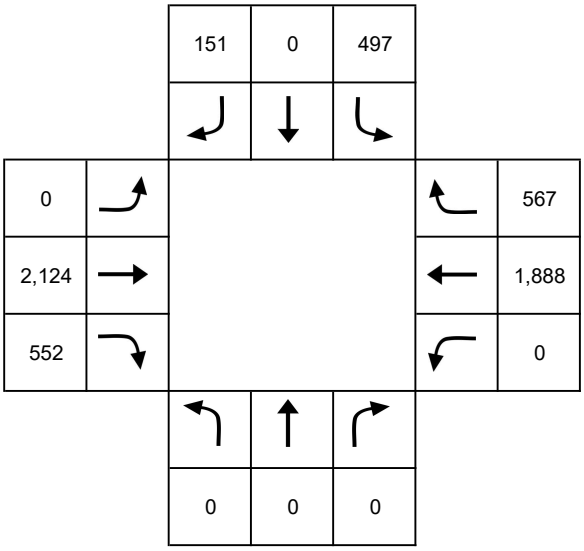


Volume Projections (Year 2022 - Existing)

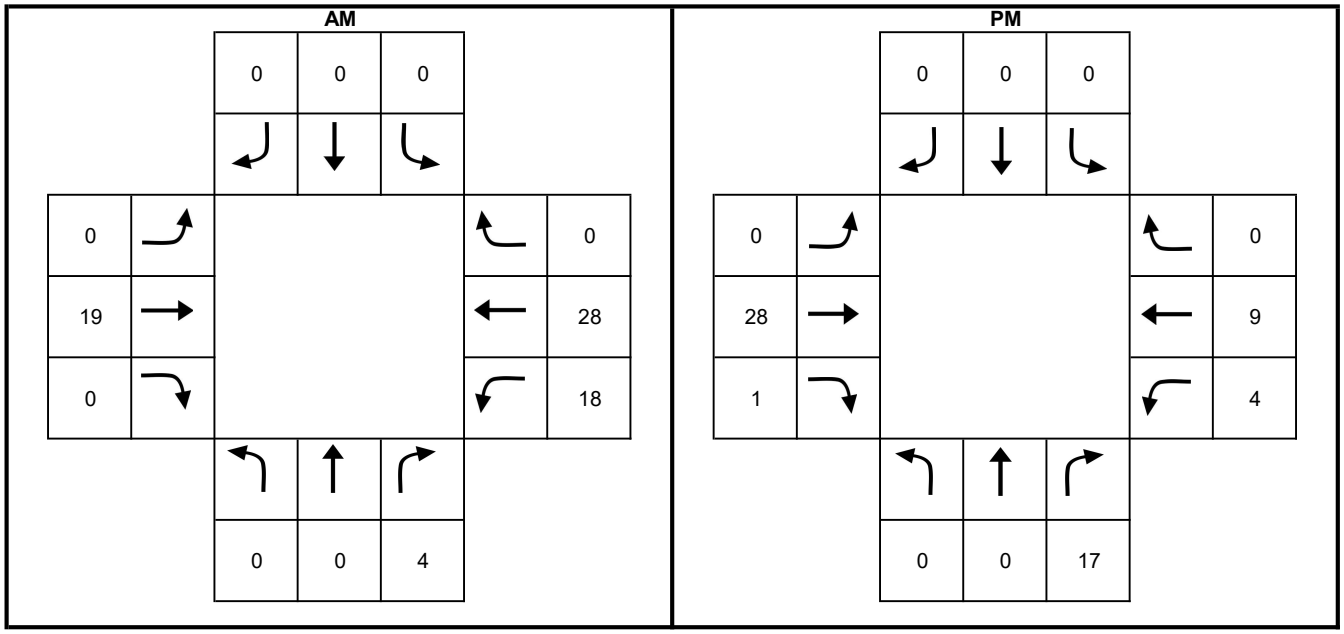
Intersection 1

Analyst: JM
Intersection: Towne Centre Drive / Westerra Court
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.
N/S Street Name: Westerra Ct.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	9,322	9,322	100%	0	0
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	4	17	9,322	9,322	100%	4	17
SLT	0	0	9,322	9,322	100%	0	0
STH	0	0	**0**	**0**	**105%**	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	19	28	**9,322**	**9,322**	**100%**	19	28
ERT	0	1	0	0	105%	0	1
WLT	17	4	0	0	105%	18	4
WTH	28	9	**9,322**	**9,322**	**100%**	28	9
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Westerra Court has been conservatively assumed to have a 5% growth due to having a buildout condition south of Towne Centre Drive.

Volume Projections (Year 2022 - Existing)

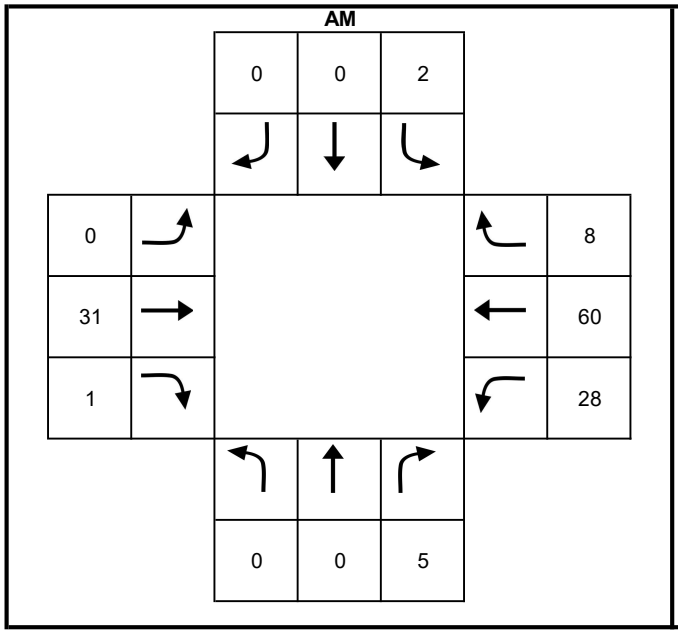
Intersection 2

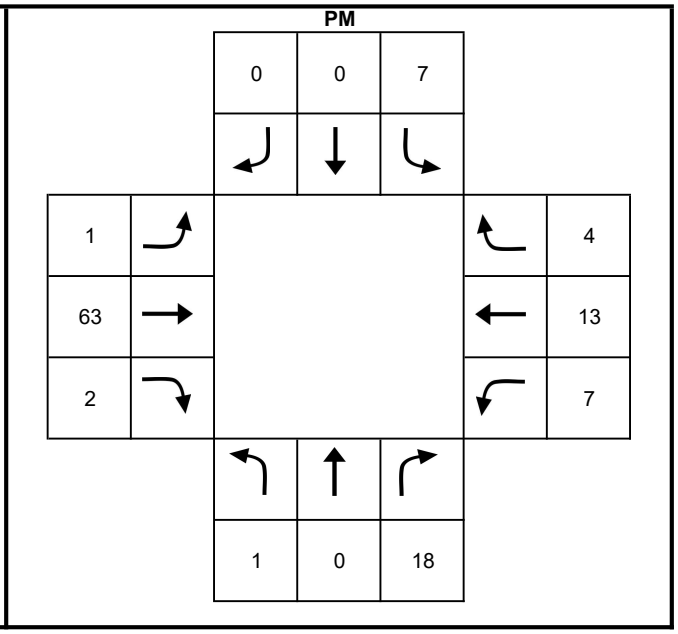
Analyst: JM
Intersection: Towne Centre Drive / Towne Centre Court
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.
N/S Street Name: Towne Centre Ct.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	1	9,322	9,322	100%	0	1
NTH	0	0	**0**	**0**	**105%**	0	0
NRT	5	18	9,322	9,251	99%	5	18
SLT	2	7	9,322	9,251	99%	2	7
STH	0	0	**0**	**0**	**105%**	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	1	0	0	105%	0	1
ETH	31	63	**9,322**	**9,251**	**99%**	31	63
ERT	1	2	0	0	105%	1	2
WLT	27	7	0	0	105%	28	7
WTH	60	13	**9,322**	**9,322**	**100%**	60	13
WRT	8	4	0	0	105%	8	4





Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Towne Centre Court has been conservatively assumed to have a 5% growth due to having a buildout condition north and south of Towne Centre Drive.

Volume Projections (Year 2022 - Existing)

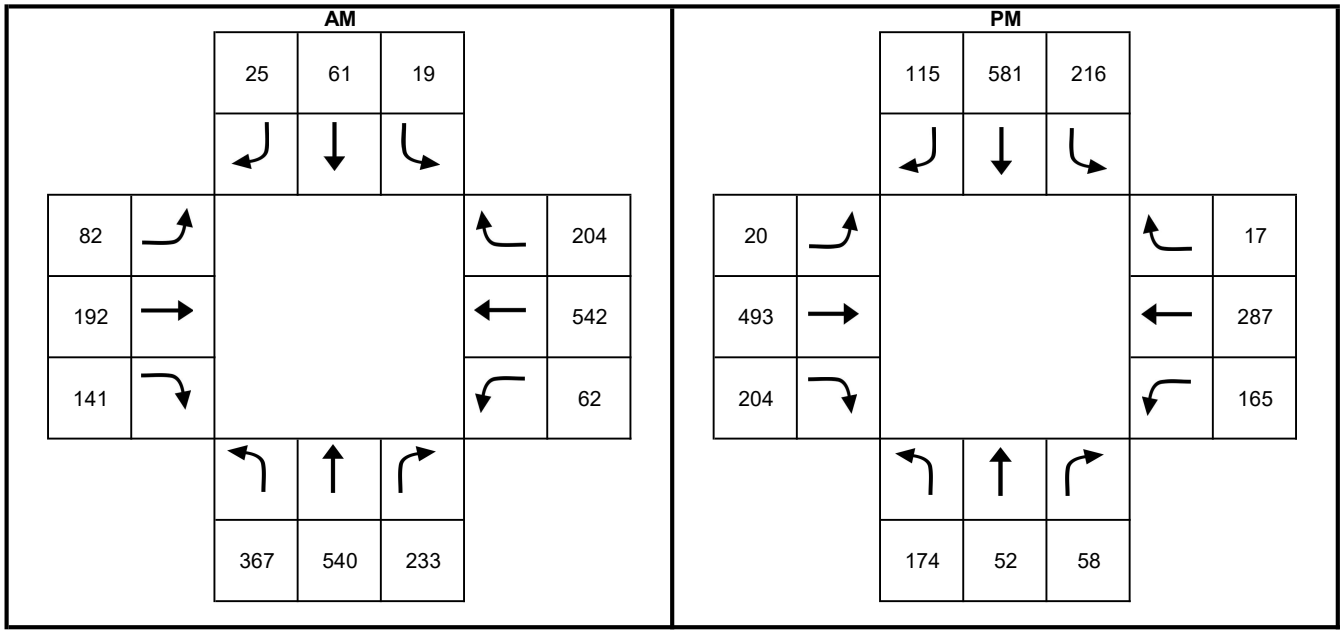
Intersection 3

Analyst: JM
Intersection: Towne Centre Drive / Eastgate Mall
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Eastgate Mall
N/S Street Name: Towne Centre Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	344	163	14,210	15,174	107%	367	174
NTH	544	52	**9,322**	**9,251**	**99%**	540	52
NRT	211	53	12,426	13,699	110%	233	58
SLT	17	196	12,426	13,699	110%	19	216
STH	55	522	**14,016**	**15,588**	**111%**	61	581
SRT	23	108	14,210	15,174	107%	25	115
ELT	83	20	9,322	9,251	99%	82	20
ETH	174	447	**12,426**	**13,699**	**110%**	192	493
ERT	127	183	14,016	15,588	111%	141	204
WLT	56	148	14,016	15,588	111%	62	165
WTH	508	269	**14,210**	**15,174**	**107%**	542	287
WRT	206	17	9,322	9,251	99%	204	17



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

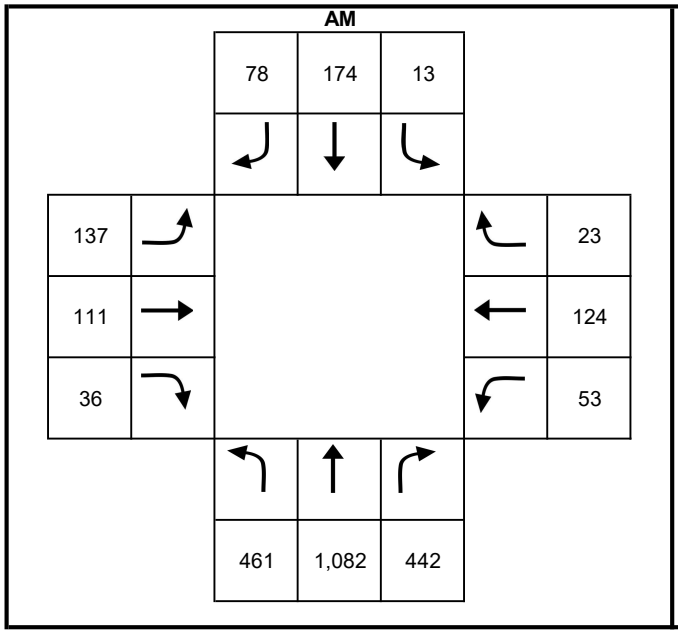
Intersection 4

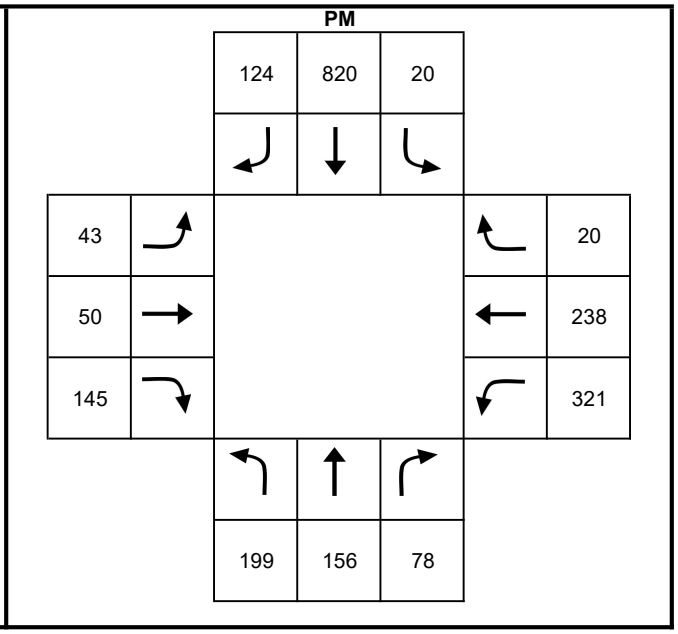
Analyst: JM
Intersection: Towne Centre Drive / Executive Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Executive Dr.
N/S Street Name: Towne Centre Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	349	151	5,914	7,808	132%	461	199
NTH	973	140	**14,016**	**15,588**	**111%**	1082	156
NRT	396	70	7,897	8,818	112%	442	78
SLT	12	18	7,897	8,818	112%	13	20
STH	157	742	**20,187**	**22,311**	**111%**	174	820
SRT	59	94	5,914	7,808	132%	78	124
ELT	123	39	14,016	15,588	111%	137	43
ETH	99	45	**7,897**	**8,818**	**112%**	111	50
ERT	33	131	20,187	22,311	111%	36	145
WLT	48	290	20,187	22,311	111%	53	321
WTH	94	180	**5,914**	**7,808**	**132%**	124	238
WRT	21	18	14,016	15,588	111%	23	20





Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

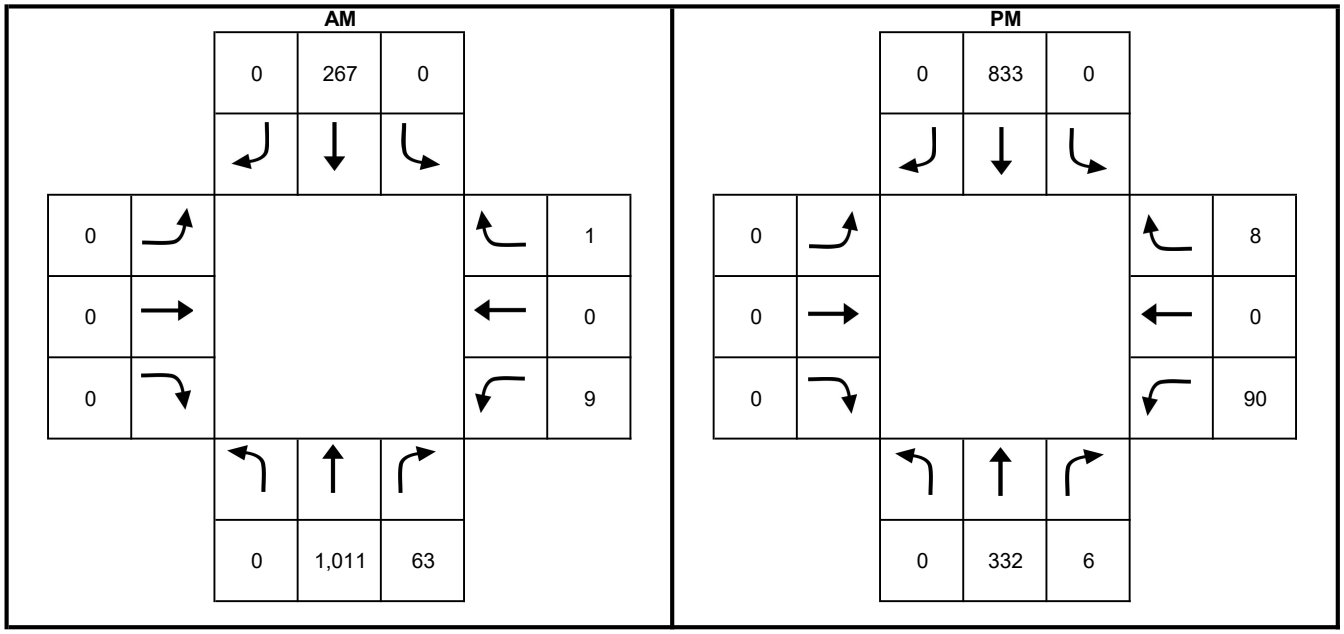
Intersection 5

Analyst: JM
Intersection: Towne Centre Drive / Towne Centre Driveway
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Towne Centre Dwy.
N/S Street Name: Towne Centre Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	0	0	105%	0	0
NTH	915	300	**20,187**	**22,311**	**111%**	1011	332
NRT	60	6	0	0	105%	63	6
SLT	0	0	0	0	105%	0	0
STH	242	754	**20,187**	**22,311**	**111%**	267	833
SRT	0	0	0	0	105%	0	0
ELT	0	0	20,187	22,311	111%	0	0
ETH	0	0	**0**	**0**	**105%**	0	0
ERT	0	0	20,187	22,311	111%	0	0
WLT	8	81	20,187	22,311	111%	9	90
WTH	0	0	**0**	**0**	**105%**	0	0
WRT	1	7	20,187	22,311	111%	1	8



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Towne Centre Driveway has been conservatively assumed to have a 5% growth due to having a buildout condition east and west of Towne Centre Drive.

Volume Projections (Year 2022 - Existing)

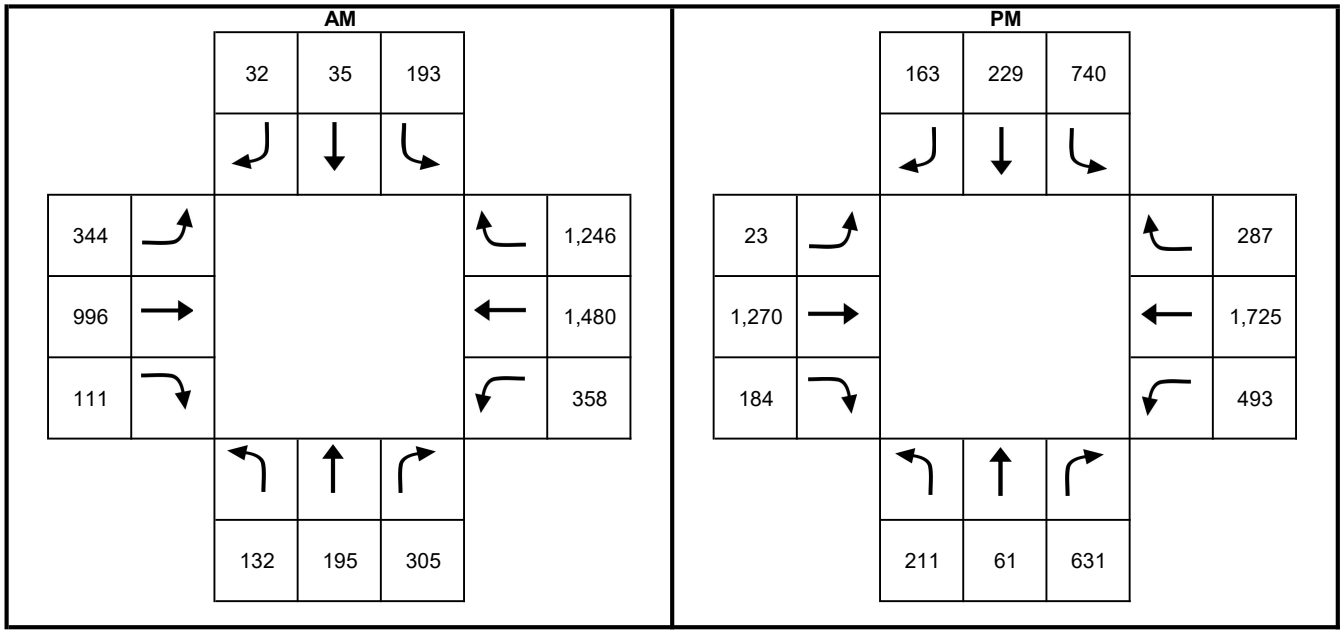
Intersection 6

Analyst: JM
Intersection: Towne Centre Drive / La Jolla Village Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Towne Centre Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	124	199	43,960	46,637	106%	132	211
NTH	176	55	**20,187**	**22,311**	**111%**	195	61
NRT	287	594	60,760	64,559	106%	305	631
SLT	182	696	60,760	64,559	106%	193	740
STH	34	221	**17,753**	**18,367**	**103%**	35	229
SRT	30	154	43,960	46,637	106%	32	163
ELT	311	21	20,187	22,311	111%	344	23
ETH	937	1,195	**60,760**	**64,559**	**106%**	996	1270
ERT	107	178	17,753	18,367	103%	111	184
WLT	346	477	17,753	18,367	103%	358	493
WTH	1,395	1,626	**43,960**	**46,637**	**106%**	1480	1725
WRT	1,127	260	20,187	22,311	111%	1246	287



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 7

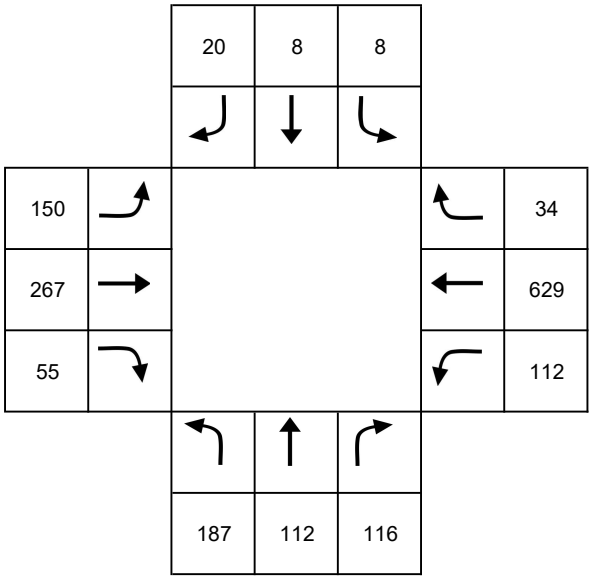
Analyst: JM
Intersection: Judicial Drive / Eastgate Mall
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Eastgate Mall
N/S Street Name: Judicial Dr.

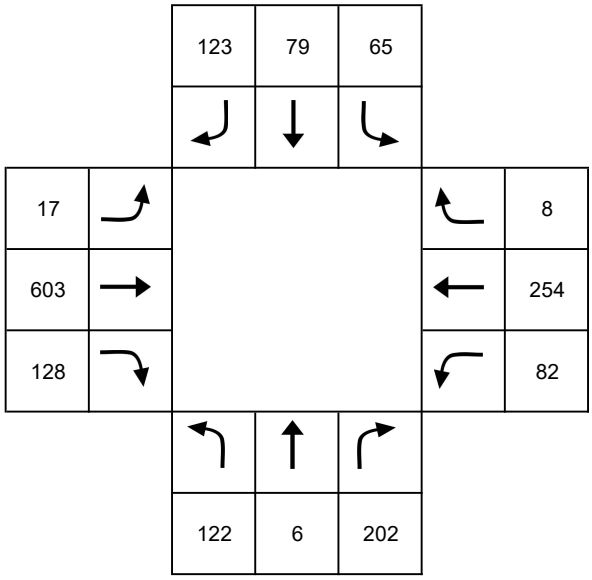
Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	170	111	12,426	13,699	110%	187	122
NTH	99	5	**2,000**	**2,267**	**113%**	112	6
NRT	105	183	12,426	13,699	110%	116	202
SLT	7	59	12,426	13,699	110%	8	65
STH	7	73	**5,140**	**5,532**	**108%**	8	79
SRT	18	112	12,426	13,699	110%	20	123
ELT	132	15	2,000	2,267	113%	150	17
ETH	242	547	**12,426**	**13,699**	**110%**	267	603
ERT	51	119	5,140	5,532	108%	55	128
WLT	104	76	5,140	5,532	108%	112	82
WTH	571	230	**12,426**	**13,699**	**110%**	629	254
WRT	30	7	2,000	2,267	113%	34	8

AM



PM



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

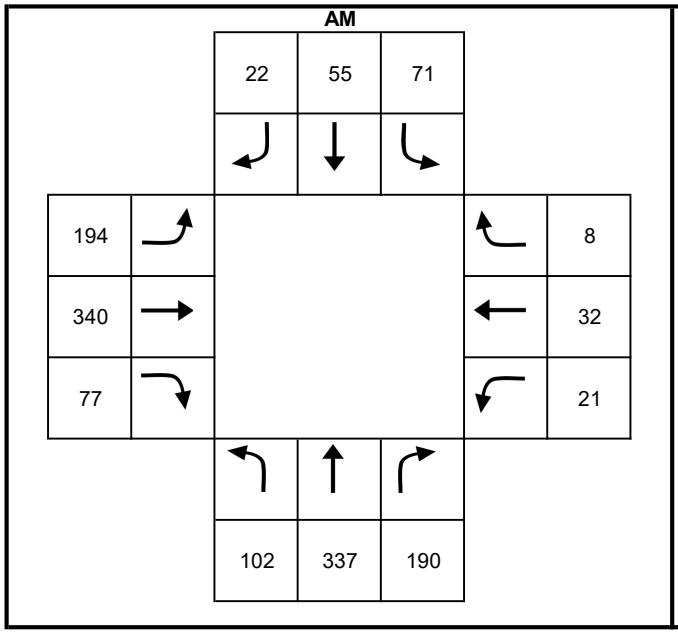
Intersection 8

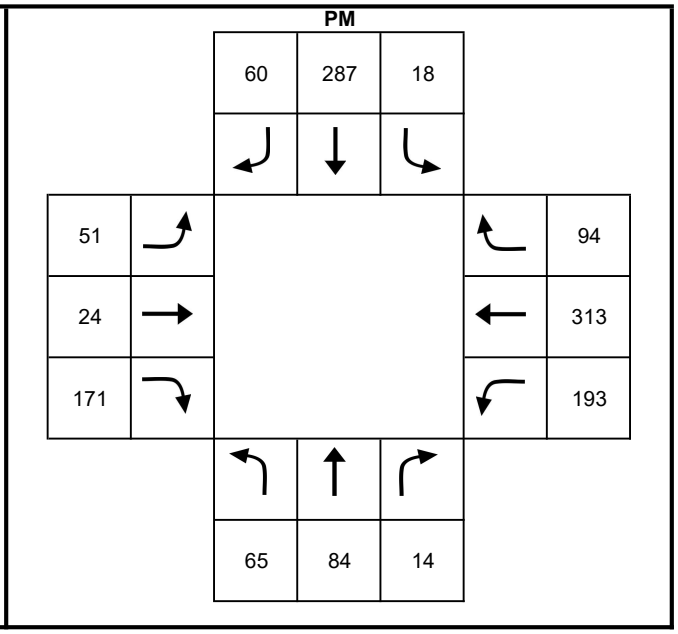
Analyst: JM
Intersection: Judicial Drive / Executive Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Executive Dr.
N/S Street Name: Judicial Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	91	58	7,897	8,818	112%	102	65
NTH	313	78	**5,140**	**5,532**	**108%**	337	84
NRT	166	12	3,700	4,233	114%	190	14
SLT	62	16	3,700	4,233	114%	71	18
STH	47	247	**7,984**	**9,289**	**116%**	55	287
SRT	20	54	7,897	8,818	112%	22	60
ELT	180	47	5,140	5,532	108%	194	51
ETH	297	21	**3,700**	**4,233**	**114%**	340	24
ERT	66	147	7,984	9,289	116%	77	171
WLT	18	166	7,984	9,289	116%	21	193
WTH	29	280	**7,897**	**8,818**	**112%**	32	313
WRT	7	87	5,140	5,532	108%	8	94





Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 9

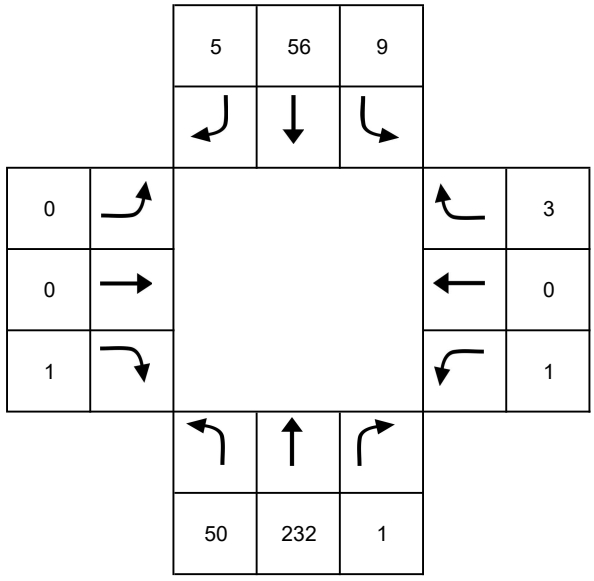
Analyst: JM
Intersection: Judicial Drive / Judicial Driveway
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Judicial Dwy.
N/S Street Name: Judicial Dr.

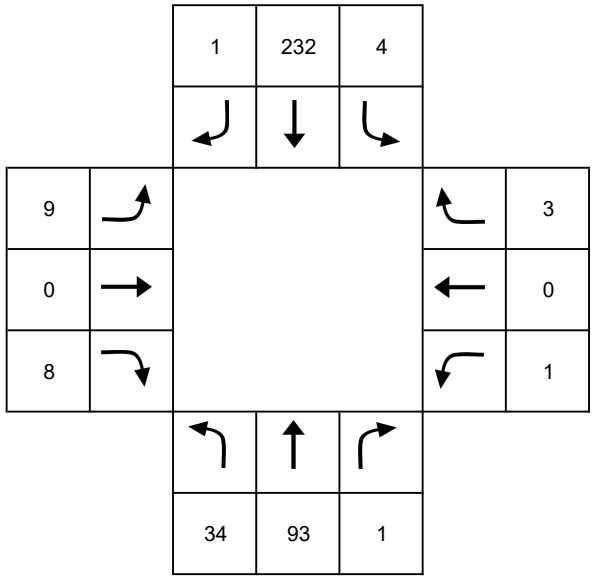
Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	48	32	0	0	105%	50	34
NTH	199	80	**7,984**	**9,289**	**116%**	232	93
NRT	1	1	0	0	105%	1	1
SLT	9	4	0	0	105%	9	4
STH	49	202	**8,327**	**9,568**	**115%**	56	232
SRT	5	1	0	0	105%	5	1
ELT	0	8	7,984	9,289	116%	0	9
ETH	0	0	**0**	**0**	**105%**	0	0
ERT	1	7	8,327	9,568	115%	1	8
WLT	1	1	8,327	9,568	115%	1	1
WTH	0	0	**0**	**0**	**105%**	0	0
WRT	3	3	7,984	9,289	116%	3	3

AM



PM



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Judicial Driveway has been conservatively assumed to have a 5% growth due to having a buildout condition east and west of Judicial Drive.

Volume Projections (Year 2022 - Existing)

Intersection 10

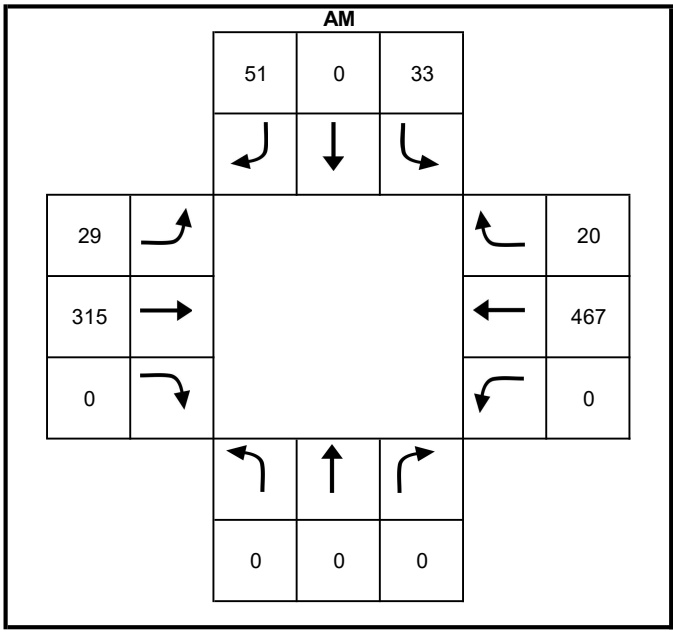
Analyst: JM
Intersection: Eastgate Mall / Easter Way
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Eastgate Mall
N/S Street Name: Easter Wy.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	14,346	14,935	104%	0	0
NTH	0	0	**2,800**	**3,000**	**107%**	0	0
NRT	0	0	14,210	15,174	107%	0	0
SLT	31	32	14,210	15,174	107%	33	34
STH	0	0	**0**	**0**	**100%**	0	0
SRT	49	48	14,346	14,935	104%	51	50
ELT	27	66	2,800	3,000	107%	29	71
ETH	295	388	**14,210**	**15,174**	**107%**	315	414
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	449	332	**14,346**	**14,935**	**104%**	467	346
WRT	19	45	2,800	3,000	107%	20	48

AM



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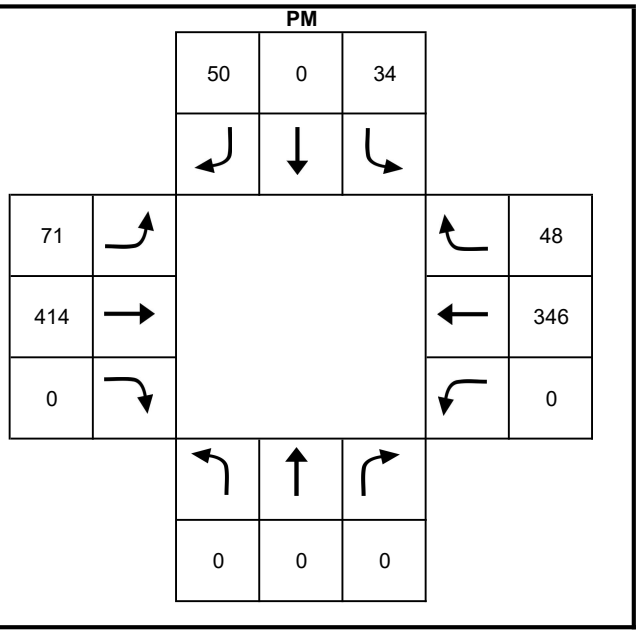


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 11

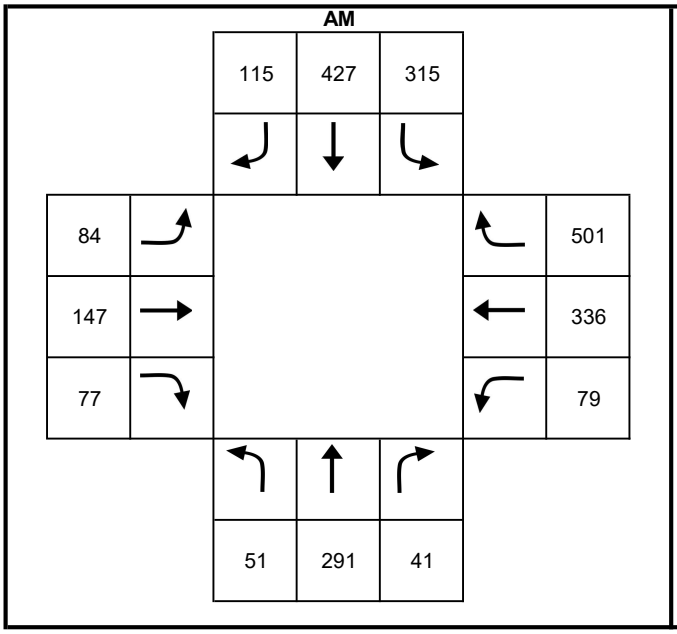
Analyst: JM
Intersection: Eastgate Mall / Genesee Avenue
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Eastgate Mall
N/S Street Name: Genesee Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	45	26	5,760	6,560	114%	51	30
NTH	275	287	**26,588**	**28,116**	**106%**	291	303
NRT	39	82	14,346	14,935	104%	41	85
SLT	303	440	14,346	14,935	104%	315	458
STH	365	934	**24,921**	**29,135**	**117%**	427	1092
SRT	101	75	5,760	6,560	114%	115	85
ELT	79	14	26,588	28,116	106%	84	15
ETH	141	148	**14,346**	**14,935**	**104%**	147	154
ERT	66	42	24,921	29,135	117%	77	49
WLT	68	130	24,921	29,135	117%	79	152
WTH	295	178	**5,760**	**6,560**	**114%**	336	203
WRT	474	258	26,588	28,116	106%	501	273

AM



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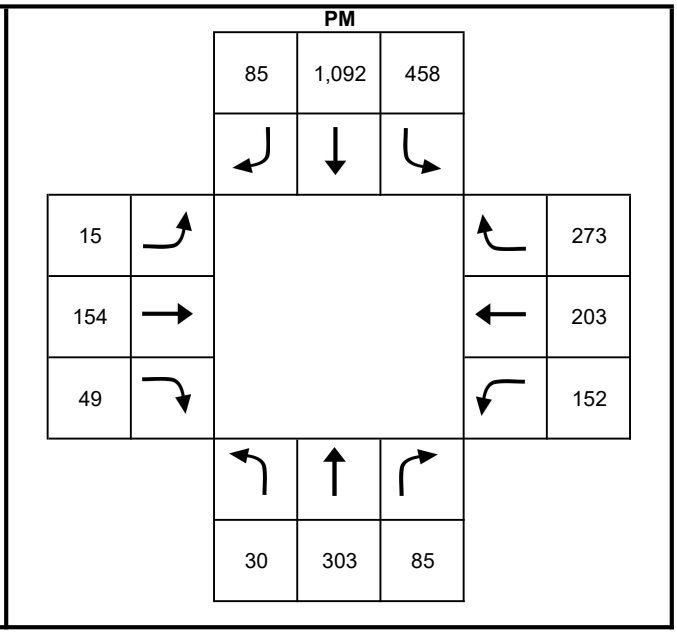


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

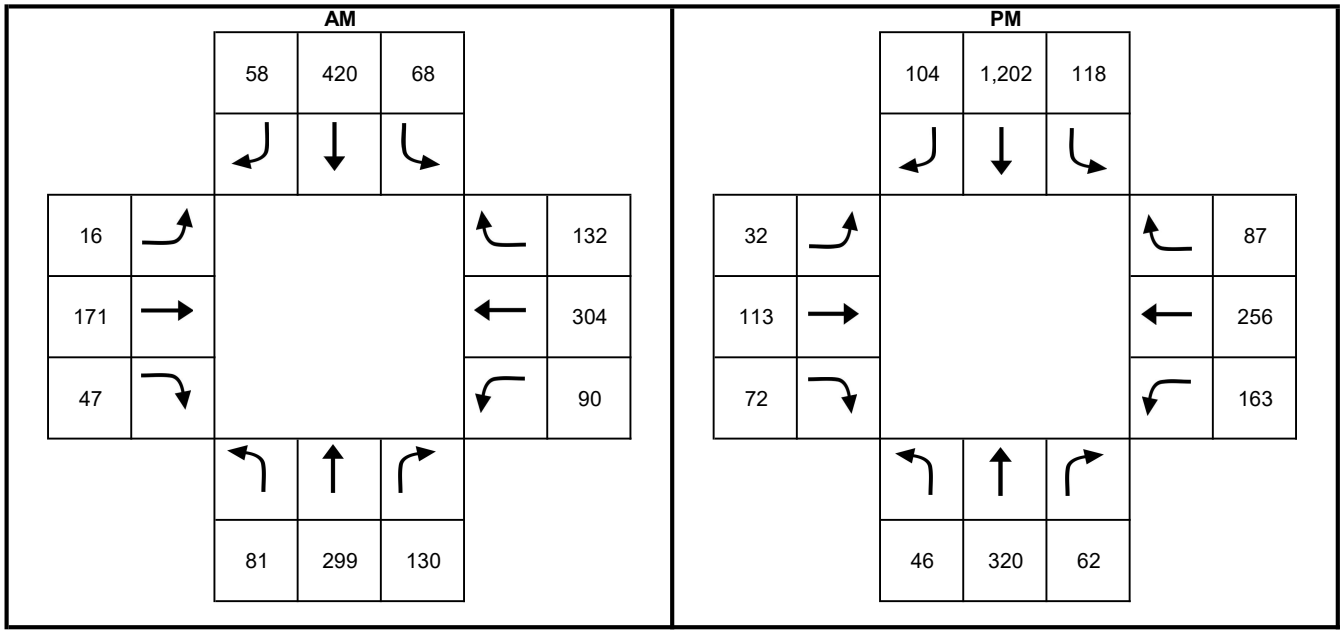
Intersection 12

Analyst: JM
Intersection: Genesee Avenue / Executive Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Executive Dr.
N/S Street Name: Genesee Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	62	35	4,499	5,897	131%	81	46
NTH	256	274	**24,921**	**29,135**	**117%**	299	320
NRT	111	53	8,808	10,324	117%	130	62
SLT	58	101	8,808	10,324	117%	68	118
STH	330	945	**29,457**	**37,460**	**127%**	420	1202
SRT	44	79	4,499	5,897	131%	58	104
ELT	14	27	24,921	29,135	117%	16	32
ETH	146	96	**8,808**	**10,324**	**117%**	171	113
ERT	37	57	29,457	37,460	127%	47	72
WLT	71	128	29,457	37,460	127%	90	163
WTH	232	195	**4,499**	**5,897**	**131%**	304	256
WRT	113	74	24,921	29,135	117%	132	87



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 13

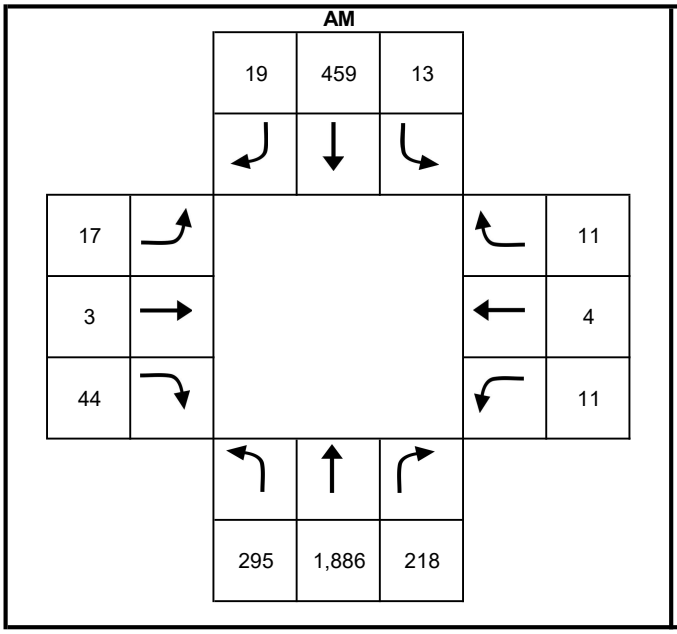
Analyst: JM
Intersection: Genesee Avenue / Executive Square
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Executive Sq.
N/S Street Name: Genesee Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	281	37	0	0	105%	295	39
NTH	1,483	425	**29,457**	**37,460**	**127%**	1886	540
NRT	208	12	0	0	105%	218	13
SLT	12	6	0	0	105%	13	6
STH	376	1,435	**29,457**	**35,948**	**122%**	459	1751
SRT	18	13	0	0	105%	19	14
ELT	13	29	29,457	37,460	127%	17	37
ETH	3	2	**0**	**0**	**105%**	3	2
ERT	36	172	29,457	35,948	122%	44	210
WLT	9	127	29,457	35,948	122%	11	155
WTH	4	10	**0**	**0**	**105%**	4	11
WRT	9	15	29,457	37,460	127%	11	19

AM



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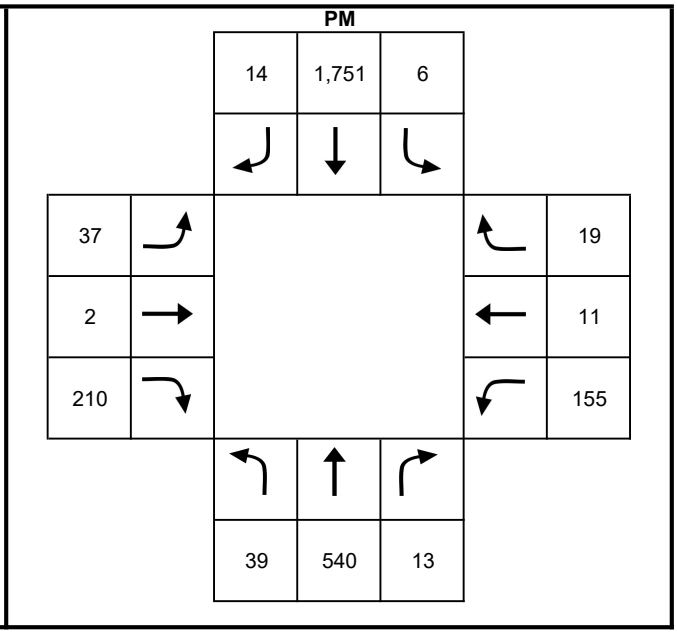


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Executive Square has been conservatively assumed to have a 5% growth due to having a buildout condition east and west of Genesee Avenue.

Volume Projections (Year 2022 - Existing)

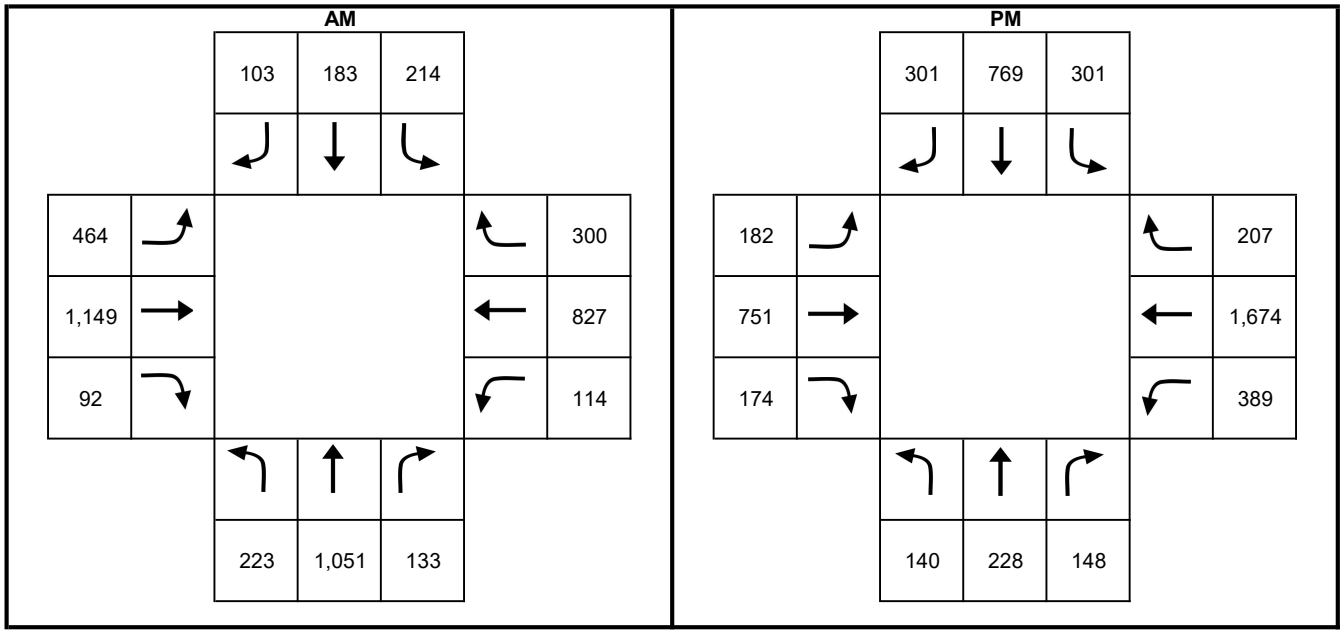
Intersection 14

Analyst: JM
Intersection: La Jolla Village Drive / Genesee Avenue
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Genesee Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	217	136	33,741	34,701	103%	223	140
NTH	861	187	**29,457**	**35,948**	**122%**	1051	228
NRT	126	140	42,876	45,285	106%	133	148
SLT	203	285	42,876	45,285	106%	214	301
STH	170	716	**22,052**	**23,676**	**107%**	183	769
SRT	100	293	33,741	34,701	103%	103	301
ELT	380	149	29,457	35,948	122%	464	182
ETH	1,088	711	**42,876**	**45,285**	**106%**	1149	751
ERT	86	162	22,052	23,676	107%	92	174
WLT	106	362	22,052	23,676	107%	114	389
WTH	804	1,628	**33,741**	**34,701**	**103%**	827	1674
WRT	246	170	29,457	35,948	122%	300	207



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

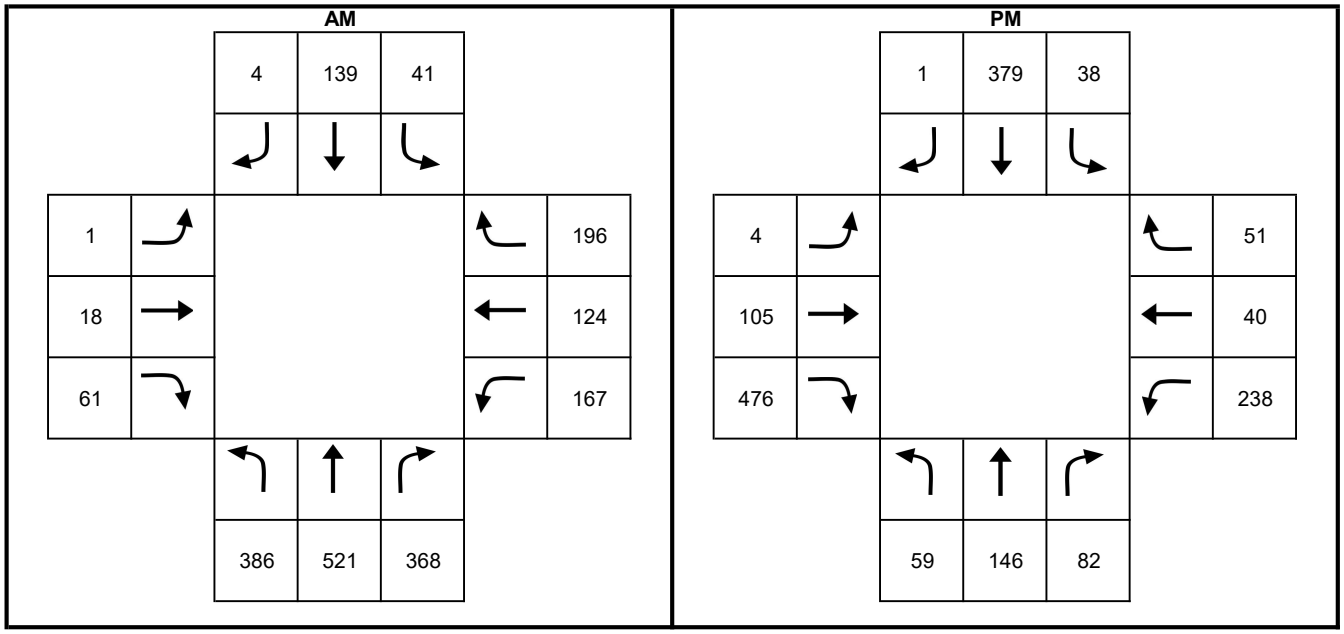
Intersection 15

Analyst: JM
Intersection: Regents Road / Eastgate Mall
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Eastgate Mall
N/S Street Name: Regents Rd.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	368	56	0	0	105%	386	59
NTH	407	114	**6,260**	**8,011**	**128%**	521	146
NRT	323	72	5,760	6,560	114%	368	82
SLT	36	33	5,760	6,560	114%	41	38
STH	121	329	**14,835**	**17,070**	**115%**	139	379
SRT	4	1	0	0	105%	4	1
ELT	1	3	6,260	8,011	128%	1	4
ETH	16	92	**5,760**	**6,560**	**114%**	18	105
ERT	53	414	14,835	17,070	115%	61	476
WLT	145	207	14,835	17,070	115%	167	238
WTH	118	38	**0**	**0**	**105%**	124	40
WRT	153	40	6,260	8,011	128%	196	51



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Athena Way has been conservatively assumed to have a 5% growth due to having a buildout condition west of Regents Road.

Volume Projections (Year 2022 - Existing)

Intersection 16

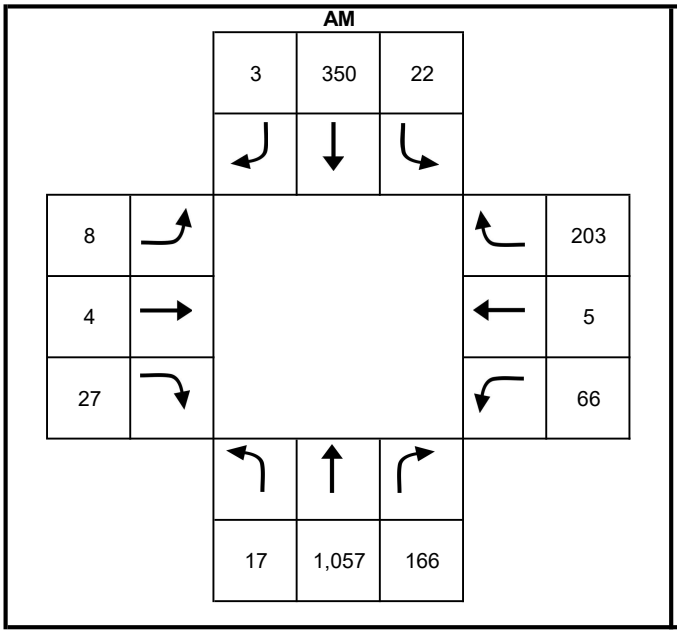
Analyst: JM
Intersection: Regents Road / Executive Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Executive Dr.
N/S Street Name: Regents Rd.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	16	19	0	0	105%	17	20
NTH	919	206	**14,835**	**17,070**	**115%**	1057	237
NRT	127	80	4,499	5,897	131%	166	105
SLT	17	29	4,499	5,897	131%	22	38
STH	301	908	**17,757**	**20,670**	**116%**	350	1057
SRT	3	7	0	0	105%	3	7
ELT	7	5	14,835	17,070	115%	8	6
ETH	3	5	**4,499**	**5,897**	**131%**	4	7
ERT	23	20	17,757	20,670	116%	27	23
WLT	57	245	17,757	20,670	116%	66	285
WTH	5	7	**0**	**0**	**105%**	5	7
WRT	176	32	14,835	17,070	115%	203	37

AM



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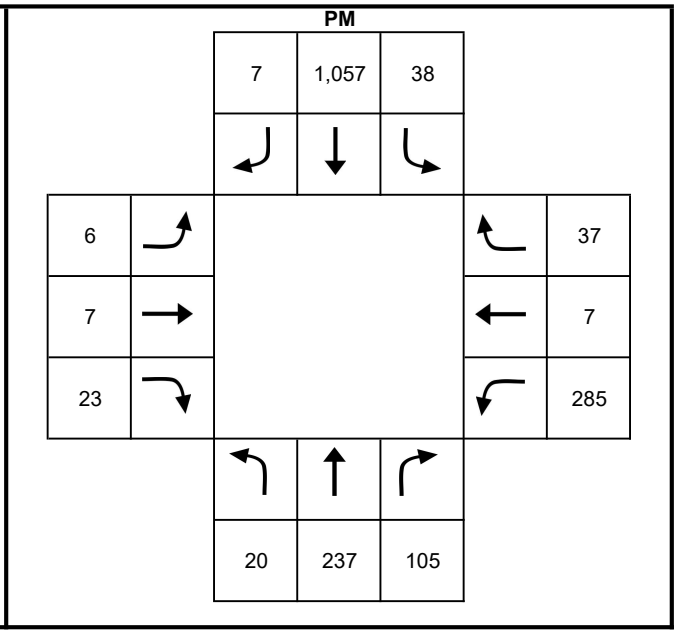


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Miramar Street has been conservatively assumed to have a 5% growth due to having a buildout condition west of Regents Road.

Volume Projections (Year 2022 - Existing)

Intersection 17

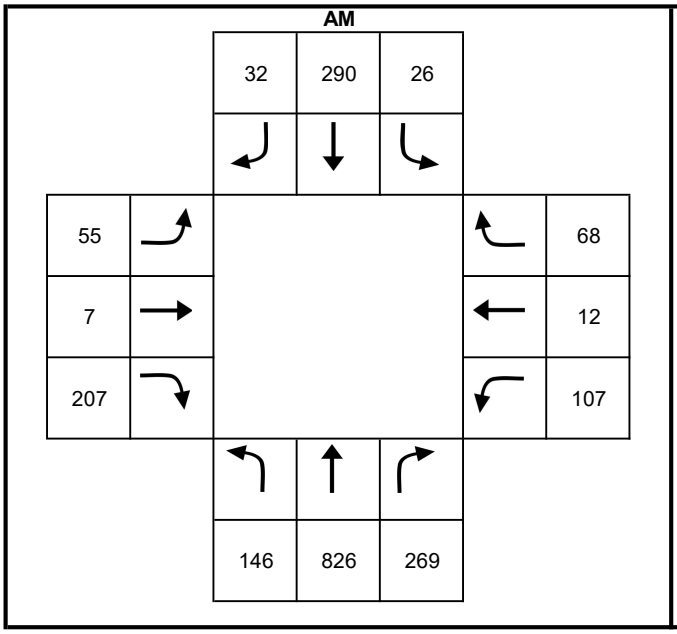
Analyst: JM
Intersection: Regents Road / Regents Park Row
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Regents Park Row
N/S Street Name: Regents Rd.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	139	110	0	0	105%	146	116
NTH	710	222	**17,757**	**20,670**	**116%**	826	258
NRT	256	90	0	0	105%	269	95
SLT	25	32	0	0	105%	26	34
STH	249	1,037	**17,757**	**20,670**	**116%**	290	1207
SRT	30	45	0	0	105%	32	47
ELT	47	11	17,757	20,670	116%	55	13
ETH	7	10	**0**	**0**	**105%**	7	11
ERT	178	182	17,757	20,670	116%	207	212
WLT	92	175	17,757	20,670	116%	107	204
WTH	11	17	**0**	**0**	**105%**	12	18
WRT	58	51	17,757	20,670	116%	68	59

AM



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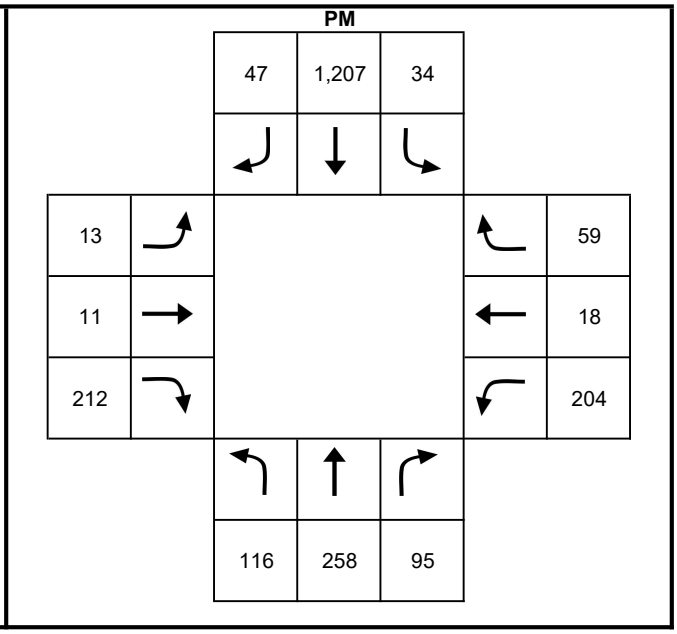


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Miramar Street and Regents Park Row have been conservatively assumed to have a 5% growth due to having a buildout condition west and east of Regents Road.

Volume Projections (Year 2022 - Existing)

Intersection 18

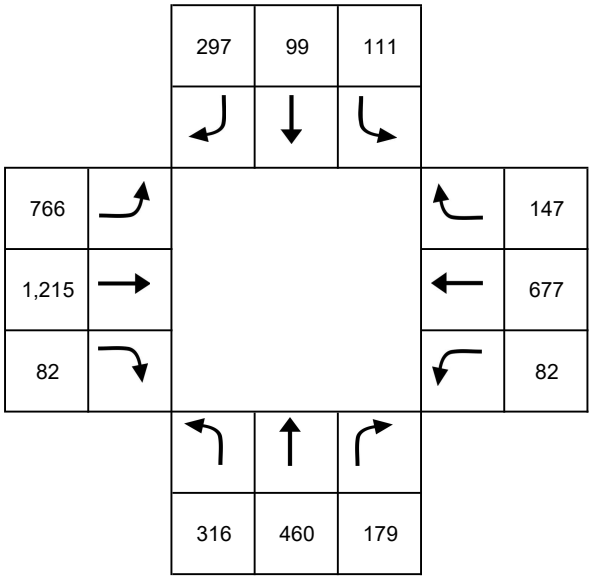
Analyst: JM
Intersection: Regents Road / La Jolla Village Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Regents Rd.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	304	168	45,322	47,058	104%	316	174
NTH	395	144	**17,757**	**20,670**	**116%**	460	168
NRT	174	84	33,741	34,701	103%	179	86
SLT	108	134	33,741	34,701	103%	111	138
STH	97	719	**16,517**	**16,854**	**102%**	99	734
SRT	286	608	45,322	47,058	104%	297	631
ELT	658	228	17,757	20,670	116%	766	265
ETH	1,181	924	**33,741**	**34,701**	**103%**	1215	950
ERT	80	177	16,517	16,854	102%	82	181
WLT	80	355	16,517	16,854	102%	82	362
WTH	652	2,049	**45,322**	**47,058**	**104%**	677	2127
WRT	126	128	17,757	20,670	116%	147	149

AM



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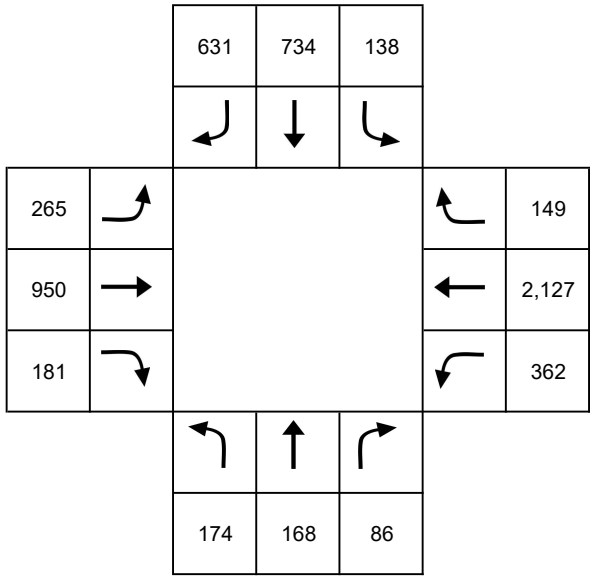


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

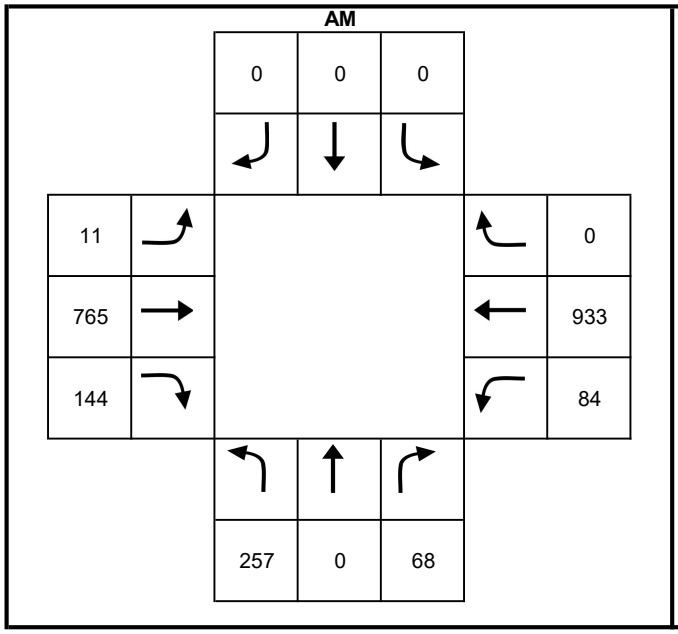
Intersection 19

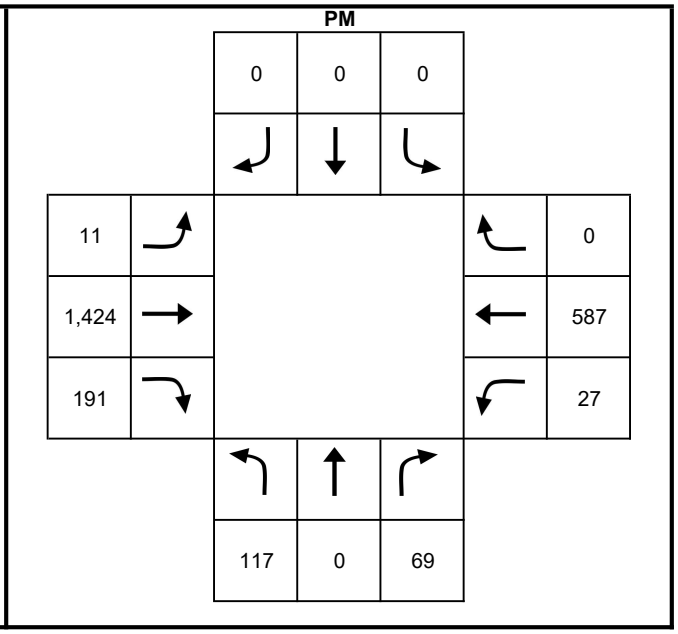
Analyst: JM
Intersection: Regents Road / Genesee Avenue
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Genesee Ave.
N/S Street Name: Regents Rd.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	247	112	27,413	28,536	104%	257	117
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	64	65	26,588	28,116	106%	68	69
SLT	0	0	26,588	28,116	106%	0	0
STH	0	0	**6,260**	**6,714**	**107%**	0	0
SRT	0	0	27,413	28,536	104%	0	0
ELT	11	11	0	0	100%	11	11
ETH	723	1,347	**26,588**	**28,116**	**106%**	765	1424
ERT	134	178	6,260	6,714	107%	144	191
WLT	78	25	6,260	6,714	107%	84	27
WTH	896	564	**27,413**	**28,536**	**104%**	933	587
WRT	0	0	0	0	100%	0	0





Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 20

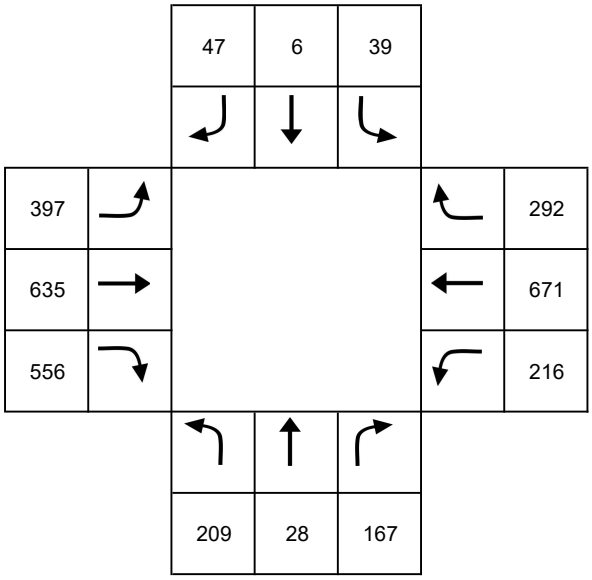
Analyst: JM
Intersection: Genesee Avenue / Campus Point Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Genesee Ave.
N/S Street Name: Campus Point Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	212	395	33,360	32,966	99%	209	390
NTH	27	8	**2,577**	**2,652**	**103%**	28	8
NRT	160	357	27,413	28,536	104%	167	372
SLT	37	299	27,413	28,536	104%	39	311
STH	6	54	**18,694**	**19,276**	**103%**	6	56
SRT	48	353	33,360	32,966	99%	47	349
ELT	386	56	2,577	2,652	103%	397	58
ETH	610	883	**27,413**	**28,536**	**104%**	635	919
ERT	539	196	18,694	19,276	103%	556	202
WLT	209	171	18,694	19,276	103%	216	176
WTH	679	432	**33,360**	**32,966**	**99%**	671	427
WRT	284	42	2,577	2,652	103%	292	43

AM



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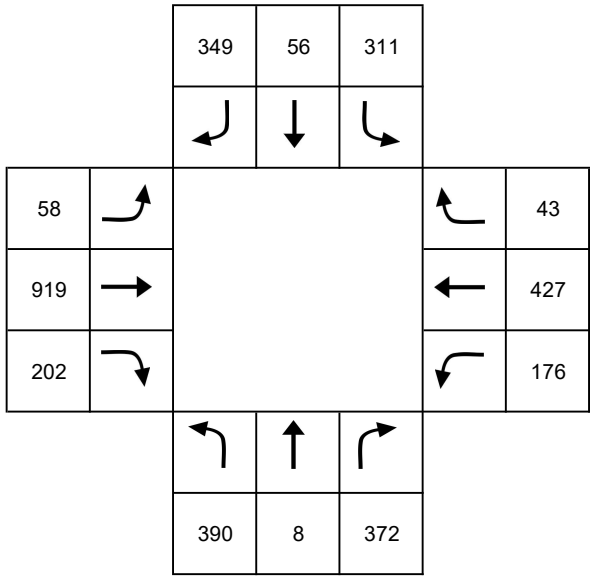

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 21

Analyst: JM
Intersection: Genesee Avenue / Scripps Hospital Driveway
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Genesee Ave.
N/S Street Name: Scripps Hospital Dwy.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	178	329	33,360	32,643	98%	174	322
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	83	134	33,360	32,966	99%	82	132
SLT	0	0	33,360	32,966	99%	0	0
STH	0	0	**16,200**	**15,333**	**95%**	0	0
SRT	0	0	33,360	32,643	98%	0	0
ELT	7	3	0	0	100%	7	3
ETH	1,264	964	**33,360**	**32,966**	**99%**	1249	953
ERT	548	123	16,200	15,333	95%	519	116
WLT	137	51	16,200	15,333	95%	130	48
WTH	791	998	**33,360**	**32,643**	**98%**	774	977
WRT	0	0	0	0	100%	0	0

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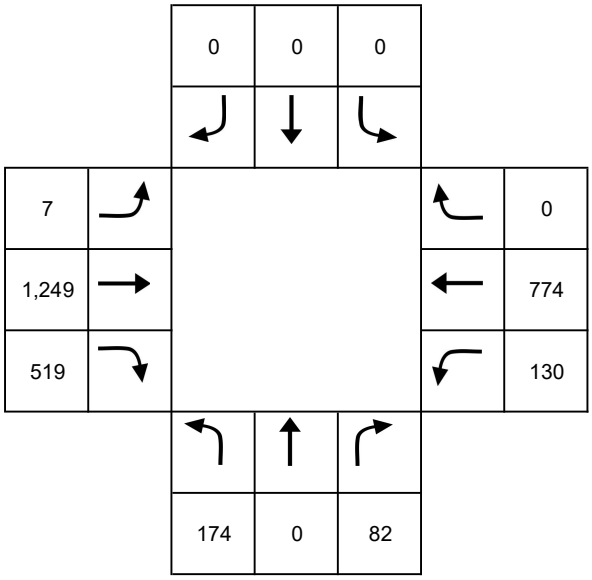

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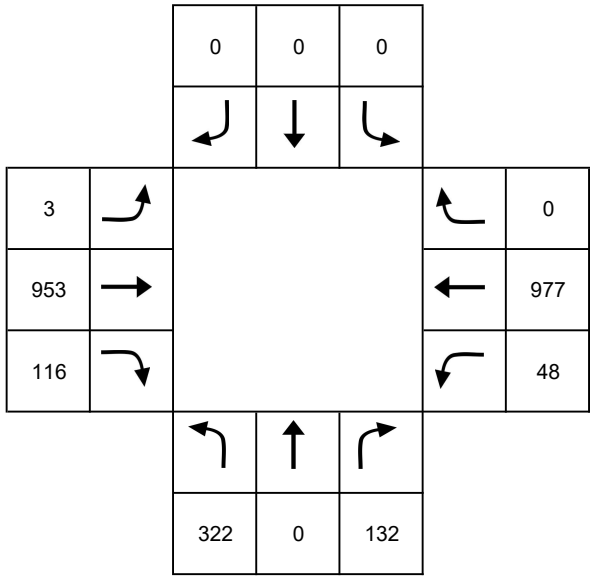


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 22

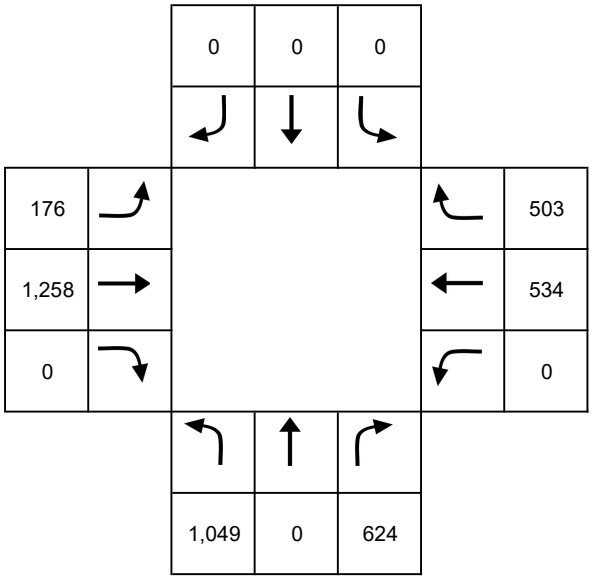
Analyst: JM
Intersection: Genesee Avenue / I-5 NB Ramps
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Genesee Ave.
N/S Street Name: I-5 NB Ramps

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	1,053	261	49,051	48,846	100%	1049	260
NTH	0	0	**23,300**	**22,167**	**95%**	0	0
NRT	638	193	33,360	32,643	98%	624	189
SLT	0	0	33,360	32,643	98%	0	0
STH	0	0	**17,500**	**15,433**	**88%**	0	0
SRT	0	0	49,051	48,846	100%	0	0
ELT	185	781	23,300	22,167	95%	176	743
ETH	1,286	909	**33,360**	**32,643**	**98%**	1258	889
ERT	0	0	17,500	15,433	88%	0	0
WLT	0	0	17,500	15,433	88%	0	0
WTH	536	522	**49,051**	**48,846**	**100%**	534	520
WRT	529	803	23,300	22,167	95%	503	764

AM



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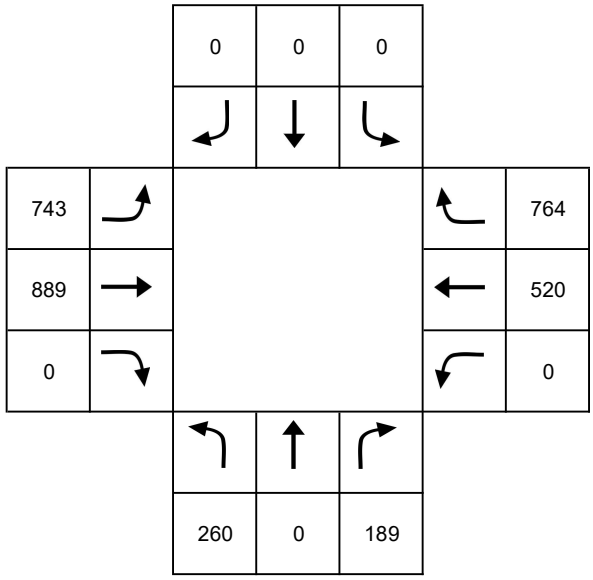

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 23

Analyst: JM
Intersection: Genesee Avenue / I-5 SB Ramps
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Genesee Ave.
N/S Street Name: I-5 SB Ramps

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	35,124	34,638	99%	0	0
NTH	0	0	**25,600**	**23,000**	**90%**	0	0
NRT	0	0	49,051	48,846	100%	0	0
SLT	966	533	49,051	48,846	100%	962	531
STH	1	7	**17,500**	**15,100**	**86%**	1	6
SRT	1,021	671	35,124	34,638	99%	1007	662
ELT	0	0	25,600	23,000	90%	0	0
ETH	466	1,185	**49,051**	**48,846**	**100%**	464	1180
ERT	176	423	17,500	15,100	86%	152	365
WLT	136	193	17,500	15,100	86%	117	167
WTH	1,370	588	**35,124**	**34,638**	**99%**	1351	580
WRT	0	0	25,600	23,000	90%	0	0

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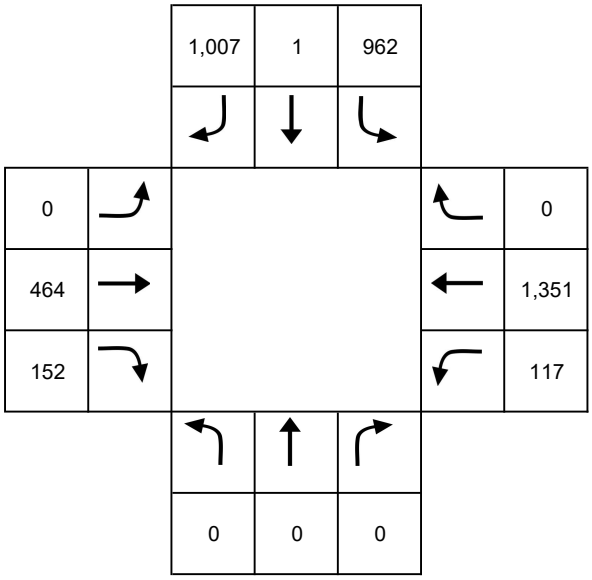

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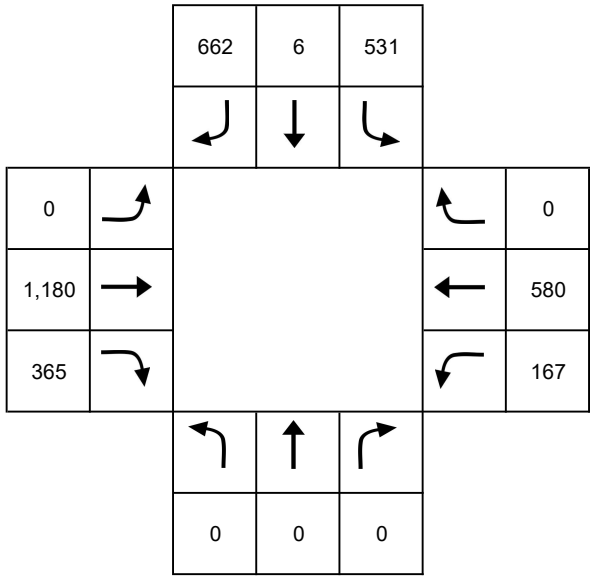

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 24

Analyst: JM
Intersection: La Jolla Village Drive / Lebon Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: Lebon Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	486	433	52,162	52,803	101%	492	438
NTH	4	12	**0**	**0**	**100%**	4	12
NRT	196	113	45,322	47,058	104%	204	117
SLT	6	4	45,322	47,058	104%	6	4
STH	6	3	**9,212**	**9,330**	**101%**	6	3
SRT	15	5	52,162	52,803	101%	15	5
ELT	14	39	0	0	100%	14	39
ETH	1,704	1,260	**45,322**	**47,058**	**104%**	1769	1308
ERT	204	406	9,212	9,330	101%	207	411
WLT	106	413	9,212	9,330	101%	107	418
WTH	1,211	2,327	**52,162**	**52,803**	**101%**	1226	2356
WRT	3	17	0	0	100%	3	17

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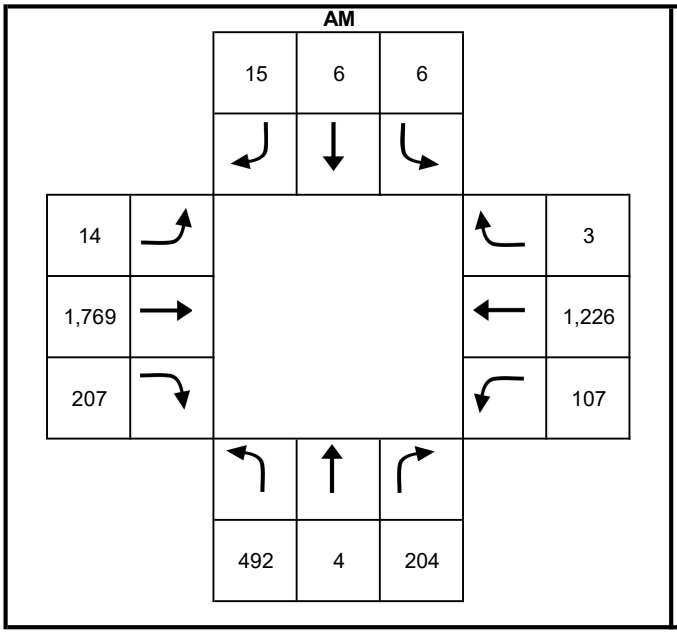

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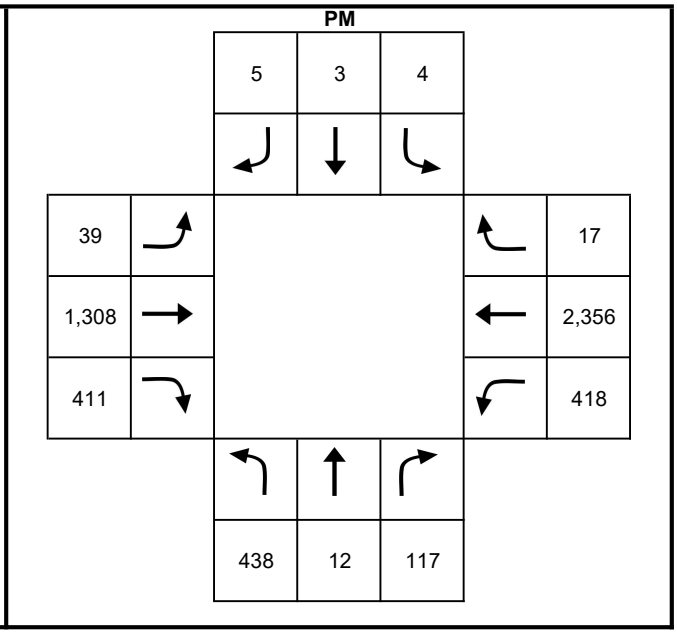

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 25

Analyst: JM
Intersection: Miramar Road / I-805 NB Ramps
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: I-805 NB Ramps

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	835	475	53,630	56,544	105%	880	501
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	260	132	49,065	50,315	103%	267	135
SLT	0	0	49,065	50,315	103%	0	0
STH	0	0	**0**	**0**	**100%**	0	0
SRT	0	0	53,630	56,544	105%	0	0
ELT	0	0	0	0	100%	0	0
ETH	981	938	**49,065**	**50,315**	**103%**	1006	962
ERT	631	1,059	4,800	5,133	107%	675	1132
WLT	0	0	0	0	100%	0	0
WTH	1,275	1,766	**53,630**	**56,544**	**105%**	1344	1862
WRT	505	726	11,500	11,967	104%	526	755

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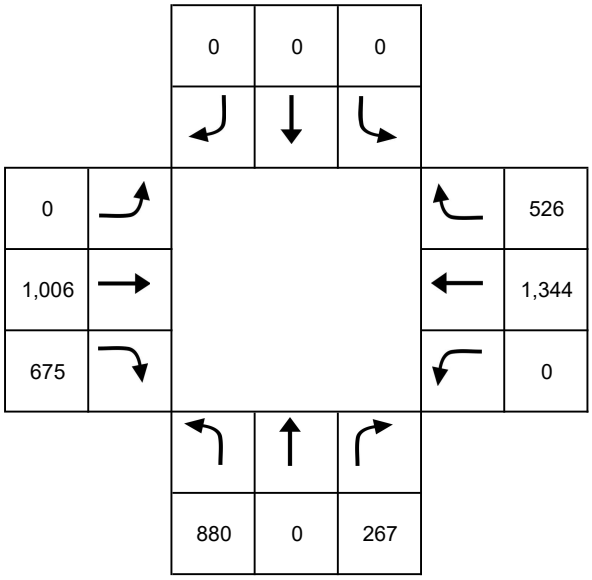

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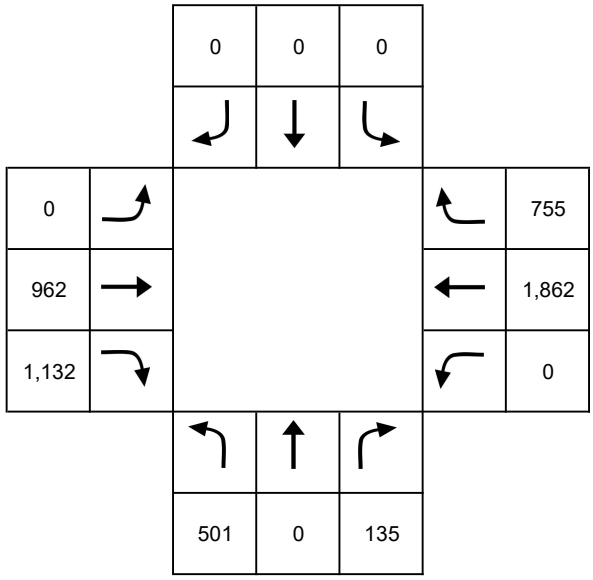

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

Volume Projections (Year 2022 - Existing)

Intersection 26

Analyst: JM
Intersection: La Jolla Village Drive / Miramar Road / I-805 SB Rar
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: I-805 SB Ramps

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	60,760	64,559	106%	0	0
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	0	0	53,630	56,544	105%	0	0
SLT	612	149	53,630	56,544	105%	645	157
STH	0	0	**0**	**0**	**100%**	0	0
SRT	1,483	699	60,760	64,559	106%	1576	743
ELT	0	0	0	0	100%	0	0
ETH	1,082	1,900	**53,630**	**56,544**	**105%**	1141	2003
ERT	442	680	15,500	16,300	105%	465	715
WLT	0	0	0	0	100%	0	0
WTH	1,670	1,674	**60,760**	**64,559**	**106%**	1774	1779
WRT	482	565	3,000	3,133	104%	503	590

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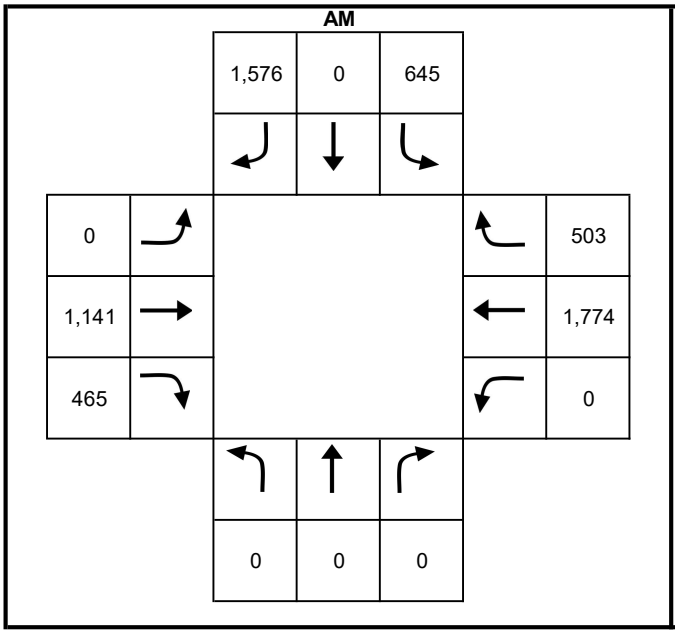

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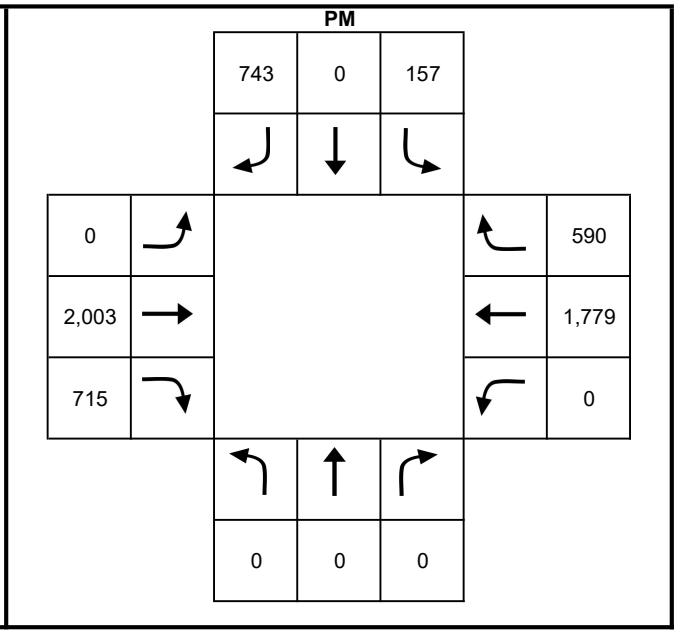

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

Volume Projections (Year 2022 - Existing)

Intersection 27

Analyst: JM
Intersection: Eastgate Mall / Eastgate Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Eastgate Mall
N/S Street Name: Eastgate Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	10,705	11,798	110%	0	0
NTH	0	0	**0**	**0**	**105%**	0	0
NRT	0	0	13,396	14,764	110%	0	0
SLT	54	51	13,396	14,764	110%	60	56
STH	0	0	**0**	**0**	**100%**	0	0
SRT	14	15	10,705	11,798	110%	15	17
ELT	12	15	0	0	105%	13	16
ETH	180	941	**13,396**	**14,764**	**110%**	198	1037
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	891	152	**10,705**	**11,798**	**110%**	982	168
WRT	53	11	0	0	105%	56	12

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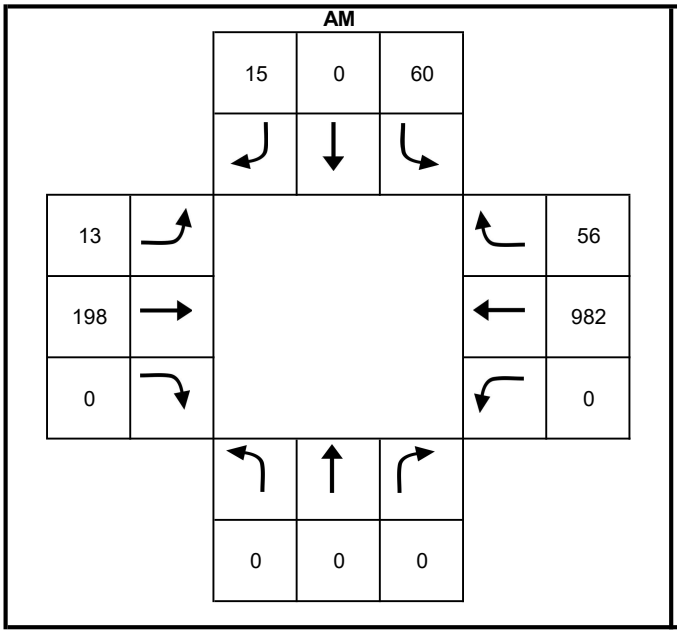

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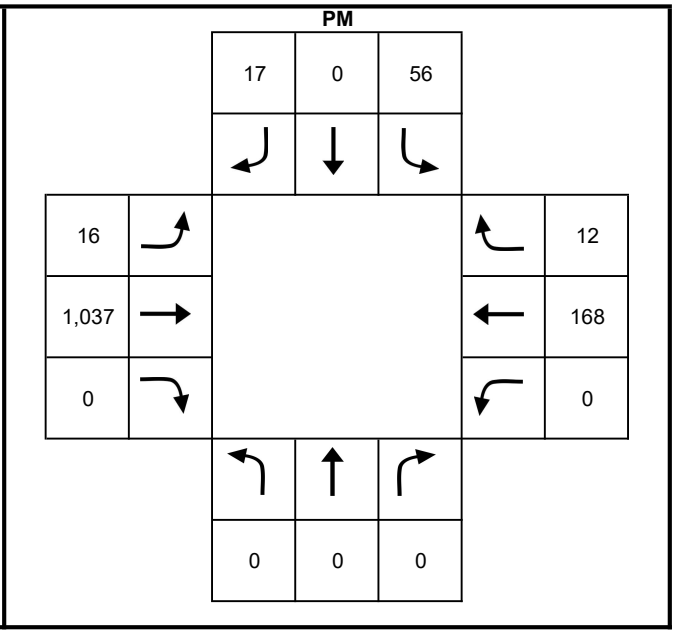

Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Eastgate Drive has been conservatively assumed to have a 5% growth due to having a buildout condition north of Eastgate Mall.

Volume Projections (Year 2022 - Existing)

Intersection 28

Analyst: JM
Intersection: Eastgate Mall / Olson Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Unsignalized

E/W Street Name: Eastgate Mall
N/S Street Name: Olson Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	13,396	14,764	110%	0	0
NTH	0	0	**0**	**0**	**105%**	0	0
NRT	0	0	13,396	14,712	110%	0	0
SLT	79	75	13,396	14,712	110%	87	82
STH	0	0	**0**	**0**	**100%**	0	0
SRT	3	7	13,396	14,764	110%	3	8
ELT	5	3	0	0	105%	5	3
ETH	163	392	**13,396**	**14,712**	**110%**	179	431
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	327	142	**13,396**	**14,764**	**110%**	360	157
WRT	103	69	0	0	105%	108	72

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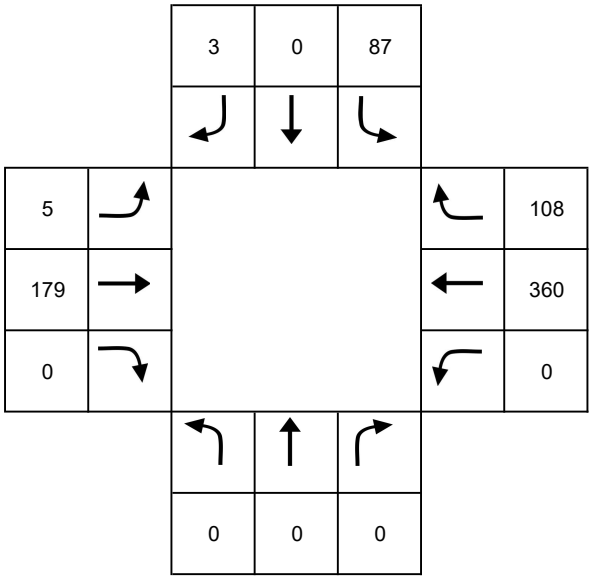

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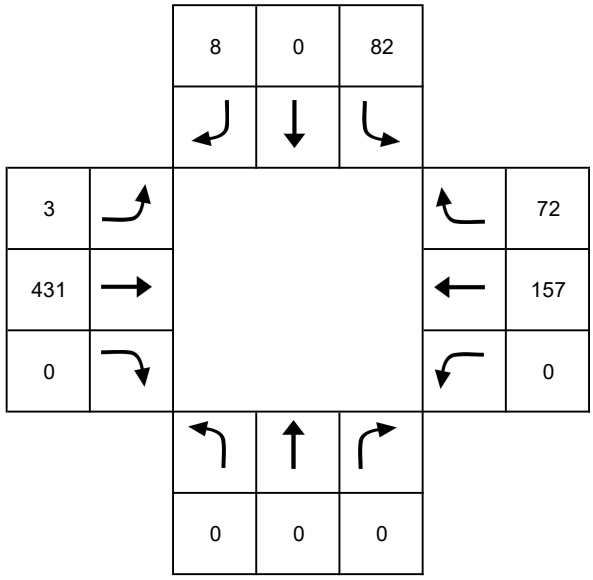


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Olson Drive has been conservatively assumed to have a 5% growth due to having a buildout condition north of Eastgate Mall.

Volume Projections (Year 2022 - Existing)

Intersection 29

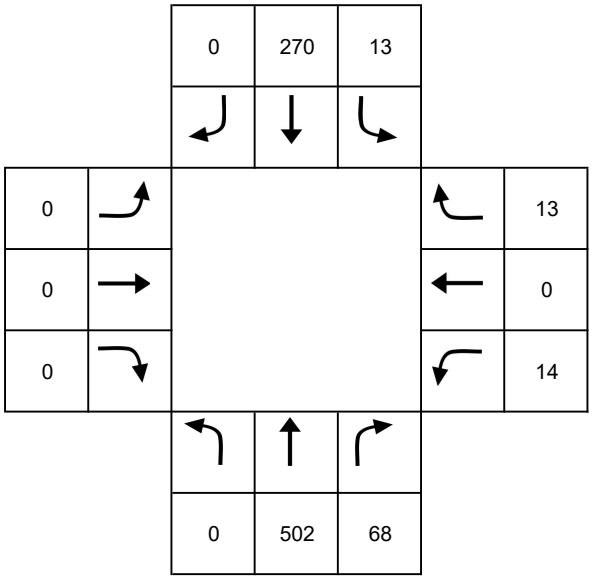
Analyst: JM
Intersection: Eastgate Mall / Autoport Mall
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Unsignalized

E/W Street Name: Autoport Mall
N/S Street Name: Eastgate Mall

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	0	0	100%	0	0
NTH	457	220	**13,396**	**14,712**	**110%**	502	242
NRT	65	46	0	0	105%	68	48
SLT	12	18	0	0	105%	13	19
STH	246	461	**13,396**	**14,712**	**110%**	270	506
SRT	0	0	0	0	100%	0	0
ELT	0	0	13,396	14,712	110%	0	0
ETH	0	0	**0**	**0**	**105%**	0	0
ERT	0	0	13,396	14,712	110%	0	0
WLT	13	34	13,396	14,712	110%	14	37
WTH	0	0	**0**	**0**	**100%**	0	0
WRT	12	20	13,396	14,712	110%	13	22

AM



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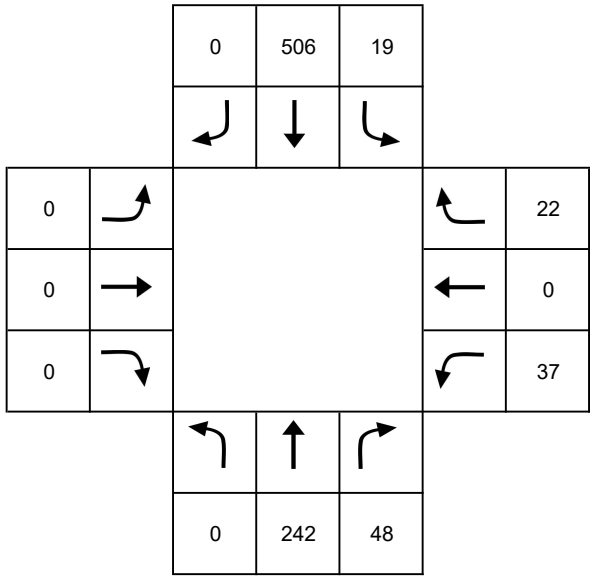


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Autoport Mall has been conservatively assumed to have a 5% growth due to having a buildout condition easr of Eastgate Mall.

Volume Projections (Year 2022 - Existing)

Intersection 30

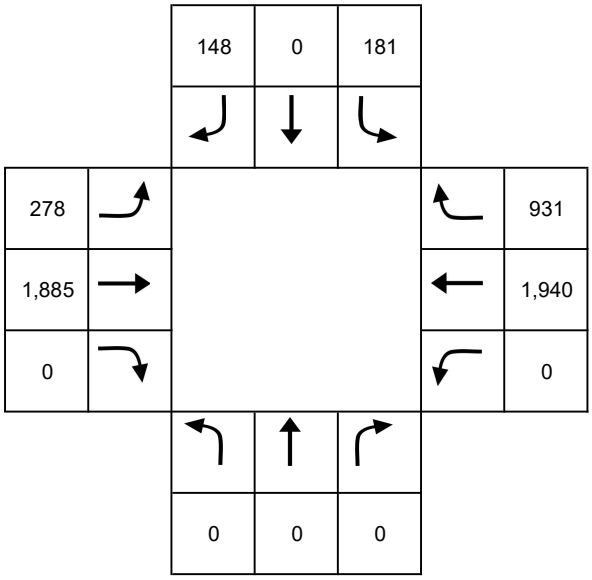
Analyst: JM
Intersection: Miramar Road / Eastgate Mall
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Eastgate Mall

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	49,065	49,830	102%	0	0
NTH	0	0	**13,396**	**14,712**	**110%**	0	0
NRT	0	0	67,748	70,715	104%	0	0
SLT	173	763	67,748	70,715	104%	181	796
STH	0	0	**0**	**0**	**100%**	0	0
SRT	146	295	49,065	49,830	102%	148	300
ELT	253	125	13,396	14,712	110%	278	137
ETH	1,806	1,788	**67,748**	**70,715**	**104%**	1885	1866
ERT	0	0	0	0	100%	0	0
WLT	0	2	0	0	100%	0	2
WTH	1,910	2,608	**49,065**	**49,830**	**102%**	1940	2649
WRT	848	140	13,396	14,712	110%	931	154

AM



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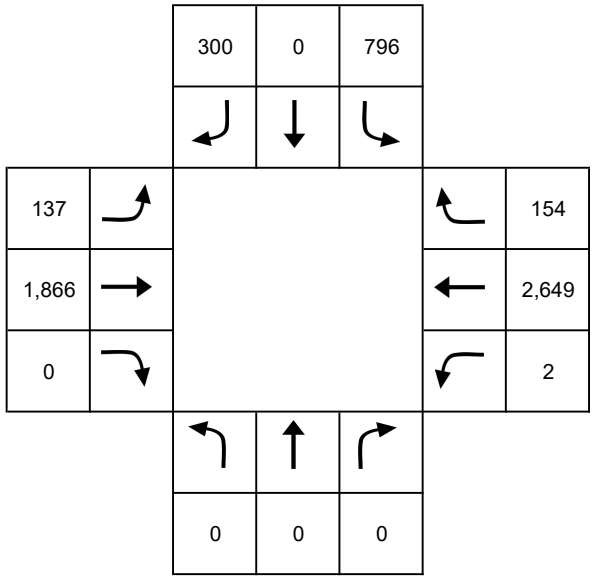


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 31

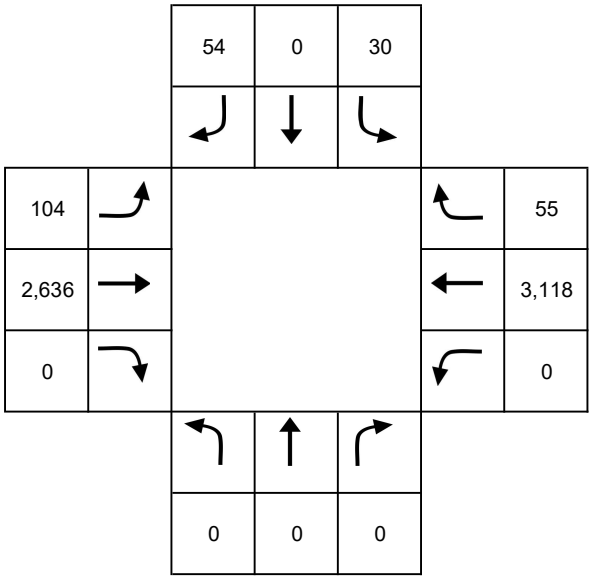
Analyst: JM
Intersection: Miramar Road / Miramar Mall
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Miramar Mall

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	67,748	70,715	104%	0	0
NTH	0	0	**9,700**	**9,767**	**101%**	0	0
NRT	0	0	67,748	71,077	105%	0	0
SLT	29	72	67,748	71,077	105%	30	76
STH	0	0	**0**	**0**	**100%**	0	0
SRT	52	85	67,748	70,715	104%	54	89
ELT	103	31	9,700	9,767	101%	104	31
ETH	2,513	2,203	**67,748**	**71,077**	**105%**	2636	2311
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	2,987	2,861	**67,748**	**70,715**	**104%**	3118	2986
WRT	55	73	9,700	9,767	101%	55	74

AM



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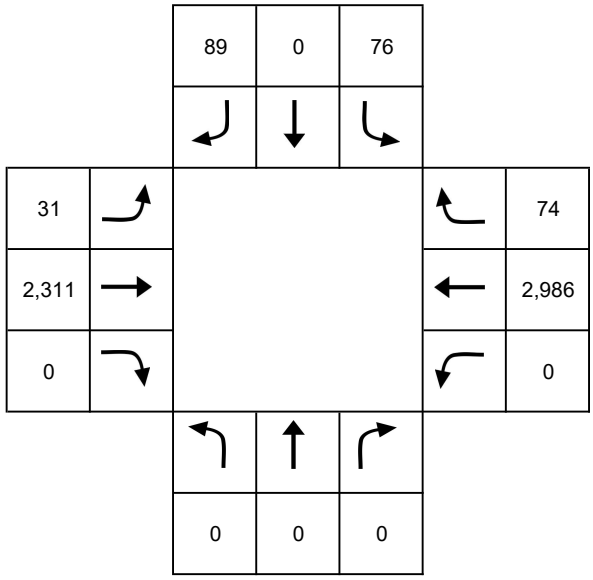


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

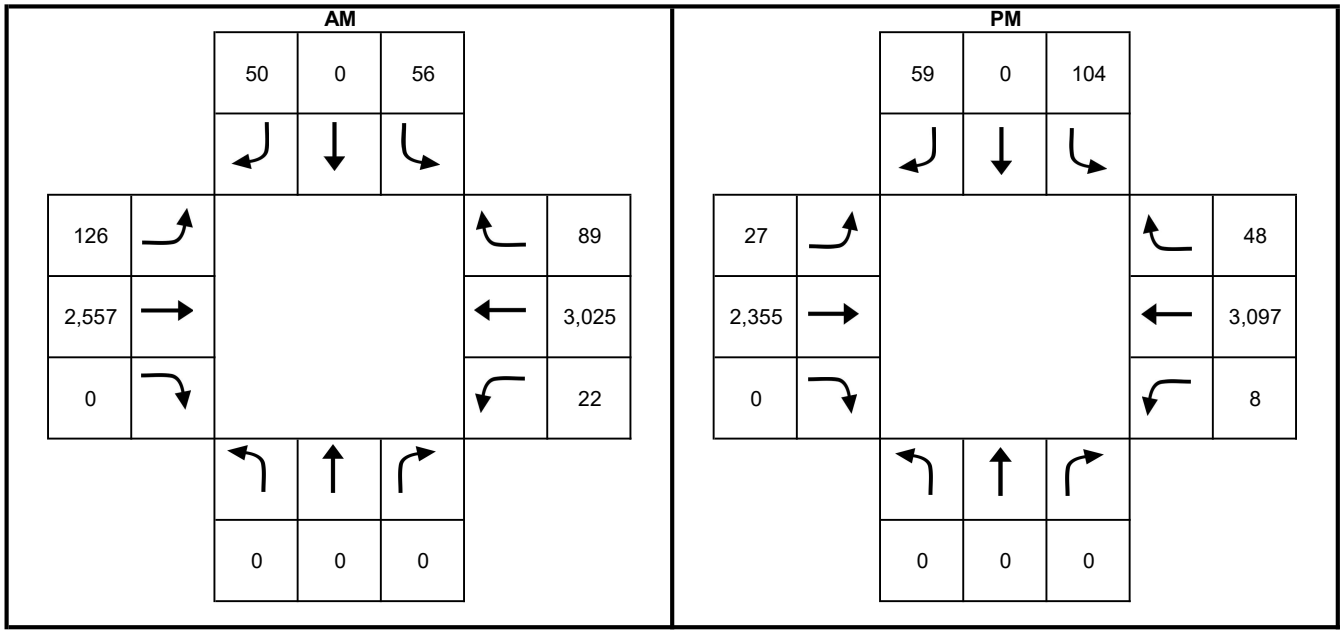
Intersection 32

Analyst: JM
Intersection: Miramar Road / Miramar Place
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Miramar Pl.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	67,748	71,077	105%	0	0
NTH	0	0	**4,300**	**4,367**	**102%**	0	0
NRT	0	0	67,748	70,946	105%	0	0
SLT	53	99	67,748	70,946	105%	56	104
STH	0	0	**0**	**0**	**100%**	0	0
SRT	48	56	67,748	71,077	105%	50	59
ELT	124	27	4,300	4,367	102%	126	27
ETH	2,442	2,249	**67,748**	**70,946**	**105%**	2557	2355
ERT	0	0	0	0	100%	0	0
WLT	22	8	0	0	100%	22	8
WTH	2,883	2,952	**67,748**	**71,077**	**105%**	3025	3097
WRT	88	47	4,300	4,367	102%	89	48



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

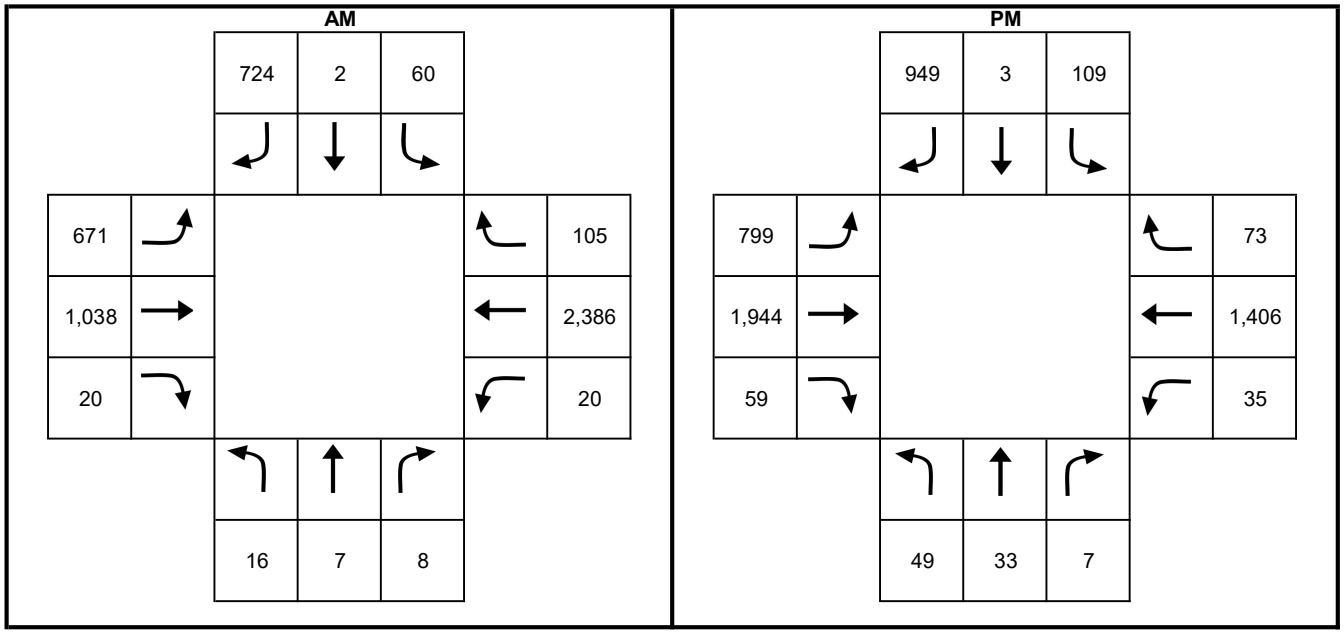
Intersection 33

Analyst: JM
Intersection: Miramar Road / Camino Santa Fe / Frost Mar Place
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Camino Santa Fe

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	15	47	67,748	70,946	105%	16	49
NTH	7	31	**21,494**	**23,022**	**107%**	7	33
NRT	8	7	58,884	57,583	98%	8	7
SLT	61	111	58,884	57,583	98%	60	109
STH	2	3	**0**	**0**	**105%**	2	3
SRT	691	906	67,748	70,946	105%	724	949
ELT	626	746	21,494	23,022	107%	671	799
ETH	1,061	1,988	**58,884**	**57,583**	**98%**	1038	1944
ERT	19	56	0	0	105%	20	59
WLT	19	33	0	0	105%	20	35
WTH	2,278	1,343	**67,748**	**70,946**	**105%**	2386	1406
WRT	98	68	21,494	23,022	107%	105	73



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Frost Mar Pl. has been conservatively assumed to have a 5% growth due to having a buildout condition south of Miramar Rd.

Volume Projections (Year 2022 - Existing)

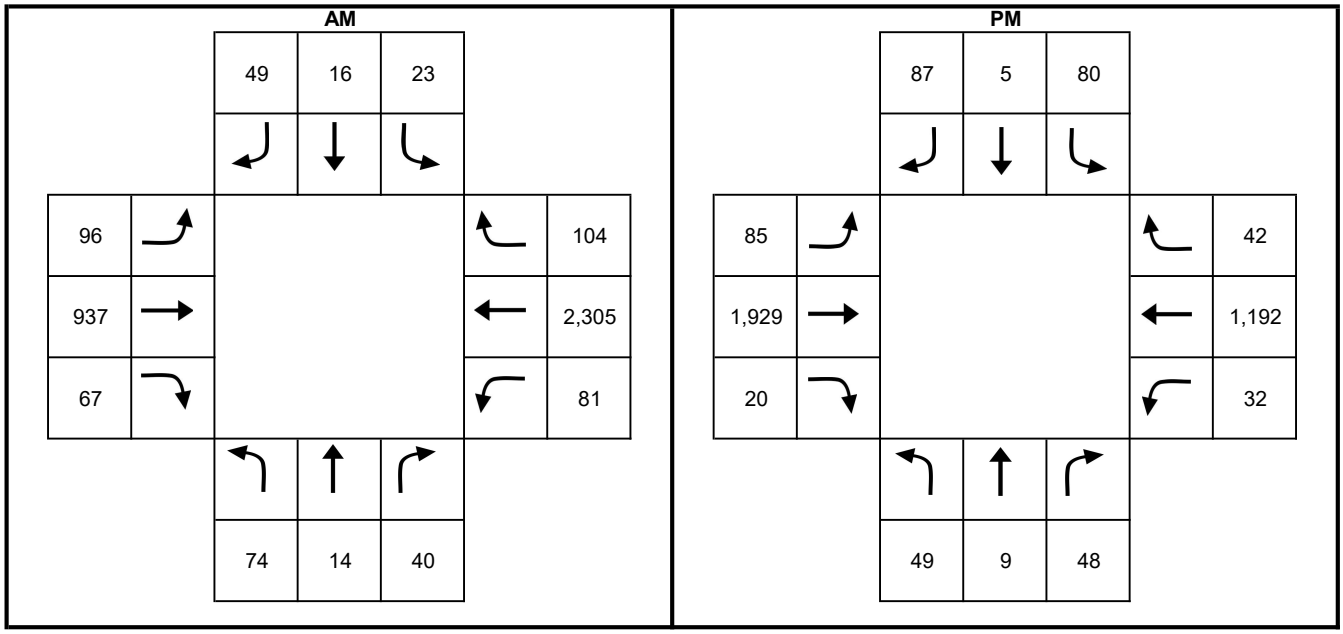
Intersection 34

Analyst: JM
Intersection: Miramar Road / Commerce Avenue
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Commerce Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	76	50	58,884	57,583	98%	74	49
NTH	16	10	**1,900**	**1,700**	**89%**	14	9
NRT	41	49	58,884	57,322	97%	40	48
SLT	24	82	58,884	57,322	97%	23	80
STH	15	5	**0**	**0**	**105%**	16	5
SRT	50	89	58,884	57,583	98%	49	87
ELT	107	95	1,900	1,700	89%	96	85
ETH	963	1,982	**58,884**	**57,322**	**97%**	937	1929
ERT	64	19	0	0	105%	67	20
WLT	77	30	0	0	105%	81	32
WTH	2,357	1,219	**58,884**	**57,583**	**98%**	2305	1192
WRT	116	47	1,900	1,700	89%	104	42



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Commerce Ave. has been conservatively assumed to have a 5% growth due to having a buildout condition south of Miramar Rd.

Volume Projections (Year 2022 - Existing)

Intersection 35

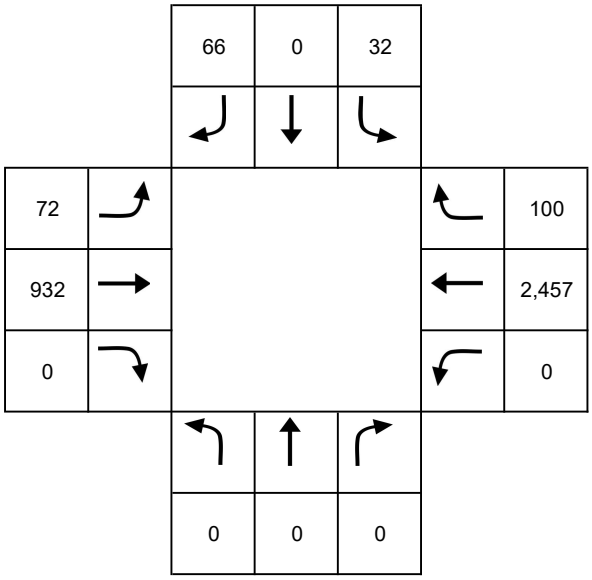
Analyst: JM
Intersection: Miramar Road / Production Avenue
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Production Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	58,884	57,322	97%	0	0
NTH	0	0	**2,353**	**2,204**	**94%**	0	0
NRT	0	0	54,165	52,405	97%	0	0
SLT	33	52	54,165	52,405	97%	32	50
STH	0	0	**0**	**0**	**100%**	0	0
SRT	68	80	58,884	57,322	97%	66	78
ELT	77	47	2,353	2,204	94%	72	44
ETH	963	2,066	**54,165**	**52,405**	**97%**	932	1999
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	2,524	1,224	**58,884**	**57,322**	**97%**	2457	1192
WRT	107	30	2,353	2,204	94%	100	28

AM



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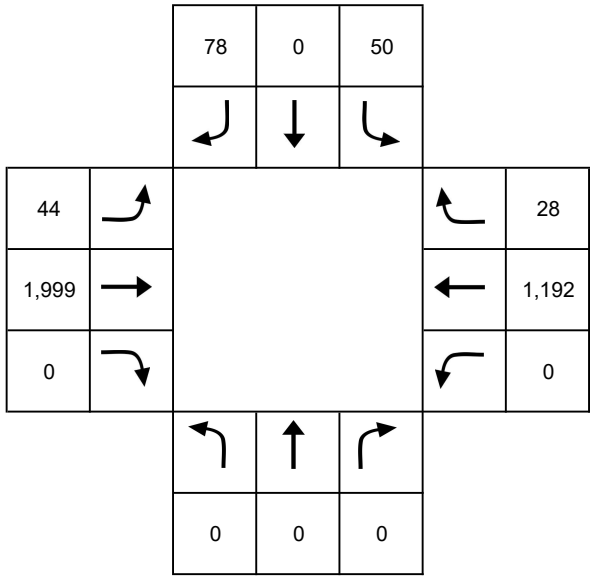


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 36

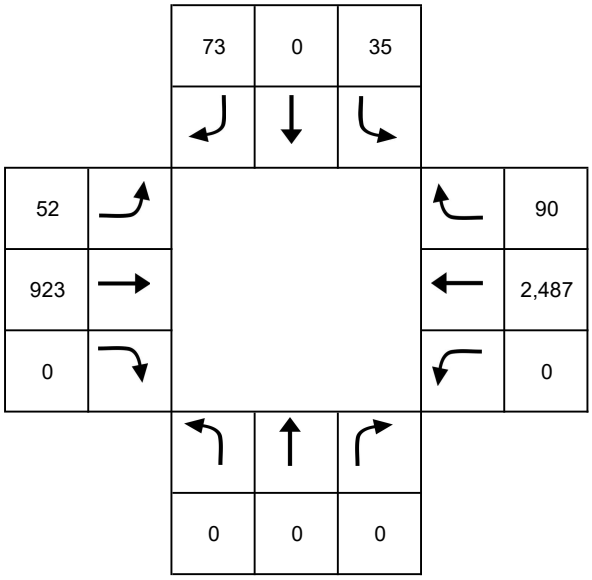
Analyst: JM
Intersection: Miramar Road / Distribution Avenue
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Distribution Ave.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	54,165	52,405	97%	0	0
NTH	0	0	**2,931**	**2,838**	**97%**	0	0
NRT	0	0	51,816	50,308	97%	0	0
SLT	36	81	51,816	50,308	97%	35	79
STH	0	0	**0**	**0**	**100%**	0	0
SRT	75	106	54,165	52,405	97%	73	103
ELT	54	83	2,931	2,838	97%	52	80
ETH	951	2,047	**51,816**	**50,308**	**97%**	923	1987
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	2,571	1,157	**54,165**	**52,405**	**97%**	2487	1119
WRT	93	76	2,931	2,838	97%	90	74

AM



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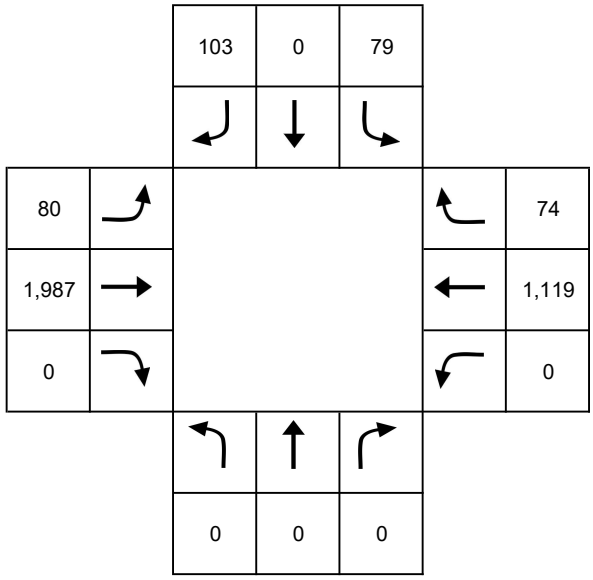


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 37

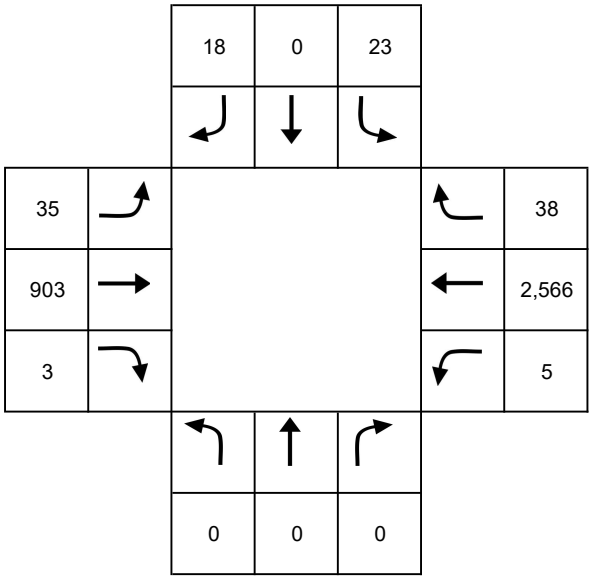
Analyst: JM
Intersection: Miramar Road / Miramar Way
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Miramar Wy.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	52	51,816	50,308	97%	0	50
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	0	4	51,816	50,238	97%	0	4
SLT	24	47	51,816	50,238	97%	23	46
STH	0	0	**3,400**	**3,400**	**100%**	0	0
SRT	19	10	51,816	50,308	97%	18	10
ELT	35	36	0	0	100%	35	36
ETH	931	1,997	**51,816**	**50,238**	**97%**	903	1936
ERT	3	74	3,400	3,400	100%	3	74
WLT	5	15	3,400	3,400	100%	5	15
WTH	2,643	1,136	**51,816**	**50,308**	**97%**	2566	1103
WRT	38	37	0	0	100%	38	37

AM



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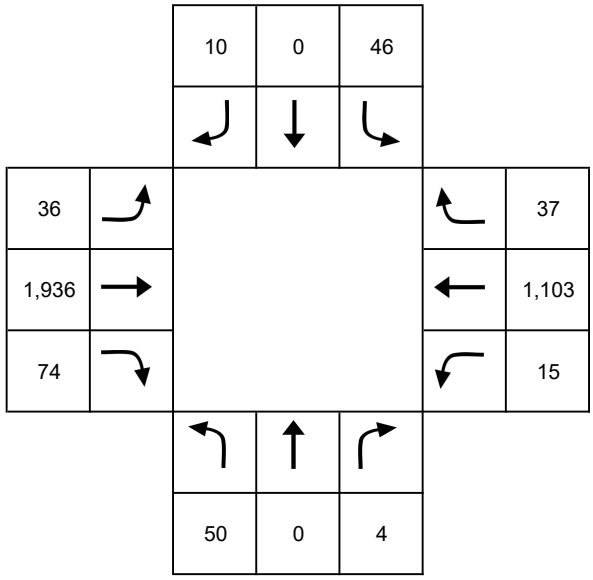


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

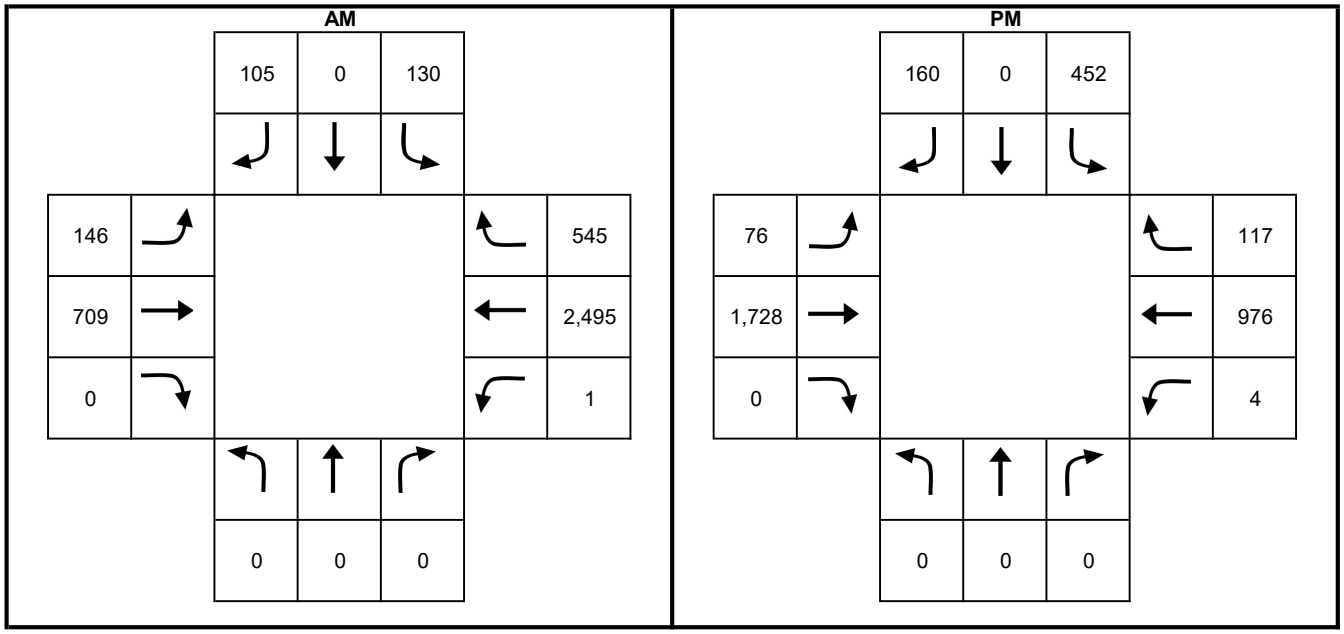
Intersection 38

Analyst: JM
Intersection: Miramar Road / Carroll Road
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Carroll Rd.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	51,816	50,238	97%	0	0
NTH	0	0	**9,755**	**8,770**	**90%**	0	0
NRT	0	0	50,944	47,255	93%	0	0
SLT	140	487	50,944	47,255	93%	130	452
STH	0	0	**0**	**0**	**100%**	0	0
SRT	108	165	51,816	50,238	97%	105	160
ELT	162	85	9,755	8,770	90%	146	76
ETH	764	1,863	**50,944**	**47,255**	**93%**	709	1728
ERT	0	0	0	0	100%	0	0
WLT	1	4	0	0	100%	1	4
WTH	2,573	1,007	**51,816**	**50,238**	**97%**	2495	976
WRT	606	130	9,755	8,770	90%	545	117



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 39

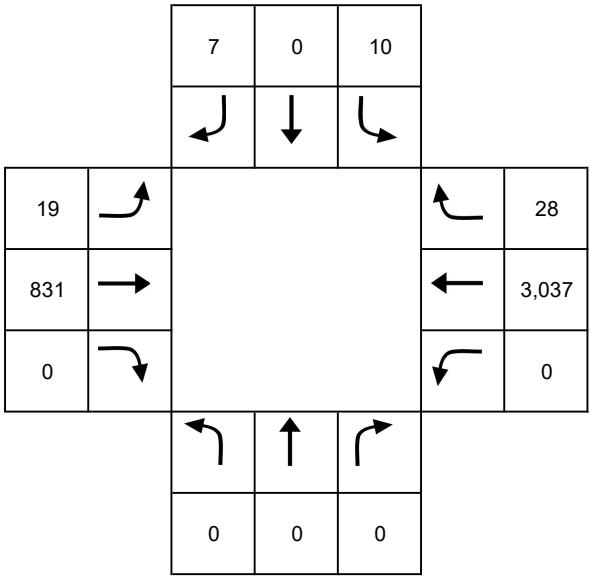
Analyst: JM
Intersection: Miramar Road / Alesmith Court
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Alesmith Ct.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	50,944	47,255	93%	0	0
NTH	0	0	**0**	**0**	**105%**	0	0
NRT	0	0	50,944	47,431	93%	0	0
SLT	11	22	50,944	47,431	93%	10	20
STH	0	0	**0**	**0**	**100%**	0	0
SRT	8	24	50,944	47,255	93%	7	22
ELT	18	12	0	0	105%	19	13
ETH	893	2,379	**50,944**	**47,431**	**93%**	831	2215
ERT	0	0	0	0	100%	0	0
WLT	0	1	0	0	100%	0	1
WTH	3,274	1,078	**50,944**	**47,255**	**93%**	3037	1000
WRT	27	17	0	0	105%	28	18

AM



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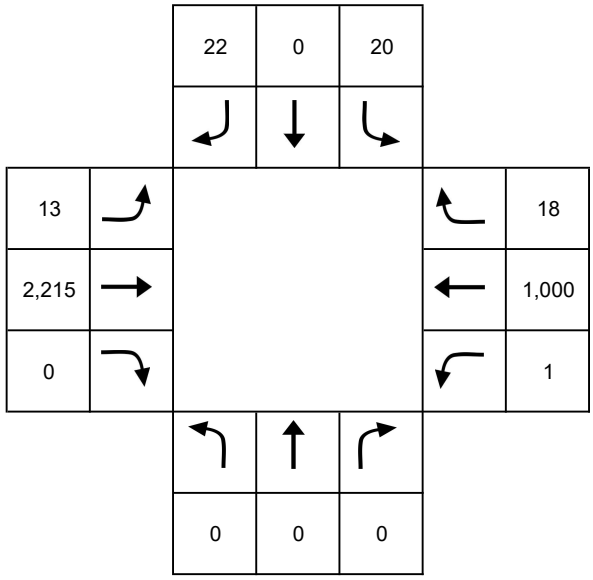


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Alesmith Ct. has been conservatively assumed to have a 5% growth due to having a buildout condition north of Miramar Rd.

Volume Projections (Year 2022 - Existing)

Intersection 40

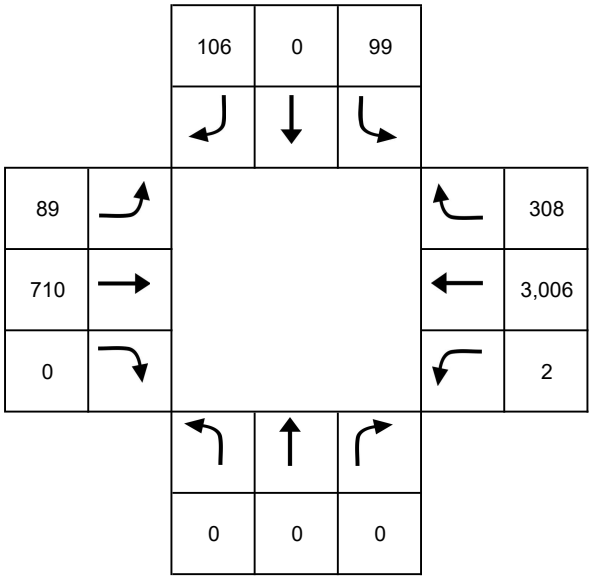
Analyst: JM
Intersection: Miramar Road / Dowdy Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Dowdy Dr.

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	50,944	47,431	93%	0	0
NTH	0	0	**9,900**	**9,300**	**94%**	0	0
NRT	0	0	50,944	47,109	92%	0	0
SLT	107	187	50,944	47,109	92%	99	173
STH	0	0	**0**	**0**	**100%**	0	0
SRT	114	119	50,944	47,431	93%	106	111
ELT	95	99	9,900	9,300	94%	89	93
ETH	768	2,328	**50,944**	**47,109**	**92%**	710	2153
ERT	0	0	0	0	100%	0	0
WLT	2	4	0	0	100%	2	4
WTH	3,229	955	**50,944**	**47,431**	**93%**	3006	889
WRT	328	55	9,900	9,300	94%	308	52

AM



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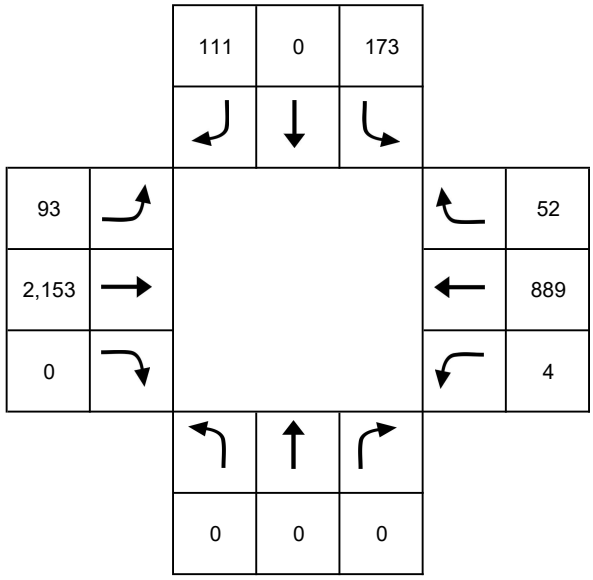


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

Intersection 41

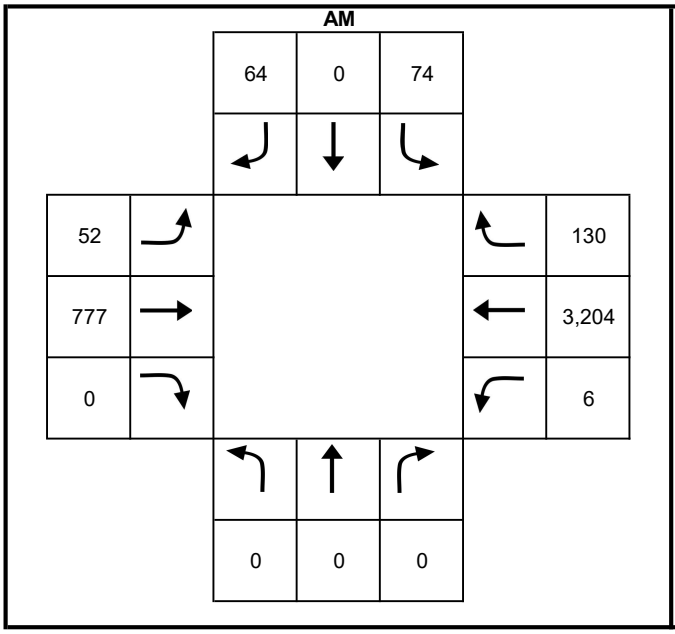
Analyst: JM
Intersection: Miramar Road / Cabot Drive
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Miramar Rd.
N/S Street Name: Cabot Dr.

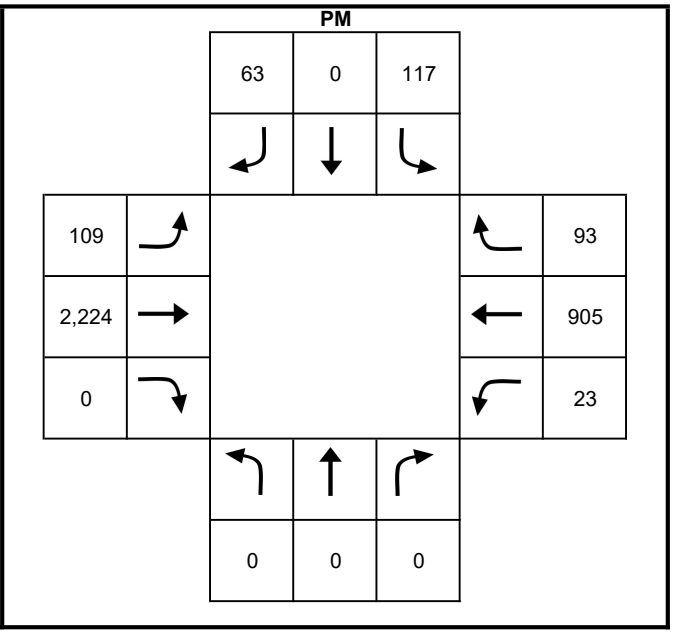
Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	50,944	47,109	92%	0	0
NTH	0	0	**5,900**	**5,500**	**93%**	0	0
NRT	0	0	50,944	47,342	93%	0	0
SLT	80	126	50,944	47,342	93%	74	117
STH	0	0	**0**	**0**	**100%**	0	0
SRT	69	68	50,944	47,109	92%	64	63
ELT	56	117	5,900	5,500	93%	52	109
ETH	836	2,393	**50,944**	**47,342**	**93%**	777	2224
ERT	0	0	0	0	100%	0	0
WLT	6	23	0	0	100%	6	23
WTH	3,465	979	**50,944**	**47,109**	**92%**	3204	905
WRT	139	100	5,900	5,500	93%	130	93

AM



PM



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

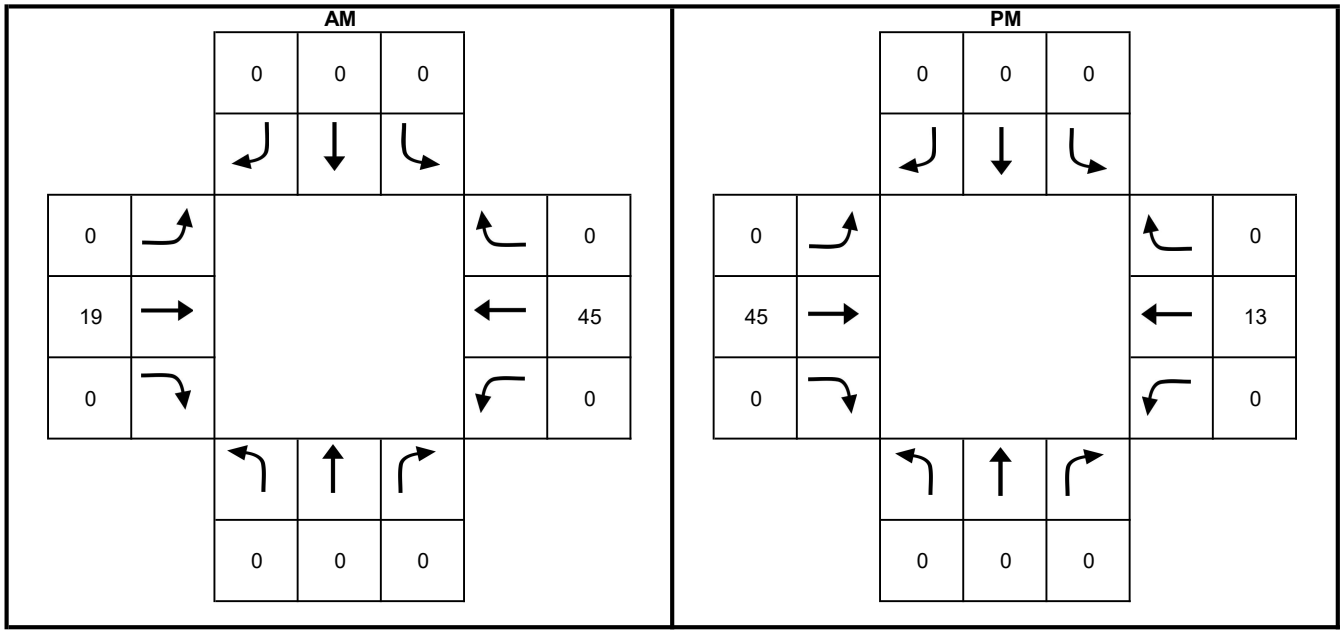
Intersection 42

Analyst: JM
Intersection: Towne Centre Drive / Project Driveway "West"
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Towne Centre Dr.
N/S Street Name: Project Dwy. "West"

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	9,322	9,322	100%	0	0
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	0	0	9,322	9,322	100%	0	0
SLT	0	0	9,322	9,322	100%	0	0
STH	0	0	**0**	**0**	**100%**	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	19	45	**9,322**	**9,322**	**100%**	19	45
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	45	13	**9,322**	**9,322**	**100%**	45	13
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

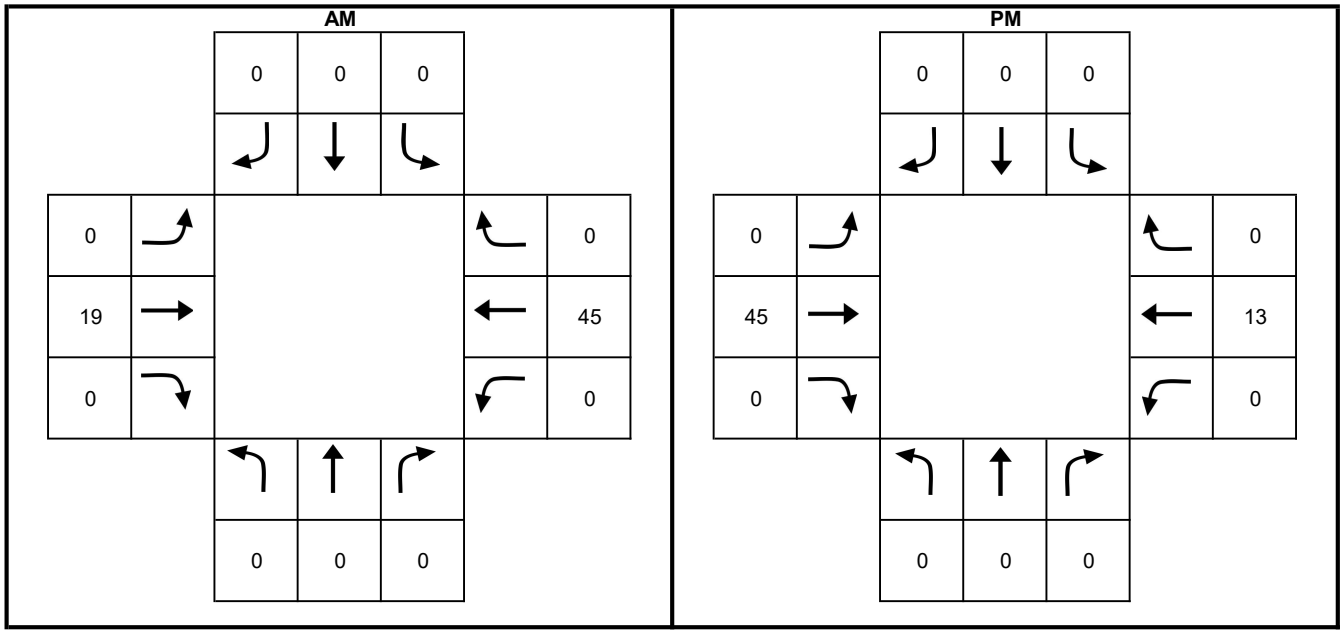
Intersection 43

Analyst: JM
Intersection: Towne Centre Drive / Project Driveway "East"
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: Towne Centre Dr.
N/S Street Name: Project Dwy. "East"

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	9,322	9,322	100%	0	0
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	0	0	9,322	9,322	100%	0	0
SLT	0	0	9,322	9,322	100%	0	0
STH	0	0	**0**	**0**	**100%**	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	19	45	**9,322**	**9,322**	**100%**	19	45
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	45	13	**9,322**	**9,322**	**100%**	45	13
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Volume Projections (Year 2022 - Existing)

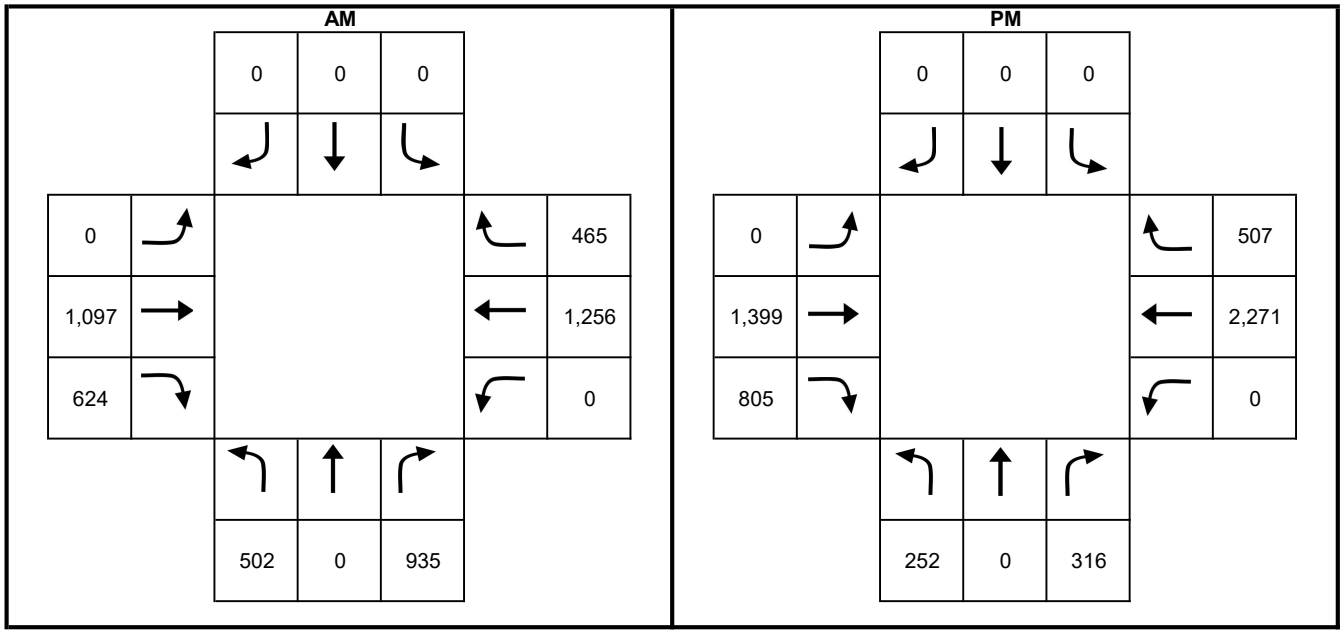
Intersection 44

Analyst: JM
Intersection: La Jolla Village Drive / I-5 NB Ramps
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: I-5 NB Ramps

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	503	253	57,165	57,032	100%	502	252
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	924	312	52,162	52,803	101%	935	316
SLT	0	0	52,162	52,803	101%	0	0
STH	0	0	**0**	**0**	**100%**	0	0
SRT	0	0	57,165	57,032	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	1,084	1,382	**52,162**	**52,803**	**101%**	1097	1399
ERT	624	805	13,000	13,133	100%	624	805
WLT	0	0	0	0	100%	0	0
WTH	1,259	2,276	**57,165**	**57,032**	**100%**	1256	2271
WRT	458	500	9,200	9,333	101%	465	507



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

Volume Projections (Year 2022 - Existing)

Intersection 45

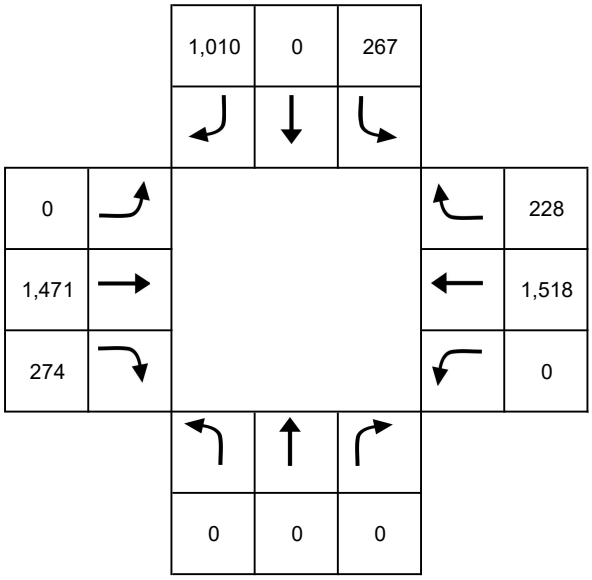
Analyst: JM
Intersection: La Jolla Village Drive / I-5 SB Ramps
Future Condition: Existing (Volume Projections)
Date: 9/9/2022
Company: Urban Systems Associates, Inc.
Project Number: 001320
Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.
N/S Street Name: I-5 SB Ramps

Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	66,007	66,467	101%	0	0
NTH	0	0	**0**	**0**	**100%**	0	0
NRT	0	0	57,165	57,032	100%	0	0
SLT	268	497	57,165	57,032	100%	267	496
STH	0	0	**0**	**0**	**100%**	0	0
SRT	1,003	151	66,007	66,467	101%	1010	152
ELT	0	0	0	0	100%	0	0
ETH	1,474	2,124	**57,165**	**57,032**	**100%**	1471	2119
ERT	274	552	5,600	5,533	100%	274	552
WLT	0	0	0	0	100%	0	0
WTH	1,507	1,888	**66,007**	**66,467**	**101%**	1518	1901
WRT	204	567	4,600	5,133	112%	228	633

AM



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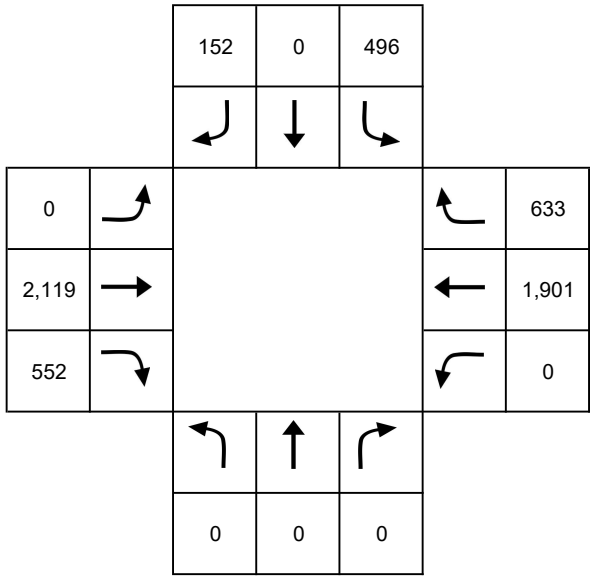


Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

Appendix G: Existing AM/PM Synchro Worksheets

Provided on the following page

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	18	28	0	4
Future Vol, veh/h	19	0	18	28	0	4
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	59	59	80	80	50	50
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	32	0	23	35	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	113	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1574	-	881	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	868	1039
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1039	-	-	1574	-
HCM Lane V/C Ratio	0.008	-	-	0.014	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

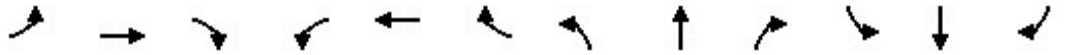
Intersection	
Int Delay, s/veh	2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	31	1	28	60	8	0	0	5	2	0	0
Future Vol, veh/h	0	31	1	28	60	8	0	0	5	2	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	8	0	4	4	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	79	79	79	62	62	62	50	50	50
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	46	1	35	76	10	0	0	8	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	47	0	0	206	204	51	207	199	90
Stage 1	-	-	-	-	-	-	47	47	-	152	152	-
Stage 2	-	-	-	-	-	-	159	157	-	55	47	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1503	-	-	1554	-	-	750	691	1014	748	695	965
Stage 1	-	-	-	-	-	-	964	854	-	848	770	-
Stage 2	-	-	-	-	-	-	841	766	-	955	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1502	-	-	1554	-	-	731	674	1010	726	678	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	674	-	726	678	-
Stage 1	-	-	-	-	-	-	964	854	-	847	752	-
Stage 2	-	-	-	-	-	-	816	748	-	944	854	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	2.1	8.6	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	1010	1554	-	-	1502	-	-	726
HCM Lane V/C Ratio	0.008	0.023	-	-	-	-	-	0.006
HCM Control Delay (s)	8.6	7.4	-	-	0	-	-	10
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0



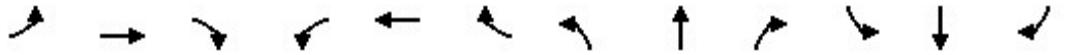
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	192	141	62	542	204	367	540	233	19	61	25
Future Volume (veh/h)	82	192	141	62	542	204	367	540	233	19	61	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	209	153	67	589	222	399	587	253	22	69	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	139	747	518	86	964	363	466	919	396	60	661	252
Arrive On Green	0.04	0.38	0.38	0.05	0.39	0.39	0.14	0.39	0.39	0.02	0.27	0.27
Sat Flow, veh/h	3428	1970	1365	1767	2489	936	3428	2386	1027	3428	2477	943
Grp Volume(v), veh/h	89	186	176	67	417	394	399	433	407	22	48	49
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1767	1763	1663	1714	1763	1650	1714	1763	1657
Q Serve(g_s), s	3.0	8.5	9.1	4.4	22.1	22.1	13.2	23.3	23.4	0.7	2.4	2.6
Cycle Q Clear(g_c), s	3.0	8.5	9.1	4.4	22.1	22.1	13.2	23.3	23.4	0.7	2.4	2.6
Prop In Lane	1.00		0.87	1.00		0.56	1.00		0.62	1.00		0.57
Lane Grp Cap(c), veh/h	139	669	596	86	683	644	466	679	636	60	471	442
V/C Ratio(X)	0.64	0.28	0.30	0.78	0.61	0.61	0.86	0.64	0.64	0.37	0.10	0.11
Avail Cap(c_a), veh/h	224	669	596	176	717	676	696	679	636	165	471	442
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	25.0	25.2	54.7	28.6	28.6	49.1	29.1	29.2	56.5	32.1	32.2
Incr Delay (d2), s/veh	1.8	1.0	1.3	5.6	2.1	2.3	4.7	4.6	4.9	1.4	0.4	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	1.3	3.8	3.6	2.1	9.6	9.1	5.9	10.6	10.0	0.3	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	26.1	26.5	60.3	30.7	30.9	53.8	33.7	34.0	57.9	32.5	32.7
LnGrp LOS	E	C	C	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		451			878			1239			119	
Approach Delay, s/veh		32.3			33.0			40.3			37.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	49.8	20.2	36.2	9.1	50.7	6.4	50.0
Change Period (Y+Rc), s	4.4	* 5.7	4.4	5.2	4.4	5.7	4.4	5.2
Max Green Setting (Gmax), s	11.6	* 44	23.6	26.8	7.6	47.3	5.6	44.8
Max Q Clear Time (g_c+I1), s	6.4	11.1	15.2	4.6	5.0	24.1	2.7	25.4
Green Ext Time (p_c), s	0.0	4.7	0.6	0.8	0.0	9.6	0.0	8.8

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	111	36	53	124	23	461	1082	442	13	174	78
Future Volume (veh/h)	137	111	36	53	124	23	461	1082	442	13	174	78
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		0.96	1.00		0.99	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	167	135	44	60	141	26	485	1139	465	14	191	86
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	203	573	179	76	434	78	651	1679	741	186	851	368
Arrive On Green	0.12	0.22	0.22	0.04	0.15	0.15	0.13	0.48	0.48	0.01	0.36	0.36
Sat Flow, veh/h	1767	2626	820	1767	2964	532	1767	3526	1555	1767	2390	1033
Grp Volume(v), veh/h	167	89	90	60	82	85	485	1139	465	14	139	138
Grp Sat Flow(s),veh/h/ln	1767	1763	1683	1767	1763	1733	1767	1763	1555	1767	1763	1660
Q Serve(g_s), s	7.3	3.3	3.5	2.7	3.3	3.5	10.6	19.8	17.7	0.4	4.4	4.6
Cycle Q Clear(g_c), s	7.3	3.3	3.5	2.7	3.3	3.5	10.6	19.8	17.7	0.4	4.4	4.6
Prop In Lane	1.00		0.49	1.00		0.31	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	203	385	368	76	258	254	651	1679	741	186	627	591
V/C Ratio(X)	0.82	0.23	0.25	0.79	0.32	0.33	0.74	0.68	0.63	0.08	0.22	0.23
Avail Cap(c_a), veh/h	239	770	735	154	690	678	651	1679	741	309	627	591
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	25.5	25.6	37.5	30.3	30.3	15.2	16.0	15.5	16.6	17.8	17.9
Incr Delay (d2), s/veh	15.3	0.3	0.4	6.5	1.3	1.4	4.1	2.2	4.0	0.1	0.8	0.9
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	3.9	1.4	1.4	1.3	1.5	1.5	2.4	7.8	6.5	0.2	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	25.8	26.0	44.0	31.5	31.7	19.3	18.3	19.5	16.6	18.6	18.8
LnGrp LOS	D	C	C	D	C	C	B	B	B	B	B	B
Approach Vol, veh/h		346			227			2089			291	
Approach Delay, s/veh		37.3			34.9			18.8			18.6	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	43.5	7.8	22.4	15.0	34.0	13.5	16.7
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	6.6	* 33	6.9	34.6	10.6	28.2	10.7	* 31
Max Q Clear Time (g_c+I1), s	2.4	21.8	4.7	5.5	12.6	6.6	9.3	5.5
Green Ext Time (p_c), s	0.0	7.6	0.0	1.2	0.0	1.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

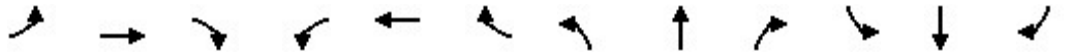
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	1	1011	63	0	267
Future Volume (veh/h)	9	1	1011	63	0	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	0	1856
Adj Flow Rate, veh/h	12	1	1076	67	0	326
Peak Hour Factor	0.75	0.75	0.94	0.94	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	24	22	2160	134	0	2260
Arrive On Green	0.01	0.01	0.64	0.64	0.00	0.64
Sat Flow, veh/h	1767	1572	3462	210	0	3711
Grp Volume(v), veh/h	12	1	563	580	0	326
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1816	0	1763
Q Serve(g_s), s	0.2	0.0	4.8	4.8	0.0	1.0
Cycle Q Clear(g_c), s	0.2	0.0	4.8	4.8	0.0	1.0
Prop In Lane	1.00	1.00		0.12	0.00	
Lane Grp Cap(c), veh/h	24	22	1130	1164	0	2260
V/C Ratio(X)	0.49	0.05	0.50	0.50	0.00	0.14
Avail Cap(c_a), veh/h	1369	1219	1130	1164	0	2260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	13.8	2.7	2.7	0.0	2.0
Incr Delay (d2), s/veh	5.7	0.3	1.6	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	14.1	4.3	4.2	0.0	2.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	13		1143			326
Approach Delay, s/veh	19.2		4.2			2.1
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	5.3
Change Period (Y+Rc), s		4.9			4.9	4.9
Max Green Setting (Gmax), s		18.2			18.2	22.0
Max Q Clear Time (g_c+I1), s		6.8			3.0	2.2
Green Ext Time (p_c), s		7.0			2.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A



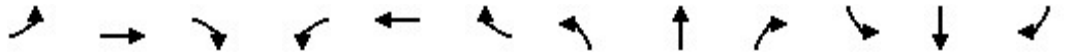
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	996	111	358	1480	1246	132	195	305	193	35	32
Future Volume (veh/h)	344	996	111	358	1480	1246	132	195	305	193	35	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	370	1071	119	381	1574	1326	148	219	343	238	43	40
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	409	2383	818	394	2380	1526	198	658	831	289	752	332
Arrive On Green	0.24	0.94	0.94	0.12	0.47	0.47	0.06	0.19	0.19	0.08	0.21	0.21
Sat Flow, veh/h	3428	5066	1546	3428	5066	2753	3428	3526	2745	3428	3526	1557
Grp Volume(v), veh/h	370	1071	119	381	1574	1326	148	219	343	238	43	40
Grp Sat Flow(s),veh/h/ln	1714	1689	1546	1714	1689	1376	1714	1763	1373	1714	1763	1557
Q Serve(g_s), s	14.7	3.0	0.7	15.5	33.5	58.0	6.0	7.5	14.0	9.6	1.4	2.9
Cycle Q Clear(g_c), s	14.7	3.0	0.7	15.5	33.5	58.0	6.0	7.5	14.0	9.6	1.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	2383	818	394	2380	1526	198	658	831	289	752	332
V/C Ratio(X)	0.90	0.45	0.15	0.97	0.66	0.87	0.75	0.33	0.41	0.82	0.06	0.12
Avail Cap(c_a), veh/h	416	2383	818	394	2380	1526	416	1259	1299	416	1252	553
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	2.3	1.8	61.7	28.6	26.9	65.0	49.4	39.0	63.1	43.9	44.5
Incr Delay (d2), s/veh	16.9	0.4	0.3	36.2	1.5	7.0	2.1	0.7	0.8	5.8	0.1	0.3
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	6.6	0.8	0.3	8.7	13.8	20.0	2.7	3.4	4.8	4.4	0.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	2.7	2.0	97.9	30.0	33.9	67.1	50.1	39.8	68.9	43.9	44.8
LnGrp LOS	E	A	A	F	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1560			3281			710			321	
Approach Delay, s/veh		18.5			39.5			48.6			62.5	
Approach LOS		B			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	71.4	12.5	35.1	21.1	71.3	16.2	31.4
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	16.1	37.1	17.0	49.7	17.0	* 37	17.0	* 50
Max Q Clear Time (g_c+I1), s	17.5	5.0	8.0	4.9	16.7	60.0	11.6	16.0
Green Ext Time (p_c), s	0.0	15.6	0.2	0.7	0.0	0.0	0.2	6.7

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



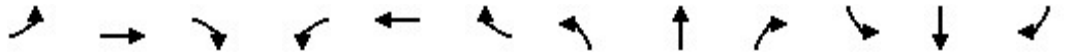
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	267	55	112	629	34	187	112	116	8	8	20
Future Volume (veh/h)	150	267	55	112	629	34	187	112	116	8	8	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	281	58	122	684	37	243	145	151	14	14	35
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.77	0.77	0.77	0.57	0.57	0.57
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	191	1053	214	100	1051	57	110	648	547	23	139	346
Arrive On Green	0.11	0.36	0.36	0.06	0.31	0.31	0.06	0.35	0.35	0.01	0.30	0.30
Sat Flow, veh/h	1767	2916	593	1767	3393	183	1767	1856	1566	1767	462	1155
Grp Volume(v), veh/h	158	168	171	122	355	366	243	145	151	14	0	49
Grp Sat Flow(s),veh/h/ln	1767	1763	1746	1767	1763	1814	1767	1856	1566	1767	0	1616
Q Serve(g_s), s	7.9	6.1	6.2	5.1	15.7	15.7	5.6	5.0	6.3	0.7	0.0	2.0
Cycle Q Clear(g_c), s	7.9	6.1	6.2	5.1	15.7	15.7	5.6	5.0	6.3	0.7	0.0	2.0
Prop In Lane	1.00		0.34	1.00		0.10	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	191	637	630	100	546	562	110	648	547	23	0	485
V/C Ratio(X)	0.83	0.26	0.27	1.22	0.65	0.65	2.21	0.22	0.28	0.60	0.00	0.10
Avail Cap(c_a), veh/h	228	637	630	100	546	562	110	648	547	100	0	485
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	20.3	20.4	42.5	26.9	26.9	42.2	20.7	21.1	44.2	0.0	22.7
Incr Delay (d2), s/veh	16.3	1.0	1.1	159.9	5.9	5.8	572.9	0.8	1.3	9.0	0.0	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	4.2	2.6	2.7	6.6	7.3	7.5	19.9	2.2	2.4	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	21.3	21.4	202.3	32.8	32.6	615.1	21.5	22.4	53.2	0.0	23.2
LnGrp LOS	E	C	C	F	C	C	F	C	C	D	A	C
Approach Vol, veh/h		497			843			539			63	
Approach Delay, s/veh		32.3			57.2			289.3			29.8	
Approach LOS		C			E			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	38.6	10.0	31.9	14.1	34.0	5.6	36.3
Change Period (Y+Rc), s	4.4	6.1	4.4	4.9	4.4	* 6.1	4.4	4.9
Max Green Setting (Gmax), s	5.1	32.5	5.6	27.0	11.6	* 27	5.1	27.5
Max Q Clear Time (g_c+I1), s	7.1	8.2	7.6	4.0	9.9	17.7	2.7	8.3
Green Ext Time (p_c), s	0.0	1.8	0.0	0.1	0.0	3.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	114.4
HCM 6th LOS	F

Notes

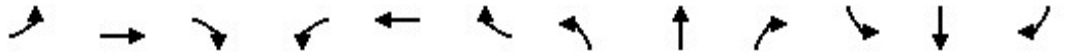
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	340	77	21	32	8	102	337	190	71	55	22
Future Volume (veh/h)	194	340	77	21	32	8	102	337	190	71	55	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	226	395	90	27	41	10	111	366	207	85	65	26
Peak Hour Factor	0.86	0.86	0.86	0.78	0.78	0.78	0.92	0.92	0.92	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	599	616	266	318	510	128	98	665	369	98	765	288
Arrive On Green	0.17	0.17	0.17	0.27	0.27	0.27	0.06	0.31	0.31	0.06	0.31	0.31
Sat Flow, veh/h	3428	3526	1525	1186	1899	476	1767	2163	1200	1767	2490	936
Grp Volume(v), veh/h	226	395	90	41	0	37	111	297	276	85	45	46
Grp Sat Flow(s),veh/h/ln	1714	1763	1525	1796	0	1765	1767	1763	1600	1767	1763	1664
Q Serve(g_s), s	5.9	10.5	5.2	1.7	0.0	1.6	5.6	14.1	14.5	4.8	1.8	2.0
Cycle Q Clear(g_c), s	5.9	10.5	5.2	1.7	0.0	1.6	5.6	14.1	14.5	4.8	1.8	2.0
Prop In Lane	1.00		1.00	0.66		0.27	1.00		0.75	1.00		0.56
Lane Grp Cap(c), veh/h	599	616	266	482	0	474	98	542	492	98	542	511
V/C Ratio(X)	0.38	0.64	0.34	0.08	0.00	0.08	1.13	0.55	0.56	0.86	0.08	0.09
Avail Cap(c_a), veh/h	920	947	409	482	0	474	98	542	492	98	542	511
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	38.6	36.4	27.5	0.0	27.5	47.5	29.0	29.2	47.1	24.8	24.8
Incr Delay (d2), s/veh	0.4	1.3	0.8	0.3	0.0	0.3	129.4	4.0	4.6	48.5	0.3	0.3
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	2.5	4.6	2.0	0.8	0.0	0.7	6.0	6.5	6.1	3.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	39.8	37.2	27.9	0.0	27.8	176.9	33.0	33.7	95.6	25.1	25.2
LnGrp LOS	D	D	D	C	A	C	F	C	C	F	C	C
Approach Vol, veh/h		711			78			684			176	
Approach Delay, s/veh		38.6			27.8			56.6			59.2	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	36.2		22.5	10.0	36.2		31.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	5.6	30.9		27.0	5.6	30.9		27.0				
Max Q Clear Time (g_c+I1), s	6.8	16.5		12.5	7.6	4.0		3.7				
Green Ext Time (p_c), s	0.0	4.6		3.7	0.0	0.7		0.4				

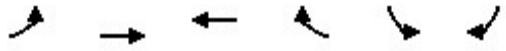
Intersection Summary												
HCM 6th Ctrl Delay			47.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	0	3	50	232	1	9	56	5
Future Volume (veh/h)	0	0	1	1	0	3	50	232	1	9	56	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.98		0.98	1.00		0.99	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	0	4	2	0	6	56	258	1	11	71	6
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.90	0.90	0.90	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	0	25	130	0	15	84	2077	8	20	1780	149
Arrive On Green	0.00	0.00	0.02	0.02	0.00	0.02	0.05	0.58	0.58	0.01	0.54	0.54
Sat Flow, veh/h	0	0	1568	316	0	948	1767	3602	14	1767	3292	275
Grp Volume(v), veh/h	0	0	4	8	0	0	56	126	133	11	38	39
Grp Sat Flow(s),veh/h/ln	0	0	1568	1264	0	0	1767	1763	1853	1767	1763	1804
Q Serve(g_s), s	0.0	0.0	0.1	0.2	0.0	0.0	1.1	1.2	1.2	0.2	0.4	0.4
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	1.1	1.2	1.2	0.2	0.4	0.4
Prop In Lane	0.00		1.00	0.25		0.75	1.00		0.01	1.00		0.15
Lane Grp Cap(c), veh/h	0	0	25	146	0	0	84	1017	1069	20	953	975
V/C Ratio(X)	0.00	0.00	0.16	0.05	0.00	0.00	0.66	0.12	0.12	0.54	0.04	0.04
Avail Cap(c_a), veh/h	0	0	1092	1166	0	0	325	1017	1069	251	953	975
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)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.4	17.6	0.0	0.0	16.8	3.5	3.5	17.6	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.2	0.0	0.0	8.7	0.3	0.2	20.2	0.1	0.1
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	0.0	0.0	0.0	0.1	0.0	0.0	0.6	0.2	0.3	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	20.3	17.7	0.0	0.0	25.5	3.7	3.7	37.8	3.9	3.9
LnGrp LOS	A	A	C	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		4			8			315			88	
Approach Delay, s/veh		20.3			17.7			7.6			8.2	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	25.6		5.5	6.1	24.3		5.5				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.1	20.7		25.0	6.6	19.2		25.0				
Max Q Clear Time (g_c+I1), s	2.2	3.2		2.1	3.1	2.4		2.3				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	0.3		0.0				

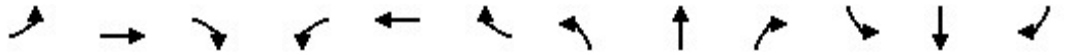
Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	315	467	20	33	51
Future Volume (veh/h)	29	315	467	20	33	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	32	342	497	21	40	61
Peak Hour Factor	0.92	0.92	0.94	0.94	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	628	1570	1535	65	64	98
Arrive On Green	0.45	0.45	0.45	0.45	0.10	0.10
Sat Flow, veh/h	875	3618	3539	145	634	967
Grp Volume(v), veh/h	32	342	254	264	102	0
Grp Sat Flow(s),veh/h/ln	875	1763	1763	1829	1617	0
Q Serve(g_s), s	0.6	1.3	2.1	2.1	1.4	0.0
Cycle Q Clear(g_c), s	2.7	1.3	2.1	2.1	1.4	0.0
Prop In Lane	1.00			0.08	0.39	0.60
Lane Grp Cap(c), veh/h	628	1570	785	814	164	0
V/C Ratio(X)	0.05	0.22	0.32	0.32	0.62	0.00
Avail Cap(c_a), veh/h	1082	3400	1700	1764	2020	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	3.8	4.0	4.0	9.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.3	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.9	4.4	4.4	11.1	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		374	518		102	
Approach Delay, s/veh		4.0	4.4		11.1	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.3		7.2		15.3
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		21.7		28.1		21.7
Max Q Clear Time (g_c+I1), s		4.7		3.4		4.1
Green Ext Time (p_c), s		2.7		0.1		4.1

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A



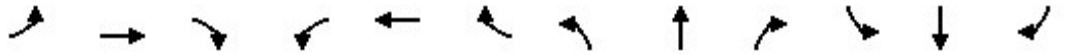
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	147	77	79	336	501	51	291	41	315	427	115
Future Volume (veh/h)	84	147	77	79	336	501	51	291	41	315	427	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	196	103	86	365	545	53	303	43	380	514	139
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.96	0.96	0.96	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	135	689	567	107	659	534	68	1302	179	444	1507	394
Arrive On Green	0.08	0.37	0.37	0.06	0.36	0.36	0.04	0.29	0.29	0.04	0.13	0.13
Sat Flow, veh/h	1767	1856	1527	1767	1856	1503	1767	4487	618	3428	3956	1033
Grp Volume(v), veh/h	112	196	103	86	365	545	53	226	120	380	436	217
Grp Sat Flow(s),veh/h/ln	1767	1856	1527	1767	1856	1503	1767	1689	1728	1714	1689	1612
Q Serve(g_s), s	8.2	9.8	6.0	6.3	20.8	46.9	3.9	6.7	7.0	14.5	15.6	16.2
Cycle Q Clear(g_c), s	8.2	9.8	6.0	6.3	20.8	46.9	3.9	6.7	7.0	14.5	15.6	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.64
Lane Grp Cap(c), veh/h	135	689	567	107	659	534	68	980	501	444	1287	614
V/C Ratio(X)	0.83	0.28	0.18	0.80	0.55	1.02	0.78	0.23	0.24	0.86	0.34	0.35
Avail Cap(c_a), veh/h	182	689	567	182	659	534	155	980	501	665	1287	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	60.1	29.2	28.0	61.2	34.1	42.5	62.9	35.6	35.7	62.0	42.5	42.8
Incr Delay (d2), s/veh	15.5	0.1	0.1	5.0	0.6	43.8	6.9	0.5	1.1	4.6	0.7	1.5
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	4.3	4.4	0.0	3.0	9.5	23.7	1.9	2.9	3.1	7.0	7.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	29.3	28.0	66.2	34.7	86.4	69.8	36.2	36.9	66.5	43.2	44.3
LnGrp LOS	E	C	C	E	C	F	E	D	D	E	D	D
Approach Vol, veh/h		411			996			399			1033	
Approach Delay, s/veh		41.6			65.7			40.8			52.0	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	44.0	12.4	54.1	9.5	56.0	14.5	52.0
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	4.4	5.7	4.4	5.1
Max Green Setting (Gmax), s	25.6	26.3	13.6	* 47	11.6	40.3	13.6	46.9
Max Q Clear Time (g_c+I1), s	16.5	9.0	8.3	11.8	5.9	18.2	10.2	48.9
Green Ext Time (p_c), s	0.5	2.8	0.0	0.9	0.0	6.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



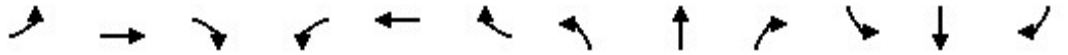
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	171	47	90	304	132	81	299	130	68	420	58
Future Volume (veh/h)	16	171	47	90	304	132	81	299	130	68	420	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	199	55	115	390	169	85	315	137	79	488	67
Peak Hour Factor	0.86	0.86	0.86	0.78	0.78	0.78	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	27	508	136	165	520	222	107	1988	804	99	2522	340
Arrive On Green	0.02	0.19	0.19	0.05	0.22	0.22	0.06	0.56	0.56	0.11	1.00	1.00
Sat Flow, veh/h	1767	2730	732	3428	2377	1013	1767	3522	1423	1767	4503	606
Grp Volume(v), veh/h	19	126	128	115	288	271	85	301	151	79	364	191
Grp Sat Flow(s),veh/h/ln	1767	1763	1700	1714	1763	1628	1767	1689	1568	1767	1689	1732
Q Serve(g_s), s	1.4	8.3	8.7	4.4	20.1	20.6	6.3	5.6	6.1	5.8	0.0	0.0
Cycle Q Clear(g_c), s	1.4	8.3	8.7	4.4	20.1	20.6	6.3	5.6	6.1	5.8	0.0	0.0
Prop In Lane	1.00		0.43	1.00		0.62	1.00		0.91	1.00		0.35
Lane Grp Cap(c), veh/h	27	328	316	165	386	356	107	1906	885	99	1891	970
V/C Ratio(X)	0.71	0.39	0.40	0.70	0.74	0.76	0.80	0.16	0.17	0.80	0.19	0.20
Avail Cap(c_a), veh/h	129	589	568	353	642	593	262	1906	885	249	1891	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.77	0.77	0.77	0.96	0.96	0.96
Uniform Delay (d), s/veh	64.7	47.1	47.3	61.9	48.1	48.3	61.2	13.7	13.9	57.9	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.3	0.3	2.0	1.1	1.3	3.9	0.1	0.3	5.3	0.2	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	0.7	3.7	3.7	2.0	9.0	8.5	2.9	2.2	2.3	2.6	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	47.4	47.6	63.8	49.2	49.6	65.2	13.9	14.2	63.2	0.2	0.4
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		273			674			537			634	
Approach Delay, s/veh		49.5			51.9			22.1			8.1	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	80.0	10.8	29.4	12.4	79.4	6.4	33.8
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9
Max Green Setting (Gmax), s	18.6	36.5	13.6	44.1	19.6	* 36	9.6	48.1
Max Q Clear Time (g_c+I1), s	7.8	8.1	6.4	10.7	8.3	2.0	3.4	22.6
Green Ext Time (p_c), s	0.1	3.9	0.1	1.0	0.1	5.3	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



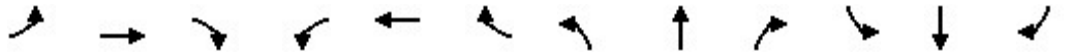
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	3	44	11	4	11	295	1886	218	13	459	19
Future Volume (veh/h)	17	3	44	11	4	11	295	1886	218	13	459	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.96
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	14	0	59	18	7	18	307	1965	227	17	596	25
Peak Hour Factor	0.87	0.87	0.87	0.61	0.61	0.61	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	114	0	202	77	20	51	368	2528	289	37	1809	75
Arrive On Green	0.06	0.00	0.06	0.04	0.04	0.04	0.21	0.55	0.55	0.02	0.36	0.36
Sat Flow, veh/h	1767	0	3124	1767	460	1183	1767	4588	524	1767	4977	208
Grp Volume(v), veh/h	14	0	59	18	0	25	307	1440	752	17	403	218
Grp Sat Flow(s),veh/h/ln	1767	0	1562	1767	0	1643	1767	1689	1734	1767	1689	1808
Q Serve(g_s), s	0.4	0.0	1.0	0.6	0.0	0.8	9.4	18.8	19.3	0.5	4.9	4.9
Cycle Q Clear(g_c), s	0.4	0.0	1.0	0.6	0.0	0.8	9.4	18.8	19.3	0.5	4.9	4.9
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	114	0	202	77	0	71	368	1861	956	37	1227	657
V/C Ratio(X)	0.12	0.00	0.29	0.23	0.00	0.35	0.83	0.77	0.79	0.46	0.33	0.33
Avail Cap(c_a), veh/h	566	0	1000	566	0	526	531	1861	956	157	1227	657
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	25.1	26.0	0.0	26.1	21.3	9.9	10.0	27.2	12.9	13.0
Incr Delay (d2), s/veh	0.5	0.0	0.8	1.5	0.0	2.9	7.5	3.2	6.5	8.9	0.7	1.4
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	0.2	0.0	0.4	0.3	0.0	0.4	4.3	6.0	7.2	0.3	1.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	25.9	27.5	0.0	29.0	28.8	13.1	16.5	36.1	13.7	14.3
LnGrp LOS	C	A	C	C	A	C	C	B	B	D	B	B
Approach Vol, veh/h		73			43			2499			638	
Approach Delay, s/veh		25.8			28.4			16.0			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	35.5		8.1	16.2	24.9		6.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	16.9	19.1		18.0				
Max Q Clear Time (g_c+I1), s	2.5	21.3		3.0	11.4	6.9		2.8				
Green Ext Time (p_c), s	0.0	8.3		0.2	0.5	3.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



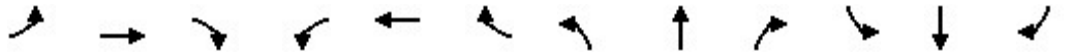
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	464	1149	92	114	827	300	223	1051	133	214	183	103
Future Volume (veh/h)	464	1149	92	114	827	300	223	1051	133	214	183	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.98	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	521	1291	103	120	871	316	253	1194	151	268	229	129
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	577	2174	645	168	1570	634	303	1449	440	318	1472	444
Arrive On Green	0.17	0.43	0.43	0.02	0.10	0.10	0.09	0.29	0.29	0.09	0.29	0.29
Sat Flow, veh/h	3428	5066	1502	3428	5066	1572	3428	5066	1539	3428	5066	1529
Grp Volume(v), veh/h	521	1291	103	120	871	316	253	1194	151	268	229	129
Grp Sat Flow(s),veh/h/ln	1714	1689	1502	1714	1689	1572	1714	1689	1539	1714	1689	1529
Q Serve(g_s), s	20.9	27.3	5.9	4.9	22.9	23.4	10.2	30.8	10.9	10.8	4.7	9.2
Cycle Q Clear(g_c), s	20.9	27.3	5.9	4.9	22.9	23.4	10.2	30.8	10.9	10.8	4.7	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	577	2174	645	168	1570	634	303	1449	440	318	1472	444
V/C Ratio(X)	0.90	0.59	0.16	0.71	0.55	0.50	0.83	0.82	0.34	0.84	0.16	0.29
Avail Cap(c_a), veh/h	720	2174	645	235	1570	634	411	1480	450	431	1520	459
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.68	0.68	0.68	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.1	30.6	24.5	67.9	53.6	41.6	62.8	46.7	39.6	62.5	36.9	38.5
Incr Delay (d2), s/veh	8.2	0.8	0.4	1.8	1.0	1.9	7.9	5.4	2.1	7.8	0.1	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	9.7	11.3	2.2	2.2	10.6	10.2	4.8	13.7	4.4	5.1	2.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	31.4	24.8	69.7	54.6	43.5	70.7	52.1	41.7	70.3	37.0	39.0
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1915			1307			1598			626	
Approach Delay, s/veh		40.3			53.3			54.1			51.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	65.6	16.8	46.4	27.9	48.9	17.4	45.7
Change Period (Y+Rc), s	4.4	* 5.5	4.4	* 5.7	4.4	5.5	4.4	5.7
Max Green Setting (Gmax), s	9.6	* 52	16.8	* 42	29.4	32.1	17.6	40.9
Max Q Clear Time (g_c+I1), s	6.9	29.3	12.2	11.2	22.9	25.4	12.8	32.8
Green Ext Time (p_c), s	0.0	18.2	0.2	3.1	0.7	5.4	0.2	7.2

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

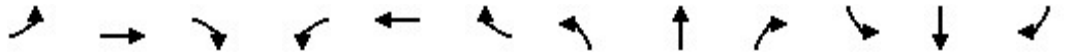
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	18	61	167	124	196	386	521	368	41	139	4
Future Volume (veh/h)	1	18	61	167	124	196	386	521	368	41	139	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.96	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1	22	73	196	146	231	429	579	409	53	181	5
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.90	0.90	0.90	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	2	230	185	229	445	389	464	1799	768	68	991	27
Arrive On Green	0.00	0.12	0.12	0.13	0.25	0.25	0.26	0.51	0.51	0.04	0.28	0.28
Sat Flow, veh/h	1767	1856	1496	1767	1763	1540	1767	3526	1505	1767	3503	96
Grp Volume(v), veh/h	1	22	73	196	146	231	429	579	409	53	91	95
Grp Sat Flow(s),veh/h/ln	1767	1856	1496	1767	1763	1540	1767	1763	1505	1767	1763	1836
Q Serve(g_s), s	0.1	1.0	4.2	10.0	6.2	12.2	21.9	8.9	16.9	2.8	3.6	3.6
Cycle Q Clear(g_c), s	0.1	1.0	4.2	10.0	6.2	12.2	21.9	8.9	16.9	2.8	3.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	2	230	185	229	445	389	464	1799	768	68	499	520
V/C Ratio(X)	0.52	0.10	0.39	0.85	0.33	0.59	0.93	0.32	0.53	0.78	0.18	0.18
Avail Cap(c_a), veh/h	97	641	517	260	771	674	565	1799	768	176	499	520
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	36.0	37.4	39.4	28.2	30.4	33.3	13.3	15.2	44.1	25.1	25.1
Incr Delay (d2), s/veh	61.8	0.1	0.5	19.5	0.3	1.2	17.6	0.5	2.6	7.2	0.8	0.8
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	0.1	0.4	1.5	5.5	2.6	4.6	11.4	3.5	6.0	1.3	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.0	36.0	37.9	58.9	28.5	31.6	50.8	13.8	17.9	51.3	25.9	25.9
LnGrp LOS	F	D	D	E	C	C	D	B	B	D	C	C
Approach Vol, veh/h		96			573			1417			239	
Approach Delay, s/veh		38.2			40.2			26.2			31.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	52.1	16.4	16.4	28.7	31.1	4.5	28.3
Change Period (Y+Rc), s	4.1	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	9.2	46.9	13.6	32.0	29.6	26.2	5.1	40.5
Max Q Clear Time (g_c+I1), s	4.8	18.9	12.0	6.2	23.9	5.6	2.1	14.2
Green Ext Time (p_c), s	0.0	8.5	0.0	0.2	0.4	1.5	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C



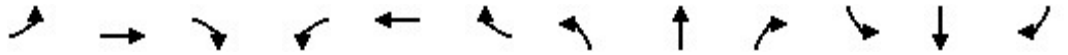
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	4	27	66	5	203	17	1057	166	22	350	3
Future Volume (veh/h)	8	4	27	66	5	203	17	1057	166	22	350	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.96		0.98	1.00		0.97	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	14	7	46	85	0	251	19	1174	184	26	417	4
Peak Hour Factor	0.59	0.59	0.59	0.81	0.81	0.81	0.90	0.90	0.90	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	396	49	321	808	0	366	32	1459	228	42	1736	17
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.02	0.48	0.48	0.02	0.49	0.49
Sat Flow, veh/h	1112	204	1343	2583	0	1534	1767	3040	474	1767	3575	34
Grp Volume(v), veh/h	14	0	53	85	0	251	19	678	680	26	205	216
Grp Sat Flow(s),veh/h/ln	1112	0	1547	1291	0	1534	1767	1763	1751	1767	1763	1847
Q Serve(g_s), s	0.5	0.0	1.5	1.5	0.0	8.2	0.6	17.9	18.2	0.8	3.7	3.8
Cycle Q Clear(g_c), s	0.5	0.0	1.5	3.0	0.0	8.2	0.6	17.9	18.2	0.8	3.7	3.8
Prop In Lane	1.00		0.87	1.00		1.00	1.00		0.27	1.00		0.02
Lane Grp Cap(c), veh/h	396	0	369	808	0	366	32	846	841	42	856	897
V/C Ratio(X)	0.04	0.00	0.14	0.11	0.00	0.69	0.59	0.80	0.81	0.62	0.24	0.24
Avail Cap(c_a), veh/h	616	0	676	1319	0	670	166	846	841	166	856	897
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.6	17.7	0.0	19.1	26.9	12.1	12.2	26.7	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	2.4	6.1	7.9	8.3	5.4	0.7	0.6
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	0.1	0.0	0.5	0.4	0.0	2.9	0.3	7.4	7.6	0.4	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.6	17.8	0.0	21.5	33.0	20.0	20.4	32.1	8.9	8.9
LnGrp LOS	B	A	B	B	A	C	C	C	C	C	A	A
Approach Vol, veh/h		67			336			1377			447	
Approach Delay, s/veh		16.5			20.6			20.4			10.3	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	31.4		18.1	5.4	31.7		18.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	2.8	20.2		3.5	2.6	5.8		10.2				
Green Ext Time (p_c), s	0.0	4.4		0.2	0.0	2.5		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									

Notes

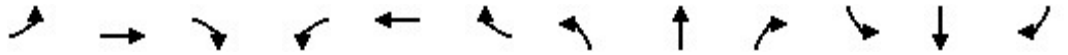
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	7	207	107	12	68	146	826	269	26	290	32
Future Volume (veh/h)	55	7	207	107	12	68	146	826	269	26	290	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	1.00		0.98	1.00		0.94	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	65	8	244	129	14	82	164	928	302	31	349	39
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.89	0.89	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	413	14	439	275	67	392	131	1237	400	46	1375	152
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.96	0.96	0.03	0.43	0.43
Sat Flow, veh/h	1269	50	1511	1119	231	1350	1767	2572	832	1767	3179	352
Grp Volume(v), veh/h	65	0	252	129	0	96	164	634	596	31	192	196
Grp Sat Flow(s),veh/h/ln	1269	0	1561	1119	0	1581	1767	1763	1641	1767	1763	1768
Q Serve(g_s), s	2.9	0.0	9.6	7.7	0.0	3.2	5.2	3.4	3.5	1.2	4.9	5.0
Cycle Q Clear(g_c), s	6.1	0.0	9.6	17.3	0.0	3.2	5.2	3.4	3.5	1.2	4.9	5.0
Prop In Lane	1.00		0.97	1.00		0.85	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	413	0	453	275	0	459	131	848	789	46	762	765
V/C Ratio(X)	0.16	0.00	0.56	0.47	0.00	0.21	1.25	0.75	0.75	0.68	0.25	0.26
Avail Cap(c_a), veh/h	482	0	537	335	0	544	131	848	789	131	762	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.53	0.53	0.53	0.99	0.99	0.99
Uniform Delay (d), s/veh	21.1	0.0	21.0	28.3	0.0	18.8	29.8	0.8	0.8	33.8	12.7	12.7
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.5	0.0	0.1	141.1	3.3	3.6	6.3	0.8	0.8
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	0.8	0.0	3.3	2.0	0.0	1.1	7.1	1.1	1.1	0.6	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	21.4	28.8	0.0	18.8	170.9	4.0	4.4	40.1	13.4	13.5
LnGrp LOS	C	A	C	C	A	B	F	A	A	D	B	B
Approach Vol, veh/h		317			225			1394			419	
Approach Delay, s/veh		21.4			24.6			23.8			15.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	38.6		25.2	9.6	35.2		25.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	3.2	5.5		11.6	7.2	7.0		19.3				
Green Ext Time (p_c), s	0.0	11.5		1.0	0.0	2.9		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		22.1	
HCM 6th LOS		C	



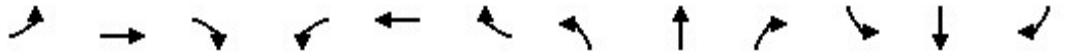
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	766	1215	82	82	677	147	316	460	179	111	99	297
Future Volume (veh/h)	766	1215	82	82	677	147	316	460	179	111	99	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	833	1321	89	92	761	165	336	489	190	137	122	367
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.94	0.94	0.94	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	798	2456	165	138	1596	479	343	1116	477	160	1083	473
Arrive On Green	0.23	0.51	0.51	0.01	0.10	0.10	0.10	0.32	0.32	0.09	0.31	0.31
Sat Flow, veh/h	3428	4838	326	3428	5066	1522	3428	3526	1508	1767	3526	1541
Grp Volume(v), veh/h	833	922	488	92	761	165	336	489	190	137	122	367
Grp Sat Flow(s),veh/h/ln	1714	1689	1787	1714	1689	1522	1714	1763	1508	1767	1763	1541
Q Serve(g_s), s	32.6	25.9	25.9	3.7	19.8	14.1	13.7	15.4	13.8	10.7	3.5	30.3
Cycle Q Clear(g_c), s	32.6	25.9	25.9	3.7	19.8	14.1	13.7	15.4	13.8	10.7	3.5	30.3
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	1715	907	138	1596	479	343	1116	477	160	1083	473
V/C Ratio(X)	1.04	0.54	0.54	0.67	0.48	0.34	0.98	0.44	0.40	0.85	0.11	0.78
Avail Cap(c_a), veh/h	798	1715	907	235	1596	479	343	1116	477	210	1083	473
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.73	0.73	0.73	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	53.7	23.3	23.3	68.1	51.8	49.3	62.9	38.0	37.4	62.7	34.8	44.1
Incr Delay (d2), s/veh	33.9	0.6	1.1	1.5	0.7	1.4	43.0	0.3	0.7	17.4	0.2	10.9
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	17.8	10.5	11.2	1.7	9.2	6.0	8.0	6.8	5.2	5.6	1.5	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.6	23.9	24.4	69.7	52.6	50.7	105.8	38.3	38.1	80.2	35.0	55.0
LnGrp LOS	F	C	C	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2243			1018			1015			626	
Approach Delay, s/veh		47.7			53.8			60.6			56.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	76.9	18.4	48.7	37.0	49.9	17.1	50.0
Change Period (Y+Rc), s	4.4	* 5.4	4.4	* 5.7	4.4	5.4	4.4	5.7
Max Green Setting (Gmax), s	9.6	* 54	14.0	* 43	32.6	30.9	16.6	40.0
Max Q Clear Time (g_c+I1), s	5.7	27.9	15.7	32.3	34.6	21.8	12.7	17.4
Green Ext Time (p_c), s	0.0	22.1	0.0	2.2	0.0	6.5	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	765	144	84	933	0	257	0	68	0	0	0
Future Volume (veh/h)	11	765	144	84	933	0	257	0	68	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1870	1856	1856	1856	1856	0	1856	0	1856			
Adj Flow Rate, veh/h	13	890	167	88	982	0	334	0	88			
Peak Hour Factor	0.86	0.86	0.86	0.95	0.95	0.92	0.77	0.92	0.77			
Percent Heavy Veh, %	2	3	3	3	3	0	3	0	3			
Cap, veh/h	26	2520	760	110	2759	0	1119	0	513			
Arrive On Green	0.01	0.50	0.50	0.06	0.54	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	1781	5066	1528	1767	5233	0	3428	0	1572			
Grp Volume(v), veh/h	13	890	167	88	982	0	334	0	88			
Grp Sat Flow(s),veh/h/ln	1781	1689	1528	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	1.0	14.1	8.1	6.5	14.5	0.0	9.6	0.0	5.3			
Cycle Q Clear(g_c), s	1.0	14.1	8.1	6.5	14.5	0.0	9.6	0.0	5.3			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	26	2520	760	110	2759	0	1119	0	513			
V/C Ratio(X)	0.51	0.35	0.22	0.80	0.36	0.00	0.30	0.00	0.17			
Avail Cap(c_a), veh/h	115	2520	760	289	2759	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.97	0.82	0.82	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.6	20.2	18.7	61.1	17.0	0.0	33.2	0.0	31.7			
Incr Delay (d2), s/veh	14.3	0.4	0.6	4.1	0.1	0.0	0.7	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	5.7	3.0	3.0	5.6	0.0	4.1	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	20.6	19.4	65.2	17.1	0.0	33.9	0.0	32.4			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1070			1070			422				
Approach Delay, s/veh		21.1			21.0			33.6				
Approach LOS		C			C			C				

Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	12.6	71.4			6.4	77.6		48.0				
Change Period (Y+Rc), s	4.4	5.7			4.5	5.7		4.9				
Max Green Setting (Gmax), s	21.6	52.3			8.5	65.3		43.1				
Max Q Clear Time (g_c+I1), s	8.5	16.1			3.0	16.5		11.6				
Green Ext Time (p_c), s	0.1	15.9			0.0	12.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	397	635	556	216	671	292	209	28	167	39	6	47
Future Volume (veh/h)	397	635	556	216	671	292	209	28	167	39	6	47
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		0.99	1.00		0.99	1.00		0.91
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	422	676	591	235	729	317	327	44	261	55	0	71
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.64	0.64	0.64	0.71	0.71	0.71
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	480	2866	876	288	2583	874	388	272	400	187	0	248
Arrive On Green	0.14	0.57	0.57	0.08	0.51	0.51	0.11	0.15	0.15	0.05	0.00	0.09
Sat Flow, veh/h	3428	5066	1548	3428	5066	1550	3428	1856	2730	3534	0	2875
Grp Volume(v), veh/h	422	676	591	235	729	317	327	44	261	55	0	71
Grp Sat Flow(s),veh/h/ln	1714	1689	1548	1714	1689	1550	1714	1856	1365	1767	0	1438
Q Serve(g_s), s	15.9	8.8	35.4	8.9	10.9	14.8	12.3	2.7	11.9	2.0	0.0	3.1
Cycle Q Clear(g_c), s	15.9	8.8	35.4	8.9	10.9	14.8	12.3	2.7	11.9	2.0	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	2866	876	288	2583	874	388	272	400	187	0	248
V/C Ratio(X)	0.88	0.24	0.67	0.82	0.28	0.36	0.84	0.16	0.65	0.29	0.00	0.29
Avail Cap(c_a), veh/h	639	2866	876	405	2583	874	912	493	726	378	0	307
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)	0.92	0.92	0.92	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	14.4	20.1	59.5	18.5	15.8	57.4	49.3	53.2	60.1	0.0	56.5
Incr Delay (d2), s/veh	8.2	0.2	3.8	5.6	0.3	1.1	1.9	0.1	0.7	0.3	0.0	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	7.4	3.4	13.4	4.1	4.3	5.5	5.5	1.3	4.1	0.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	14.5	23.9	65.1	18.8	17.0	59.3	49.4	53.9	60.4	0.0	56.7
LnGrp LOS	E	B	C	E	B	B	E	D	D	E	A	E
Approach Vol, veh/h		1689			1281			632			126	
Approach Delay, s/veh		30.2			26.8			56.4			58.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.9	73.0	19.8	16.3	15.5	80.4	11.9	24.2
Change Period (Y+Rc), s	4.4	5.7	4.9	4.9	4.4	5.7	4.9	4.9
Max Green Setting (Gmax), s	24.6	38.3	35.1	14.1	15.6	47.3	14.1	35.1
Max Q Clear Time (g_c+I1), s	17.9	16.8	14.3	5.1	10.9	37.4	4.0	13.9
Green Ext Time (p_c), s	0.5	8.2	0.6	0.1	0.2	6.2	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

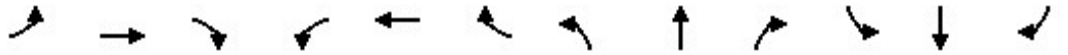
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations											
Traffic Volume (veh/h)	0	0	130	774	0	7	1249	519	174	0	82
Future Volume (veh/h)	0	0	130	774	0	7	1249	519	174	0	82
Initial Q (Qb), veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00	1.00		0.97	1.00	1.00	1.00
Parking Bus, Adj			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		
Adj Sat Flow, veh/h/ln			1856	1856	0	1870	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h			144	860	0	7	1301	541	256	121	121
Peak Hour Factor			0.90	0.90	0.90	0.96	0.96	0.96	0.68	0.68	0.68
Percent Heavy Veh, %			3	3	0	2	3	3	3	3	3
Cap, veh/h			169	3958	0	15	3520	1064	328	150	150
Arrive On Green			0.10	0.78	0.00	0.01	0.69	0.69	0.10	0.10	0.10
Sat Flow, veh/h			1767	5233	0	1781	5066	1532	3428	1572	1572
Grp Volume(v), veh/h			144	860	0	7	1301	541	256	121	121
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			10.6	5.9	0.0	0.5	13.9	22.0	9.6	10.0	10.0
Cycle Q Clear(g_c), s			10.6	5.9	0.0	0.5	13.9	22.0	9.6	10.0	10.0
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			169	3958	0	15	3520	1064	328	150	150
V/C Ratio(X)			0.85	0.22	0.00	0.46	0.37	0.51	0.78	0.80	0.80
Avail Cap(c_a), veh/h			303	3958	0	74	3520	1064	860	394	394
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)			0.94	0.94	0.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh			58.7	3.8	0.0	65.1	8.3	9.5	58.3	58.5	58.5
Incr Delay (d2), s/veh			4.3	0.1	0.0	16.4	0.2	1.4	1.5	3.8	3.8
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			4.9	1.8	0.0	0.3	4.9	7.4	4.3	8.6	8.6
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			63.0	3.9	0.0	81.5	8.5	10.9	59.9	62.3	62.3
LnGrp LOS			E	A	A	F	A	B	E	E	E
Approach Vol, veh/h				1004			1849		377		
Approach Delay, s/veh				12.4			9.5		60.7		
Approach LOS				B			A		E		

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	5.6	108.8		17.5	17.0	97.4
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s	5.5	78.3		33.1	22.6	61.3
Max Q Clear Time (g_c+I1), s	2.5	7.9		12.0	12.6	24.0
Green Ext Time (p_c), s	0.0	17.0		0.7	0.1	23.0

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B



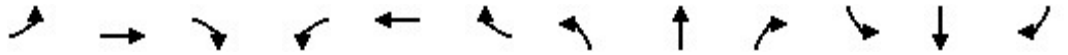
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1258	0	0	534	503	1049	0	624	0	0	0
Future Volume (veh/h)	176	1258	0	0	534	503	1049	0	624	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	187	1338	0	0	636	599	1093	0	650			
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.84	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	266	2814	0	0	3158	1137	1049	0	933			
Arrive On Green	0.10	0.74	0.00	0.00	0.42	0.42	0.30	0.00	0.30			
Sat Flow, veh/h	3428	5233	0	0	7867	2705	3534	0	3145			
Grp Volume(v), veh/h	187	1338	0	0	636	599	1093	0	650			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1352	1767	0	1572			
Q Serve(g_s), s	4.7	9.6	0.0	0.0	4.8	14.8	26.7	0.0	16.5			
Cycle Q Clear(g_c), s	4.7	9.6	0.0	0.0	4.8	14.8	26.7	0.0	16.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	266	2814	0	0	3158	1137	1049	0	933			
V/C Ratio(X)	0.70	0.48	0.00	0.00	0.20	0.53	1.04	0.00	0.70			
Avail Cap(c_a), veh/h	495	2814	0	0	3158	1137	1049	0	933			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.4	6.5	0.0	0.0	16.5	19.4	31.6	0.0	28.1			
Incr Delay (d2), s/veh	3.0	0.5	0.0	0.0	0.1	1.7	39.5	0.0	4.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	2.7	0.0	0.0	1.6	4.7	16.7	0.0	6.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	7.0	0.0	0.0	16.7	21.1	71.1	0.0	32.4			
LnGrp LOS	D	A	A	A	B	C	F	A	C			
Approach Vol, veh/h		1525			1235			1743				
Approach Delay, s/veh		11.3			18.8			56.7				
Approach LOS		B			B			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.2			12.2	45.0		32.8				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		50.0			* 13	31.8		26.7				
Max Q Clear Time (g_c+I1), s		11.6			6.7	16.8		28.7				
Green Ext Time (p_c), s		13.2			0.3	6.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	464	152	117	1351	0	0	0	0	962	1	1007
Future Volume (veh/h)	0	464	152	117	1351	0	0	0	0	962	1	1007
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	504	165	121	1393	0				993	0	1038
Peak Hour Factor	0.92	0.92	0.92	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	2583	928	187	2281	0				1420	0	1246
Arrive On Green	0.00	0.34	0.34	0.05	0.45	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	7867	2699	3428	5233	0				3534	0	3100
Grp Volume(v), veh/h	0	504	165	121	1393	0				993	0	1038
Grp Sat Flow(s),veh/h/ln	0	1503	1350	1714	1689	0				1767	0	1550
Q Serve(g_s), s	0.0	4.2	3.8	3.1	18.8	0.0				21.0	0.0	27.1
Cycle Q Clear(g_c), s	0.0	4.2	3.8	3.1	18.8	0.0				21.0	0.0	27.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2583	928	187	2281	0				1420	0	1246
V/C Ratio(X)	0.00	0.20	0.18	0.65	0.61	0.00				0.70	0.00	0.83
Avail Cap(c_a), veh/h	0	2583	928	240	2281	0				1606	0	1409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	20.6	41.7	18.7	0.0				22.4	0.0	24.2
Incr Delay (d2), s/veh	0.0	0.2	0.4	2.8	0.9	0.0				1.2	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.2	1.4	7.1	0.0				8.6	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	21.1	44.5	19.6	0.0				23.6	0.0	28.2
LnGrp LOS	A	C	C	D	B	A				C	A	C
Approach Vol, veh/h		669			1514						2031	
Approach Delay, s/veh		21.0			21.6						25.9	
Approach LOS		C			C						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.6	38.1		42.3		47.7
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2
Max Green Setting (Gmax), s	* 6.3	24.8		40.9		35.8
Max Q Clear Time (g_c+I1), s	5.1	6.2		29.1		20.8
Green Ext Time (p_c), s	0.0	4.0		7.1		8.7

Intersection Summary		
HCM 6th Ctrl Delay		23.6
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	14	1769	207	107	1226	3	492	4	204	6	6	15
Future Volume (veh/h)	14	1769	207	107	1226	3	492	4	204	6	6	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	1882	220	130	1495	4	566	0	237	11	11	27
Peak Hour Factor	0.94	0.94	0.94	0.82	0.82	0.82	0.87	0.87	0.87	0.56	0.56	0.56
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	22	2361	1047	176	2634	7	748	0	666	116	116	191
Arrive On Green	0.01	0.47	0.47	0.05	0.50	0.50	0.21	0.00	0.21	0.13	0.13	0.13
Sat Flow, veh/h	1767	5066	1531	3428	5216	14	3534	0	3145	905	905	1488
Grp Volume(v), veh/h	15	1882	220	130	968	531	566	0	237	22	0	27
Grp Sat Flow(s),veh/h/ln	1767	1689	1531	1714	1689	1853	1767	0	1572	1810	0	1488
Q Serve(g_s), s	1.2	44.2	7.6	5.2	27.8	27.8	21.0	0.0	9.0	1.5	0.0	2.3
Cycle Q Clear(g_c), s	1.2	44.2	7.6	5.2	27.8	27.8	21.0	0.0	9.0	1.5	0.0	2.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	22	2361	1047	176	1705	936	748	0	666	233	0	191
V/C Ratio(X)	0.67	0.80	0.21	0.74	0.57	0.57	0.76	0.00	0.36	0.09	0.00	0.14
Avail Cap(c_a), veh/h	69	2361	1047	191	1705	936	884	0	786	233	0	191
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)	0.78	0.78	0.78	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	31.7	8.5	65.5	24.0	24.0	51.8	0.0	47.0	53.8	0.0	54.1
Incr Delay (d2), s/veh	9.7	2.3	0.4	7.1	0.9	1.6	7.0	0.0	1.5	0.8	0.0	1.5
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	0.6	18.3	4.7	2.5	11.3	12.6	10.1	0.0	3.7	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	34.0	8.8	72.6	24.9	25.6	58.8	0.0	48.5	54.6	0.0	55.7
LnGrp LOS	E	C	A	E	C	C	E	A	D	D	A	E
Approach Vol, veh/h		2117			1629			803			49	
Approach Delay, s/veh		31.7			29.0			55.8			55.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	71.0		22.9	6.2	76.4		34.5				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	7.8	* 60		18.0	5.5	61.6		35.0				
Max Q Clear Time (g_c+I1), s	7.2	46.2		4.3	3.2	29.8		23.0				
Green Ext Time (p_c), s	0.0	13.1		0.1	0.0	24.2		6.6				

Intersection Summary		
HCM 6th Ctrl Delay		35.2
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

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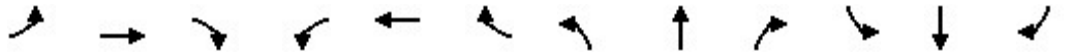
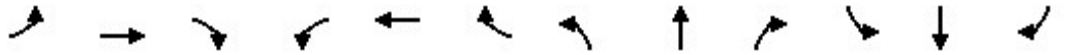


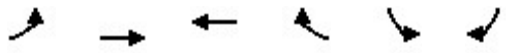
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1006	675	0	1344	0	880	0	267	0	0	0
Future Volume (veh/h)	0	1006	675	0	1344	0	880	0	267	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	0	1059	711	0	1461	0	978	0	297			
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	2836	1383	0	3574	0	1135	0	916			
Arrive On Green	0.00	1.00	1.00	0.00	0.56	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1059	711	0	1461	0	978	0	297			
Grp Sat Flow(s),veh/h/ln	0	1689	1540	0	1596	0	1714	0	1384			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	15.7	0.0	32.0	0.0	9.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	15.7	0.0	32.0	0.0	9.7			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2836	1383	0	3574	0	1135	0	916			
V/C Ratio(X)	0.00	0.37	0.51	0.00	0.41	0.00	0.86	0.00	0.32			
Avail Cap(c_a), veh/h	0	2836	1383	0	3574	0	1697	0	1370			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.83	0.83	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	15.1	0.0	37.6	0.0	30.1			
Incr Delay (d2), s/veh	0.0	0.3	1.1	0.0	0.1	0.0	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.4	0.0	5.6	0.0	13.8	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	1.1	0.0	15.1	0.0	40.7	0.0	30.3			
LnGrp LOS	A	A	A	A	B	A	D	A	C			
Approach Vol, veh/h		1770			1461			1275				
Approach Delay, s/veh		0.6			15.1			38.3				
Approach LOS		A			B			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		74.7				74.7		45.3				
Change Period (Y+Rc), s		7.5				7.5		5.6				
Max Green Setting (Gmax), s		47.5				47.5		59.4				
Max Q Clear Time (g_c+I1), s		2.0				17.7		34.0				
Green Ext Time (p_c), s		15.8				13.5		5.7				
Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1141	0	0	1774	503	0	0	0	645	0	1576
Future Volume (veh/h)	0	1141	0	0	1774	503	0	0	0	645	0	1576
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	1189	0	0	1928	275				672	0	1069
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2311	0	0	2311	1401				1490	0	1203
Arrive On Green	0.00	0.46	0.00	0.00	0.46	0.46				0.43	0.00	0.43
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1189	0	0	1928	275				672	0	1069
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	20.0	0.0	0.0	40.1	2.8				16.5	0.0	42.7
Cycle Q Clear(g_c), s	0.0	20.0	0.0	0.0	40.1	2.8				16.5	0.0	42.7
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2311	0	0	2311	1401				1490	0	1203
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.83	0.20				0.45	0.00	0.89
Avail Cap(c_a), veh/h	0	2311	0	0	2311	1401				1754	0	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.79	0.79				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.2	0.0	0.0	28.6	0.9				23.9	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	3.0	0.2				0.2	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	0.0	0.0	16.5	5.2				6.7	0.0	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.0	0.0	0.0	31.6	1.1				24.1	0.0	37.8
LnGrp LOS	A	C	A	A	C	A				C	A	D
Approach Vol, veh/h		1189			2203						1741	
Approach Delay, s/veh		24.0			27.8						32.5	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		62.3		57.7		62.3						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		45.5		61.4		45.5						
Max Q Clear Time (g_c+I1), s		22.0		44.7		42.1						
Green Ext Time (p_c), s		9.4		7.4		3.1						

Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	198	982	56	60	15
Future Volume (veh/h)	13	198	982	56	60	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	14	206	1012	58	64	16
Peak Hour Factor	0.96	0.96	0.97	0.97	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	23	1244	1054	60	284	71
Arrive On Green	0.01	0.67	0.61	0.61	0.21	0.21
Sat Flow, veh/h	1767	1856	1738	100	1364	341
Grp Volume(v), veh/h	14	206	0	1070	81	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1837	1726	0
Q Serve(g_s), s	0.7	3.6	0.0	47.8	3.4	0.0
Cycle Q Clear(g_c), s	0.7	3.6	0.0	47.8	3.4	0.0
Prop In Lane	1.00			0.05	0.79	0.20
Lane Grp Cap(c), veh/h	23	1244	0	1114	359	0
V/C Ratio(X)	0.60	0.17	0.00	0.96	0.23	0.00
Avail Cap(c_a), veh/h	83	1313	0	1114	359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.7	5.3	0.0	16.1	28.7	0.0
Incr Delay (d2), s/veh	22.3	0.1	0.0	18.9	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.0	22.9	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.0	5.4	0.0	35.1	30.1	0.0
LnGrp LOS	E	A	A	D	C	A
Approach Vol, veh/h		220	1070		81	
Approach Delay, s/veh		9.2	35.1		30.1	
Approach LOS		A	D		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.0		23.0	5.5	58.5
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.1	4.1	52.8
Max Q Clear Time (g_c+I1), s		5.6		5.4	2.7	49.8
Green Ext Time (p_c), s		1.3		0.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	179	360	108	87	3
Future Vol, veh/h	5	179	360	108	87	3
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	96	96	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	203	375	113	136	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	489	0	-	0	648	433
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1069	-	-	-	433	621
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1068	-	-	-	430	620
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1068	-	-	-	434
HCM Lane V/C Ratio	0.005	-	-	-	0.324
HCM Control Delay (s)	8.4	-	-	-	17.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.4

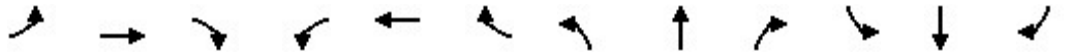
Intersection	
Int Delay, s/veh	0.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	502	68	13	270	14	13
Future Vol, veh/h	502	68	13	270	14	13
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	91	91	78	78
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	540	73	14	297	18	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	617	0	721	544
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.145	-	6.645	6.245
Critical Hdwy Stg 1	-	-	-	-	5.445	-
Critical Hdwy Stg 2	-	-	-	-	5.845	-
Follow-up Hdwy	-	-	2.2285	-	3.5285	3.3285
Pot Cap-1 Maneuver	-	-	955	-	376	536
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	951	-	369	534
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	834	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	14
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	951	-	433
HCM Lane V/C Ratio	-	-	0.015	-	0.08
HCM Control Delay (s)	-	-	8.8	-	14
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.3



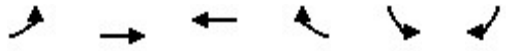
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	1885	0	0	1940	931	0	0	0	181	0	148
Future Volume (veh/h)	278	1885	0	0	1940	931	0	0	0	181	0	148
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	296	2005	0	0	2132	1023				226	0	185
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91				0.80	0.80	0.80
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	396	3241	0	3	2862	705				603	0	276
Arrive On Green	0.12	0.64	0.00	0.00	0.45	0.45				0.18	0.00	0.18
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	296	2005	0	0	2132	1023				226	0	185
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	4.8	13.7	0.0	0.0	16.0	26.0				3.4	0.0	6.4
Cycle Q Clear(g_c), s	4.8	13.7	0.0	0.0	16.0	26.0				3.4	0.0	6.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	396	3241	0	3	2862	705				603	0	276
V/C Ratio(X)	0.75	0.62	0.00	0.00	0.75	1.45				0.38	0.00	0.67
Avail Cap(c_a), veh/h	396	3241	0	157	2862	705				1070	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	6.2	0.0	0.0	13.3	16.0				21.1	0.0	22.3
Incr Delay (d2), s/veh	6.8	0.9	0.0	0.0	1.8	210.9				0.7	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.5	0.0	0.0	5.2	58.9				1.3	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	7.1	0.0	0.0	15.1	226.9				21.8	0.0	27.1
LnGrp LOS	C	A	A	A	B	F				C	A	C
Approach Vol, veh/h		2301			3155						411	
Approach Delay, s/veh		10.3			83.7						24.1	
Approach LOS		B			F						C	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	43.4		14.6	11.1	32.3
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3
Max Green Setting (Gmax), s	5.1	26.7		18.1	6.7	* 26
Max Q Clear Time (g_c+I1), s	0.0	15.7		8.4	6.8	28.0
Green Ext Time (p_c), s	0.0	10.4		1.8	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		50.8
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



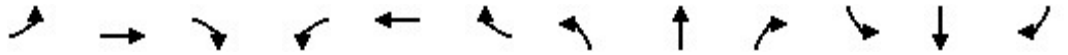
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	2636	3118	55	30	54
Future Volume (veh/h)	104	2636	3118	55	30	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	121	3065	3389	60	37	67
Peak Hour Factor	0.86	0.86	0.92	0.92	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	121	4049	3553	1078	127	229
Arrive On Green	0.07	0.80	0.70	0.70	0.22	0.22
Sat Flow, veh/h	1767	5233	5233	1537	575	1042
Grp Volume(v), veh/h	121	3065	3389	60	105	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1633	0
Q Serve(g_s), s	10.3	46.1	90.6	1.8	8.0	0.0
Cycle Q Clear(g_c), s	10.3	46.1	90.6	1.8	8.0	0.0
Prop In Lane	1.00			1.00	0.35	0.64
Lane Grp Cap(c), veh/h	121	4049	3553	1078	359	0
V/C Ratio(X)	1.00	0.76	0.95	0.06	0.29	0.00
Avail Cap(c_a), veh/h	121	4049	3553	1078	359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	69.8	7.6	20.2	7.0	48.8	0.0
Incr Delay (d2), s/veh	70.3	1.0	0.9	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	14.5	32.9	0.6	3.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	140.1	8.7	21.1	7.0	50.8	0.0
LnGrp LOS	F	A	C	A	D	A
Approach Vol, veh/h		3186	3449		105	
Approach Delay, s/veh		13.7	20.9		50.8	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		126.1		37.9	14.7	111.4
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		106.3		33.0	10.3	* 92
Max Q Clear Time (g_c+I1), s		48.1		10.0	12.3	92.6
Green Ext Time (p_c), s		56.9		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



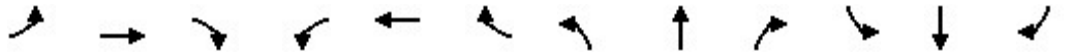
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	2557	0	22	3025	89	0	0	0	56	0	50
Future Volume (veh/h)	126	2557	0	22	3025	89	0	0	0	56	0	50
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	148	3008	0	23	3184	94				156	0	73
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95				0.46	0.46	0.46
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	154	3441	0	36	3098	90				729	0	324
Arrive On Green	0.09	0.68	0.00	0.02	0.61	0.61				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5053	147				3534	0	1572
Grp Volume(v), veh/h	148	3008	0	23	2116	1162				156	0	73
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1824				1767	0	1572
Q Serve(g_s), s	13.4	75.0	0.0	2.1	98.1	98.1				5.9	0.0	6.2
Cycle Q Clear(g_c), s	13.4	75.0	0.0	2.1	98.1	98.1				5.9	0.0	6.2
Prop In Lane	1.00		0.00	1.00		0.08				1.00		1.00
Lane Grp Cap(c), veh/h	154	3441	0	36	2071	1118				729	0	324
V/C Ratio(X)	0.96	0.87	0.00	0.65	1.02	1.04				0.21	0.00	0.23
Avail Cap(c_a), veh/h	154	3441	0	56	2071	1118				729	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.8	20.2	0.0	77.8	31.0	31.0				52.7	0.0	52.9
Incr Delay (d2), s/veh	38.0	1.5	0.0	1.8	12.6	21.0				0.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	28.6	0.0	1.0	42.0	47.9				2.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.8	21.8	0.0	79.6	43.6	52.0				53.4	0.0	54.5
LnGrp LOS	F	C	A	E	F	F				D	A	D
Approach Vol, veh/h		3156			3301						229	
Approach Delay, s/veh		25.9			46.8						53.7	
Approach LOS		C			D						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	7.7	114.4		37.9	18.3	103.8
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s	5.0	106.8		33.0	13.9	98.1
Max Q Clear Time (g_c+I1), s	4.1	77.0		8.2	15.4	100.1
Green Ext Time (p_c), s	0.0	29.4		0.7	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		37.2
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	671	1038	20	20	2386	105	16	7	8	60	2	724
Future Volume (veh/h)	671	1038	20	20	2386	105	16	7	8	60	2	724
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	754	1166	19	21	2460	103	21	9	0	65	0	398
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.75	0.75	0.75	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	605	2944	48	54	2058	85	426	448	0	97	0	642
Arrive On Green	0.18	0.57	0.57	0.02	0.41	0.41	0.24	0.24	0.00	0.03	0.00	0.03
Sat Flow, veh/h	3428	5133	84	3428	4984	207	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	754	767	418	21	1660	903	21	9	0	65	0	398
Grp Sat Flow(s),veh/h/ln	1714	1689	1839	1714	1689	1814	1767	1856	0	1767	0	1572
Q Serve(g_s), s	25.6	18.2	18.2	0.9	59.9	59.9	1.3	0.5	0.0	2.6	0.0	4.0
Cycle Q Clear(g_c), s	25.6	18.2	18.2	0.9	59.9	59.9	1.3	0.5	0.0	2.6	0.0	4.0
Prop In Lane	1.00		0.05	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	605	1937	1055	54	1394	749	426	448	0	97	0	642
V/C Ratio(X)	1.25	0.40	0.40	0.39	1.19	1.21	0.05	0.02	0.00	0.67	0.00	0.62
Avail Cap(c_a), veh/h	605	1937	1055	95	1394	749	426	448	0	97	0	642
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.8	17.1	17.1	70.7	42.6	42.6	42.3	42.0	0.0	69.9	0.0	52.6
Incr Delay (d2), s/veh	124.4	0.6	1.1	1.7	93.2	105.1	0.2	0.1	0.0	30.7	0.0	4.5
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	21.6	7.3	8.1	0.4	42.7	48.4	0.6	0.3	0.0	1.6	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	184.1	17.7	18.2	72.4	135.8	147.7	42.5	42.1	0.0	100.6	0.0	57.1
LnGrp LOS	F	B	B	E	F	F	D	D	A	F	A	E
Approach Vol, veh/h		1939			2584			30			463	
Approach Delay, s/veh		82.5			139.4			42.4			63.2	
Approach LOS		F			F			D			E	

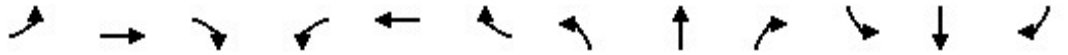
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	89.0		9.5	30.0	65.7		39.9				
Change Period (Y+Rc), s	4.4	5.8		5.5	4.4	* 5.8		4.9				
Max Green Setting (Gmax), s	4.0	81.4		4.0	25.6	* 60		35.0				
Max Q Clear Time (g_c+I1), s	2.9	20.2		6.0	27.6	61.9		3.3				
Green Ext Time (p_c), s	0.0	22.4		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	109.8	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



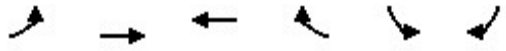
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	937	67	81	2305	104	74	14	40	23	16	49
Future Volume (veh/h)	96	937	67	81	2305	104	74	14	40	23	16	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	102	997	71	84	2376	107	116	22	62	27	19	57
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.64	0.64	0.64	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	145	2905	206	103	3074	137	215	45	100	223	148	372
Arrive On Green	0.04	0.60	0.60	0.08	0.82	0.82	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	3428	4820	343	1767	4967	222	747	191	421	782	624	1570
Grp Volume(v), veh/h	102	698	370	84	1609	874	200	0	0	46	0	57
Grp Sat Flow(s),veh/h/ln	1714	1689	1785	1767	1689	1812	1359	0	0	1405	0	1570
Q Serve(g_s), s	4.4	15.5	15.6	7.0	34.5	35.6	17.1	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear(g_c), s	4.4	15.5	15.6	7.0	34.5	35.6	20.7	0.0	0.0	3.6	0.0	4.3
Prop In Lane	1.00		0.19	1.00		0.12	0.58		0.31	0.59		1.00
Lane Grp Cap(c), veh/h	145	2036	1076	103	2090	1121	360	0	0	371	0	372
V/C Ratio(X)	0.70	0.34	0.34	0.81	0.77	0.78	0.56	0.00	0.00	0.12	0.00	0.15
Avail Cap(c_a), veh/h	219	2036	1076	172	2090	1121	360	0	0	371	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.41	0.41	0.41	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.9	14.9	14.9	68.3	8.1	8.2	52.2	0.0	0.0	44.9	0.0	45.3
Incr Delay (d2), s/veh	2.1	0.4	0.8	2.4	1.2	2.3	6.1	0.0	0.0	0.7	0.0	0.9
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	2.0	6.1	6.6	3.2	8.1	9.3	7.4	0.0	0.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	15.3	15.7	70.7	9.3	10.5	58.3	0.0	0.0	45.6	0.0	46.2
LnGrp LOS	E	B	B	E	A	B	E	A	A	D	A	D
Approach Vol, veh/h		1170			2567			200			103	
Approach Delay, s/veh		20.5			11.7			58.3			46.0	
Approach LOS		C			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	96.4		40.4	10.8	98.8		40.4				
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	* 6		4.9				
Max Green Setting (Gmax), s	14.6	84.6		35.5	9.6	* 90		35.5				
Max Q Clear Time (g_c+I1), s	9.0	17.6		6.3	6.4	37.6		22.7				
Green Ext Time (p_c), s	0.0	19.7		0.6	0.0	49.1		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		17.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



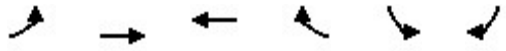
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	932	2457	100	32	66
Future Volume (veh/h)	72	932	2457	100	32	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	981	2533	103	43	89
Peak Hour Factor	0.95	0.95	0.97	0.97	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	94	3516	3050	123	414	368
Arrive On Green	0.07	0.92	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5157	201	1767	1572
Grp Volume(v), veh/h	76	981	1706	930	43	89
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1813	1767	1572
Q Serve(g_s), s	6.4	3.0	59.5	61.4	2.9	6.9
Cycle Q Clear(g_c), s	6.4	3.0	59.5	61.4	2.9	6.9
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	94	3516	2064	1108	414	368
V/C Ratio(X)	0.80	0.28	0.83	0.84	0.10	0.24
Avail Cap(c_a), veh/h	125	3516	2064	1108	414	368
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.50	0.50	1.00	1.00
Uniform Delay (d), s/veh	68.9	1.9	22.9	23.3	45.1	46.6
Incr Delay (d2), s/veh	17.3	0.2	2.0	4.0	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.9	23.6	26.7	1.3	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.2	2.1	24.9	27.3	45.6	48.2
LnGrp LOS	F	A	C	C	D	D
Approach Vol, veh/h		1057	2636		132	
Approach Delay, s/veh		8.1	25.8		47.4	
Approach LOS		A	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		40.0	12.4	97.6
Change Period (Y+Rc), s		5.9		4.9	4.4	* 5.9
Max Green Setting (Gmax), s		104.1		35.1	10.6	* 90
Max Q Clear Time (g_c+I1), s		5.0		8.9	8.4	63.4
Green Ext Time (p_c), s		26.3		0.2	0.0	26.1

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	923	2487	90	35	73
Future Volume (veh/h)	52	923	2487	90	35	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	55	982	2538	92	39	81
Peak Hour Factor	0.94	0.94	0.98	0.98	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	77	3634	3230	116	379	338
Arrive On Green	0.09	1.00	0.64	0.64	0.21	0.21
Sat Flow, veh/h	1767	5233	5182	180	1767	1572
Grp Volume(v), veh/h	55	982	1702	928	39	81
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1818	1767	1572
Q Serve(g_s), s	4.5	0.0	54.2	55.7	2.7	6.4
Cycle Q Clear(g_c), s	4.5	0.0	54.2	55.7	2.7	6.4
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	77	3634	2175	1171	379	338
V/C Ratio(X)	0.71	0.27	0.78	0.79	0.10	0.24
Avail Cap(c_a), veh/h	217	3634	2175	1171	379	338
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	19.1	19.4	47.3	48.8
Incr Delay (d2), s/veh	4.3	0.2	0.3	0.5	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	20.5	22.8	1.2	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.8	0.2	19.4	19.9	47.8	50.4
LnGrp LOS	E	A	B	B	D	D
Approach Vol, veh/h		1037	2630		120	
Approach Delay, s/veh		4.0	19.6		49.6	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		113.4		36.6	11.0	102.4
Change Period (Y+Rc), s		5.8		4.4	4.4	* 5.8
Max Green Setting (Gmax), s		107.6		32.2	18.4	* 85
Max Q Clear Time (g_c+I1), s		2.0		8.4	6.5	57.7
Green Ext Time (p_c), s		19.0		0.2	0.0	26.7

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	23	0	18	0	0	0	35	903	3	5	2566	38
Future Volume (veh/h)	23	0	18	0	0	0	35	903	3	5	2566	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	30	0	23	0	0	0	37	951	3	5	2618	39
Peak Hour Factor	0.77	0.77	0.77	0.25	0.25	0.25	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	203	0	155	377	396	0	47	2855	9	9	2704	40
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.00	0.03	0.55	0.55	0.01	0.53	0.53
Sat Flow, veh/h	949	0	728	1767	1856	0	1767	5213	16	1767	5140	76
Grp Volume(v), veh/h	53	0	0	0	0	0	37	616	338	5	1717	940
Grp Sat Flow(s),veh/h/ln	1677	0	0	1767	1856	0	1767	1689	1853	1767	1689	1839
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.1	15.1	0.4	73.5	74.4
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.1	15.1	0.4	73.5	74.4
Prop In Lane	0.57		0.43	1.00		0.00	1.00		0.01	1.00		0.04
Lane Grp Cap(c), veh/h	358	0	0	377	396	0	47	1849	1015	9	1776	968
V/C Ratio(X)	0.15	0.00	0.00	0.00	0.00	0.00	0.79	0.33	0.33	0.56	0.97	0.97
Avail Cap(c_a), veh/h	358	0	0	377	396	0	47	1849	1015	47	1776	968
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	0.00	0.00	0.00	0.97	0.97	0.97	0.62	0.62	0.62
Uniform Delay (d), s/veh	47.9	0.0	0.0	0.0	0.0	0.0	72.6	18.8	18.8	74.5	34.3	34.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	56.6	0.5	0.9	30.5	10.6	17.0
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	1.7	0.0	0.0	0.0	0.0	0.0	2.2	6.1	6.8	0.3	32.0	37.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	0.0	0.0	0.0	0.0	129.2	19.2	19.6	104.9	44.9	51.5
LnGrp LOS	D	A	A	A	A	A	F	B	B	F	D	D
Approach Vol, veh/h		53			0			991			2662	
Approach Delay, s/veh		48.8			0.0			23.5			47.3	
Approach LOS		D						C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	88.5		36.9	8.4	85.3		36.9				
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		4.9				
Max Green Setting (Gmax), s	4.0	61.9		32.0	4.0	* 62		32.0				
Max Q Clear Time (g_c+I1), s	2.4	17.1		5.9	5.1	76.4		0.0				
Green Ext Time (p_c), s	0.0	7.8		0.2	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		41.0	
HCM 6th LOS		D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	0	105	0	0	0	146	709	0	1	2495	545
Future Volume (veh/h)	130	0	105	0	0	0	146	709	0	1	2495	545
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		1.00	1.00		0.98
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1870	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	197	0	85				149	723	0	1	2546	556
Peak Hour Factor	0.83	0.83	0.83				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	3				3	3	0	2	3	3
Cap, veh/h	279	0	123				171	4144	0	2	3658	1111
Arrive On Green	0.08	0.00	0.08				0.10	0.82	0.00	0.00	0.72	0.72
Sat Flow, veh/h	3534	0	1561				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	197	0	85				149	723	0	1	2546	556
Grp Sat Flow(s),veh/h/ln	1767	0	1561				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	8.2	0.0	8.0				12.5	4.5	0.0	0.1	42.1	23.6
Cycle Q Clear(g_c), s	8.2	0.0	8.0				12.5	4.5	0.0	0.1	42.1	23.6
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	0	123				171	4144	0	2	3658	1111
V/C Ratio(X)	0.71	0.00	0.69				0.87	0.17	0.00	0.52	0.70	0.50
Avail Cap(c_a), veh/h	707	0	312				231	4144	0	61	3658	1111
HCM Platoon Ratio	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	1.00				0.91	0.91	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	67.4	0.0	67.3				66.8	2.9	0.0	74.9	11.6	9.1
Incr Delay (d2), s/veh	3.3	0.0	6.7				17.2	0.1	0.0	6.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	7.0				6.5	1.4	0.0	0.0	14.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	0.0	74.0				84.1	3.0	0.0	81.8	11.7	9.2
LnGrp LOS	E	A	E				F	A	A	F	B	A
Approach Vol, veh/h		282						872			3103	
Approach Delay, s/veh		71.7						16.8			11.3	
Approach LOS		E						B			B	

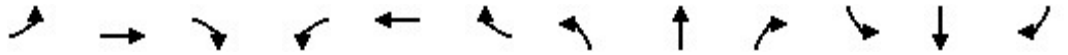
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	4.6	128.7		16.7	18.9	114.3
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0
Max Green Setting (Gmax), s	5.1	* 1E2		30.0	19.6	85.1
Max Q Clear Time (g_c+I1), s	2.1	6.5		10.2	14.5	44.1
Green Ext Time (p_c), s	0.0	11.2		0.9	0.1	39.1

Intersection Summary			
HCM 6th Ctrl Delay			16.4
HCM 6th LOS			B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	831	0	0	3037	28	0	0	0	10	0	7
Future Volume (veh/h)	19	831	0	0	3037	28	0	0	0	10	0	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1670	1670	0	1683	1670	1670				1670	0	1670
Adj Flow Rate, veh/h	20	894	0	0	3099	29				15	0	10
Peak Hour Factor	0.93	0.93	0.93	0.98	0.98	0.98				0.68	0.68	0.68
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	24	3289	0	1	3165	30				339	0	302
Arrive On Green	0.02	0.72	0.00	0.00	0.68	0.68				0.21	0.00	0.21
Sat Flow, veh/h	1590	4709	0	1603	4657	43				1590	0	1415
Grp Volume(v), veh/h	20	894	0	0	2019	1109				15	0	10
Grp Sat Flow(s),veh/h/ln	1590	1520	0	1603	1520	1661				1590	0	1415
Q Serve(g_s), s	1.9	10.2	0.0	0.0	95.1	96.6				1.1	0.0	0.8
Cycle Q Clear(g_c), s	1.9	10.2	0.0	0.0	95.1	96.6				1.1	0.0	0.8
Prop In Lane	1.00		0.00	1.00		0.03				1.00		1.00
Lane Grp Cap(c), veh/h	24	3289	0	1	2066	1129				339	0	302
V/C Ratio(X)	0.83	0.27	0.00	0.00	0.98	0.98				0.04	0.00	0.03
Avail Cap(c_a), veh/h	61	3289	0	59	2066	1129				339	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	73.7	7.2	0.0	0.0	22.9	23.2				46.9	0.0	46.7
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.0	2.7	5.0				0.2	0.0	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
%ile BackOfQ(50%),veh/ln	0.9	3.3	0.0	0.0	32.2	36.5				0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	7.4	0.0	0.0	25.6	28.1				47.1	0.0	46.9
LnGrp LOS	F	A	A	A	C	C				D	A	D
Approach Vol, veh/h		914			3128						25	
Approach Delay, s/veh		9.4			26.5						47.0	
Approach LOS		A			C						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	0.0	114.0		36.0	6.3	107.7
Change Period (Y+Rc), s	4.0	* 5.8		4.0	4.0	5.8
Max Green Setting (Gmax), s	5.5	* 99		32.0	5.8	98.4
Max Q Clear Time (g_c+I1), s	0.0	12.2		3.1	3.9	98.6
Green Ext Time (p_c), s	0.0	17.9		0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



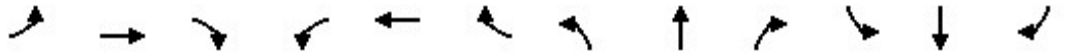
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	99	0	106	0	0	0	89	710	0	2	3006	308
Future Volume (veh/h)	99	0	106	0	0	0	89	710	0	2	3006	308
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		0.98
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	0	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	115	0	123				100	798	0	2	3164	324
Peak Hour Factor	0.86	0.86	0.86				0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				3	3	0	2	3	3
Cap, veh/h	154	0	246				122	4082	0	4	3456	341
Arrive On Green	0.09	0.00	0.09				0.07	0.81	0.00	0.00	0.74	0.74
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4676	461
Grp Volume(v), veh/h	115	0	123				100	798	0	2	2251	1237
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1760
Q Serve(g_s), s	9.5	0.0	10.7				8.4	5.4	0.0	0.2	78.2	92.5
Cycle Q Clear(g_c), s	9.5	0.0	10.7				8.4	5.4	0.0	0.2	78.2	92.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	154	0	246				122	4082	0	4	2496	1301
V/C Ratio(X)	0.74	0.00	0.50				0.82	0.20	0.00	0.53	0.90	0.95
Avail Cap(c_a), veh/h	707	0	737				366	4082	0	369	2496	1301
HCM Platoon Ratio	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	1.00				0.97	0.97	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	66.8	0.0	57.9				68.9	3.4	0.0	74.8	15.3	17.2
Incr Delay (d2), s/veh	2.7	0.0	0.6				5.0	0.1	0.0	3.7	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	9.5				4.0	1.7	0.0	0.1	27.2	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	0.0	58.5				73.9	3.5	0.0	78.5	15.9	19.4
LnGrp LOS	E	A	E				E	A	A	E	B	B
Approach Vol, veh/h		238						898			3490	
Approach Delay, s/veh		63.8						11.3			17.2	
Approach LOS		E						B			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	4.7	127.3		18.0	14.7	117.3
Change Period (Y+Rc), s	4.4	* 6.4		4.9	4.4	6.4
Max Green Setting (Gmax), s	31.1	* 44		60.0	31.1	43.2
Max Q Clear Time (g_c+I1), s	2.2	7.4		12.7	10.4	94.5
Green Ext Time (p_c), s	0.0	8.7		0.4	0.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		18.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	777	0	6	3204	130	0	0	0	74	0	64
Future Volume (veh/h)	52	777	0	6	3204	130	0	0	0	74	0	64
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	58	873	0	6	3269	133				81	8	75
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98				0.85	0.85	0.85
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	74	3469	0	11	3239	130				366	32	301
Arrive On Green	0.04	0.68	0.00	0.01	0.65	0.65				0.21	0.21	0.21
Sat Flow, veh/h	1767	5233	0	1781	4991	200				1767	155	1454
Grp Volume(v), veh/h	58	873	0	6	2196	1206				81	0	83
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1814				1767	0	1609
Q Serve(g_s), s	4.9	9.8	0.0	0.5	97.3	97.3				5.7	0.0	6.5
Cycle Q Clear(g_c), s	4.9	9.8	0.0	0.5	97.3	97.3				5.7	0.0	6.5
Prop In Lane	1.00		0.00	1.00		0.11				1.00		0.90
Lane Grp Cap(c), veh/h	74	3469	0	11	2191	1177				366	0	334
V/C Ratio(X)	0.79	0.25	0.00	0.57	1.00	1.02				0.22	0.00	0.25
Avail Cap(c_a), veh/h	74	3469	0	62	2191	1177				366	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	9.0	0.0	74.4	26.3	26.3				49.4	0.0	49.7
Incr Delay (d2), s/veh	37.7	0.2	0.0	16.8	19.7	32.7				1.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.7	0.0	0.3	42.6	50.1				2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.9	9.2	0.0	91.2	46.0	59.0				50.8	0.0	51.5
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		931			3408						164	
Approach Delay, s/veh		15.4			50.7						51.1	
Approach LOS		B			D						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	5.3	108.7		36.0	10.7	103.3
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	6.0
Max Green Setting (Gmax), s	5.2	98.4		31.1	6.3	97.3
Max Q Clear Time (g_c+I1), s	2.5	11.8		8.5	6.9	99.3
Green Ext Time (p_c), s	0.0	13.6		0.4	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		43.4
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	45	0	0	0
Future Vol, veh/h	0	19	45	0	0	0
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	0	21	49	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	70	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	21	-
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	1558	-	-	-	934	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	934	1020
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

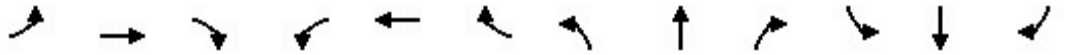
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	45	0	0	0
Future Vol, veh/h	0	19	45	0	0	0
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	0	21	49	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	70	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	21	-
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	1558	-	-	-	934	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	934	1020
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	1002	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1097	624	0	1256	465	502	0	935	0	0	0
Future Volume (veh/h)	0	1097	624	0	1256	465	502	0	935	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	1430	0	0	1380	0	523	0	974			
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.96	0.96	0.96			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3208		0	2919		1097	0	886			
Arrive On Green	0.00	0.38	0.00	0.00	0.57	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1430	0	0	1380	0	523	0	974			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	22.8	0.0	0.0	19.0	0.0	14.6	0.0	38.1			
Cycle Q Clear(g_c), s	0.0	22.8	0.0	0.0	19.0	0.0	14.6	0.0	38.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3208		0	2919		1097	0	886			
V/C Ratio(X)	0.00	0.45		0.00	0.47		0.48	0.00	1.10			
Avail Cap(c_a), veh/h	0	3208		0	2919		1097	0	886			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.55	0.00	0.00	0.74	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	22.9	0.0	0.0	15.1	0.0	32.9	0.0	41.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	61.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.8	0.0	0.0	7.2	0.0	6.1	0.0	20.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.1	0.0	0.0	15.1	0.0	33.1	0.0	102.2			
LnGrp LOS	A	C		A	B		C	A	F			
Approach Vol, veh/h		1430	A		1380	A		1497				
Approach Delay, s/veh		23.1			15.1			78.1				
Approach LOS		C			B			E				

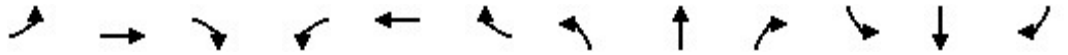
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		75.8				75.8		44.2				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		40.6				20.8		38.1				
Max Q Clear Time (g_c+I1), s		24.8				21.0		40.1				
Green Ext Time (p_c), s		6.9				0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1471	274	0	1518	228	0	0	0	267	0	1010
Future Volume (veh/h)	0	1471	274	0	1518	228	0	0	0	267	0	1010
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	1548	0	0	1549	0				287	0	1086
Peak Hour Factor	0.95	0.95	0.95	0.98	0.98	0.98				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2545		0	2545					1348	0	1088
Arrive On Green	0.00	0.50	0.00	0.00	0.50	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5443	0	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	1548	0	0	1549	0				287	0	1086
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	26.2	0.0	0.0	26.2	0.0				6.6	0.0	46.7
Cycle Q Clear(g_c), s	0.0	26.2	0.0	0.0	26.2	0.0				6.6	0.0	46.7
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2545		0	2545					1348	0	1088
V/C Ratio(X)	0.00	0.61		0.00	0.61					0.21	0.00	1.00
Avail Cap(c_a), veh/h	0	2545		0	2545					1348	0	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.7	0.0	0.0	21.7	0.0				24.3	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.1	0.0				0.0	0.0	26.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	0.0	0.0	10.3	0.0				2.7	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.8	0.0	0.0	21.8	0.0				24.4	0.0	63.4
LnGrp LOS	A	C		A	C					C	A	E
Approach Vol, veh/h		1548	A		1549	A					1373	
Approach Delay, s/veh		22.8			21.8						55.2	
Approach LOS		C			C						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		67.0		53.0		67.0						
Change Period (Y+Rc), s		7.2		6.2		7.2						
Max Green Setting (Gmax), s		24.8		46.8		27.8						
Max Q Clear Time (g_c+I1), s		28.2		48.7		28.2						
Green Ext Time (p_c), s		0.0		0.0		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	1	4	9	0	17
Future Vol, veh/h	28	1	4	9	0	17
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	66	66	41	41	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	42	2	10	22	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	85	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1558	-	914	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	909	1025
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1558	-
HCM Lane V/C Ratio	0.023	-	-	0.006	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

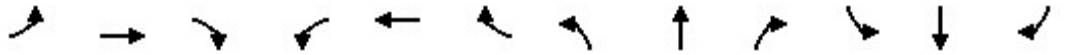
Intersection	
Int Delay, s/veh	2.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	63	2	7	13	4	1	0	18	7	0	0
Future Vol, veh/h	1	63	2	7	13	4	1	0	18	7	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	8	0	4	4	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	55	55	55	68	68	68	58	58	58
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	77	2	13	24	7	1	0	26	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	79	0	0	142	138	82	152	136	37
Stage 1	-	-	-	-	-	-	80	80	-	55	55	-
Stage 2	-	-	-	-	-	-	62	58	-	97	81	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1574	-	-	1513	-	-	825	751	975	813	753	1032
Stage 1	-	-	-	-	-	-	926	826	-	955	847	-
Stage 2	-	-	-	-	-	-	947	845	-	907	826	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1513	-	-	813	743	971	781	745	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	813	743	-	781	745	-
Stage 1	-	-	-	-	-	-	925	825	-	953	839	-
Stage 2	-	-	-	-	-	-	932	837	-	878	825	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	2.2	8.9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	961	1513	-	-	1573	-	-	781
HCM Lane V/C Ratio	0.029	0.008	-	-	0.001	-	-	0.015
HCM Control Delay (s)	8.9	7.4	-	-	7.3	0	-	9.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



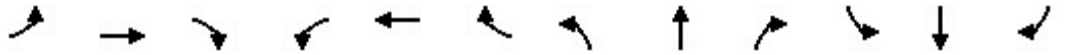
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	493	204	165	287	17	174	52	58	216	581	115
Future Volume (veh/h)	20	493	204	165	287	17	174	52	58	216	581	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	554	229	174	302	18	215	64	72	284	764	151
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.81	0.81	0.81	0.76	0.76	0.76
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	769	317	201	1401	83	271	534	468	344	947	187
Arrive On Green	0.02	0.32	0.32	0.11	0.41	0.41	0.08	0.30	0.30	0.10	0.32	0.32
Sat Flow, veh/h	3428	2414	995	1767	3377	200	3428	1763	1543	3428	2921	577
Grp Volume(v), veh/h	22	404	379	174	157	163	215	64	72	284	461	454
Grp Sat Flow(s),veh/h/ln	1714	1763	1646	1767	1763	1815	1714	1763	1543	1714	1763	1736
Q Serve(g_s), s	0.8	24.3	24.4	11.6	6.8	6.9	7.4	3.1	4.1	9.7	28.6	28.7
Cycle Q Clear(g_c), s	0.8	24.3	24.4	11.6	6.8	6.9	7.4	3.1	4.1	9.7	28.6	28.7
Prop In Lane	1.00		0.60	1.00		0.11	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	59	561	524	201	731	753	271	534	468	344	571	563
V/C Ratio(X)	0.37	0.72	0.72	0.86	0.21	0.22	0.79	0.12	0.15	0.83	0.81	0.81
Avail Cap(c_a), veh/h	149	561	524	260	732	753	332	534	468	487	571	563
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	36.1	36.1	52.1	22.5	22.5	54.2	30.2	30.5	52.8	37.0	37.0
Incr Delay (d2), s/veh	1.4	7.8	8.4	17.4	0.3	0.3	8.2	0.5	0.7	5.4	11.6	11.8
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	0.3	11.6	11.0	6.1	2.9	3.0	3.5	1.4	1.6	4.4	14.1	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	43.8	44.5	69.6	22.8	22.8	62.4	30.6	31.2	58.3	48.6	48.8
LnGrp LOS	E	D	D	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		805			494			351			1199	
Approach Delay, s/veh		44.6			39.3			50.2			51.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	43.8	13.9	44.0	6.5	55.4	16.4	41.5
Change Period (Y+Rc), s	4.4	* 5.7	4.4	5.2	4.4	5.7	4.4	5.2
Max Green Setting (Gmax), s	17.6	* 38	11.6	38.8	5.2	49.7	17.0	33.4
Max Q Clear Time (g_c+I1), s	13.6	26.4	9.4	30.7	2.8	8.9	11.7	6.1
Green Ext Time (p_c), s	0.1	6.3	0.1	5.1	0.0	3.8	0.3	1.3

Intersection Summary	
HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	50	145	321	238	20	199	156	78	20	820	124
Future Volume (veh/h)	43	50	145	321	238	20	199	156	78	20	820	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	0.99		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	57	165	349	259	22	219	171	86	23	932	141
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	62	332	288	285	1032	87	225	1395	614	518	1105	167
Arrive On Green	0.04	0.19	0.19	0.16	0.31	0.31	0.05	0.40	0.40	0.02	0.36	0.36
Sat Flow, veh/h	1767	1763	1530	1767	3283	277	1767	3526	1551	1767	3067	464
Grp Volume(v), veh/h	49	57	165	349	138	143	219	171	86	23	536	537
Grp Sat Flow(s),veh/h/ln	1767	1763	1530	1767	1763	1797	1767	1763	1551	1767	1763	1768
Q Serve(g_s), s	2.3	2.3	8.2	13.5	4.9	5.0	4.6	2.6	3.0	0.7	23.4	23.4
Cycle Q Clear(g_c), s	2.3	2.3	8.2	13.5	4.9	5.0	4.6	2.6	3.0	0.7	23.4	23.4
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	62	332	288	285	554	565	225	1395	614	518	635	637
V/C Ratio(X)	0.79	0.17	0.57	1.23	0.25	0.25	0.97	0.12	0.14	0.04	0.84	0.84
Avail Cap(c_a), veh/h	181	673	585	285	781	796	225	1395	614	568	635	637
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	28.5	30.9	35.1	21.4	21.4	26.6	16.1	16.2	16.3	24.6	24.6
Incr Delay (d2), s/veh	8.1	0.3	2.0	128.6	0.4	0.4	51.7	0.2	0.5	0.0	12.9	12.9
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	1.0	3.1	15.8	2.0	2.1	5.4	1.0	1.1	0.3	11.5	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	28.8	32.9	163.8	21.8	21.8	78.3	16.3	16.7	16.3	37.5	37.5
LnGrp LOS	D	C	C	F	C	C	E	B	B	B	D	D
Approach Vol, veh/h		271			630			476			1096	
Approach Delay, s/veh		34.8			100.4			44.9			37.0	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	38.9	17.9	20.9	9.0	36.0	7.3	31.4
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1
Max Green Setting (Gmax), s	4.0	* 31	13.5	32.0	4.6	30.2	8.6	* 37
Max Q Clear Time (g_c+I1), s	2.7	5.0	15.5	10.2	6.6	25.4	4.3	7.0
Green Ext Time (p_c), s	0.0	1.6	0.0	1.5	0.0	2.9	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

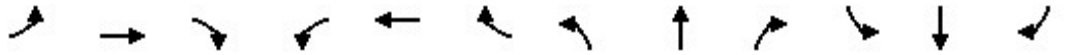
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	90	8	332	6	0	833
Future Volume (veh/h)	90	8	332	6	0	833
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	0	1856
Adj Flow Rate, veh/h	106	9	357	6	0	905
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	144	128	2118	36	0	2104
Arrive On Green	0.08	0.08	0.60	0.60	0.00	0.60
Sat Flow, veh/h	1767	1572	3640	60	0	3711
Grp Volume(v), veh/h	106	9	177	186	0	905
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1844	0	1763
Q Serve(g_s), s	1.8	0.2	1.4	1.4	0.0	4.2
Cycle Q Clear(g_c), s	1.8	0.2	1.4	1.4	0.0	4.2
Prop In Lane	1.00	1.00		0.03	0.00	
Lane Grp Cap(c), veh/h	144	128	1052	1101	0	2104
V/C Ratio(X)	0.73	0.07	0.17	0.17	0.00	0.43
Avail Cap(c_a), veh/h	1275	1135	1052	1101	0	2104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	12.9	2.8	2.8	0.0	3.3
Incr Delay (d2), s/veh	2.7	0.1	0.3	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.2	0.2	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	13.0	3.1	3.1	0.0	4.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	115		363			905
Approach Delay, s/veh	16.1		3.1			4.0
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	7.4
Change Period (Y+Rc), s		4.9			4.9	4.9
Max Green Setting (Gmax), s		18.2			18.2	22.0
Max Q Clear Time (g_c+I1), s		3.4			6.2	3.8
Green Ext Time (p_c), s		2.4			6.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A



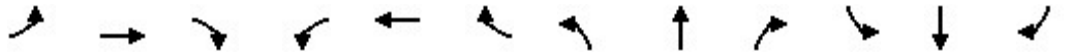
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1270	184	493	1725	287	211	61	631	740	229	163
Future Volume (veh/h)	23	1270	184	493	1725	287	211	61	631	740	229	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	1443	209	508	1778	296	224	65	671	763	236	168
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	60	1446	564	459	2053	1679	270	855	1038	699	1296	575
Arrive On Green	0.01	0.09	0.09	0.13	0.41	0.41	0.08	0.24	0.24	0.20	0.37	0.37
Sat Flow, veh/h	3428	5066	1541	3428	5066	2751	3428	3526	2750	3428	3526	1564
Grp Volume(v), veh/h	26	1443	209	508	1778	296	224	65	671	763	236	168
Grp Sat Flow(s),veh/h/ln	1714	1689	1541	1714	1689	1375	1714	1763	1375	1714	1763	1564
Q Serve(g_s), s	1.1	42.7	17.2	20.1	48.3	7.1	9.7	2.1	30.2	30.6	6.8	11.4
Cycle Q Clear(g_c), s	1.1	42.7	17.2	20.1	48.3	7.1	9.7	2.1	30.2	30.6	6.8	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	1446	564	459	2053	1679	270	855	1038	699	1296	575
V/C Ratio(X)	0.43	1.00	0.37	1.11	0.87	0.18	0.83	0.08	0.65	1.09	0.18	0.29
Avail Cap(c_a), veh/h	117	1446	564	459	2053	1679	370	917	1086	699	1296	575
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	73.8	67.9	45.3	64.9	40.9	12.8	68.1	43.8	38.6	59.7	32.1	33.6
Incr Delay (d2), s/veh	1.6	21.5	1.6	74.0	5.2	0.2	8.0	0.1	2.0	60.6	0.1	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	0.5	22.4	7.4	13.5	21.0	2.3	4.6	1.0	10.5	19.2	3.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	89.4	46.9	138.9	46.1	13.1	76.0	43.9	40.5	120.3	32.3	34.1
LnGrp LOS	E	F	D	F	D	B	E	D	D	F	C	C
Approach Vol, veh/h		1678			2582			960			1167	
Approach Delay, s/veh		83.9			60.6			49.0			90.1	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	48.3	16.2	60.4	7.0	66.3	35.0	41.7
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3
Max Green Setting (Gmax), s	20.1	40.5	16.2	53.1	5.1	* 56	30.6	* 39
Max Q Clear Time (g_c+I1), s	22.1	44.7	11.7	13.4	3.1	50.3	32.6	32.2
Green Ext Time (p_c), s	0.0	0.0	0.2	4.1	0.0	5.6	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	70.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



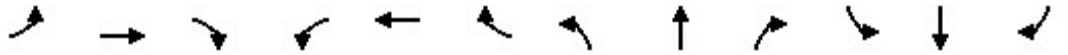
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	603	128	82	254	8	122	6	202	65	79	123
Future Volume (veh/h)	17	603	128	82	254	8	122	6	202	65	79	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	641	136	92	285	9	127	6	210	94	114	178
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.96	0.96	0.96	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	28	1044	221	100	1400	44	110	567	478	100	193	301
Arrive On Green	0.02	0.36	0.36	0.06	0.40	0.40	0.06	0.31	0.31	0.06	0.30	0.30
Sat Flow, veh/h	1767	2892	613	1767	3484	110	1767	1856	1565	1767	643	1004
Grp Volume(v), veh/h	18	390	387	92	144	150	127	6	210	94	0	292
Grp Sat Flow(s),veh/h/ln	1767	1763	1742	1767	1763	1831	1767	1856	1565	1767	0	1647
Q Serve(g_s), s	0.9	16.4	16.4	4.7	4.8	4.8	5.6	0.2	9.7	4.8	0.0	13.6
Cycle Q Clear(g_c), s	0.9	16.4	16.4	4.7	4.8	4.8	5.6	0.2	9.7	4.8	0.0	13.6
Prop In Lane	1.00		0.35	1.00		0.06	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	28	637	629	100	708	736	110	567	478	100	0	494
V/C Ratio(X)	0.63	0.61	0.61	0.92	0.20	0.20	1.15	0.01	0.44	0.94	0.00	0.59
Avail Cap(c_a), veh/h	228	637	629	100	708	736	110	567	478	100	0	494
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	23.6	23.6	42.2	17.5	17.5	42.2	21.8	25.1	42.3	0.0	26.8
Incr Delay (d2), s/veh	8.3	4.4	4.4	63.3	0.6	0.6	133.5	0.0	2.9	69.4	0.0	5.1
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	0.5	7.3	7.3	3.8	2.0	2.1	6.5	0.1	3.9	4.0	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	28.0	28.1	105.5	18.2	18.2	175.7	21.8	28.0	111.7	0.0	31.9
LnGrp LOS	D	C	C	F	B	B	F	C	C	F	A	C
Approach Vol, veh/h		795			386			343			386	
Approach Delay, s/veh		28.6			39.0			82.6			51.4	
Approach LOS		C			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	38.6	10.0	31.9	5.8	42.3	9.5	32.4
Change Period (Y+Rc), s	4.4	6.1	4.4	4.9	4.4	* 6.1	4.4	4.9
Max Green Setting (Gmax), s	5.1	32.5	5.6	27.0	11.6	* 27	5.1	27.5
Max Q Clear Time (g_c+I1), s	6.7	18.4	7.6	15.6	2.9	6.8	6.8	11.7
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.0	1.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

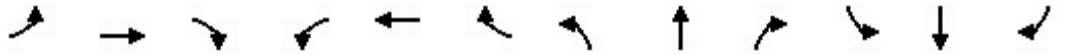
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	24	171	193	313	94	65	84	14	18	287	60
Future Volume (veh/h)	51	24	171	193	313	94	65	84	14	18	287	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	33	238	235	382	115	80	104	17	20	315	66
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.81	0.81	0.81	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	653	671	291	287	493	154	97	1028	164	30	873	180
Arrive On Green	0.19	0.19	0.19	0.26	0.26	0.26	0.05	0.34	0.34	0.02	0.30	0.30
Sat Flow, veh/h	3428	3526	1528	1089	1872	584	1767	3033	484	1767	2897	598
Grp Volume(v), veh/h	71	33	238	389	0	343	80	59	62	20	190	191
Grp Sat Flow(s),veh/h/ln	1714	1763	1528	1801	0	1744	1767	1763	1754	1767	1763	1733
Q Serve(g_s), s	1.8	0.8	15.3	20.8	0.0	18.5	4.6	2.4	2.5	1.2	8.6	8.9
Cycle Q Clear(g_c), s	1.8	0.8	15.3	20.8	0.0	18.5	4.6	2.4	2.5	1.2	8.6	8.9
Prop In Lane	1.00		1.00	0.60		0.34	1.00		0.28	1.00		0.35
Lane Grp Cap(c), veh/h	653	671	291	474	0	459	97	598	595	30	531	522
V/C Ratio(X)	0.11	0.05	0.82	0.82	0.00	0.75	0.83	0.10	0.10	0.67	0.36	0.37
Avail Cap(c_a), veh/h	903	928	402	474	0	459	97	598	595	97	531	522
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	33.9	39.8	35.5	0.0	34.6	48.0	23.2	23.2	50.1	28.0	28.1
Incr Delay (d2), s/veh	0.1	0.0	9.5	14.6	0.0	10.6	40.5	0.3	0.3	9.1	1.9	2.0
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	0.7	0.3	6.4	10.9	0.0	9.1	3.1	1.0	1.1	0.6	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	33.9	49.3	50.1	0.0	45.2	88.5	23.5	23.6	59.3	29.9	30.1
LnGrp LOS	C	C	D	D	A	D	F	C	C	E	C	C
Approach Vol, veh/h		342			732			201			401	
Approach Delay, s/veh		44.7			47.8			49.4			31.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	40.1		24.4	10.0	36.2		31.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	5.6	30.9		27.0	5.6	30.9		27.0				
Max Q Clear Time (g_c+I1), s	3.2	4.5		17.3	6.6	10.9		22.8				
Green Ext Time (p_c), s	0.0	1.0		1.0	0.0	3.4		1.9				

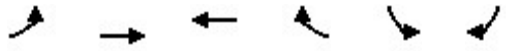
Intersection Summary			
HCM 6th Ctrl Delay		43.5	
HCM 6th LOS		D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	1	0	3	34	93	1	4	232	1
Future Volume (veh/h)	9	0	8	1	0	3	34	93	1	4	232	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.98	1.00		0.99	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	0	13	3	0	9	42	115	1	5	264	1
Peak Hour Factor	0.62	0.62	0.62	0.33	0.33	0.33	0.81	0.81	0.81	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	184	0	28	139	0	49	67	2028	18	10	1922	7
Arrive On Green	0.04	0.00	0.04	0.04	0.00	0.04	0.04	0.57	0.57	0.01	0.53	0.53
Sat Flow, veh/h	816	0	708	410	0	1231	1767	3581	31	1767	3602	14
Grp Volume(v), veh/h	28	0	0	12	0	0	42	57	59	5	129	136
Grp Sat Flow(s),veh/h/ln	1524	0	0	1642	0	0	1767	1763	1850	1767	1763	1853
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.9	0.5	0.5	0.1	1.3	1.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.9	0.5	0.5	0.1	1.3	1.3
Prop In Lane	0.54		0.46	0.25		0.75	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	212	0	0	189	0	0	67	998	1047	10	941	989
V/C Ratio(X)	0.13	0.00	0.00	0.06	0.00	0.00	0.63	0.06	0.06	0.52	0.14	0.14
Avail Cap(c_a), veh/h	1159	0	0	1155	0	0	319	998	1047	247	941	989
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	17.1	0.0	0.0	17.0	0.0	0.0	17.3	3.6	3.6	18.1	4.3	4.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	9.2	0.1	0.1	37.8	0.3	0.3
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	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.1	0.1	0.1	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	17.1	0.0	0.0	26.5	3.7	3.7	55.9	4.6	4.6
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		28			12			158			270	
Approach Delay, s/veh		17.4			17.1			9.7			5.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	25.6		6.4	5.8	24.4		6.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.1	20.7		25.0	6.6	19.2		25.0				
Max Q Clear Time (g_c+I1), s	2.1	2.5		2.6	2.9	3.3		2.2				
Green Ext Time (p_c), s	0.0	0.5		0.1	0.0	1.3		0.0				

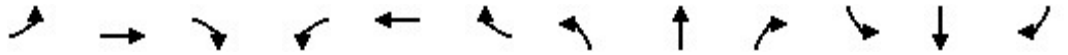
Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	414	346	48	34	50
Future Volume (veh/h)	71	414	346	48	34	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	80	465	372	52	52	77
Peak Hour Factor	0.89	0.89	0.93	0.93	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	660	1546	1363	189	75	111
Arrive On Green	0.44	0.44	0.44	0.44	0.12	0.12
Sat Flow, veh/h	954	3618	3201	431	647	958
Grp Volume(v), veh/h	80	465	210	214	130	0
Grp Sat Flow(s),veh/h/ln	954	1763	1763	1777	1618	0
Q Serve(g_s), s	1.3	2.0	1.7	1.8	1.8	0.0
Cycle Q Clear(g_c), s	3.1	2.0	1.7	1.8	1.8	0.0
Prop In Lane	1.00			0.24	0.40	0.59
Lane Grp Cap(c), veh/h	660	1546	773	779	187	0
V/C Ratio(X)	0.12	0.30	0.27	0.27	0.69	0.00
Avail Cap(c_a), veh/h	1146	3343	1672	1685	1987	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.1	4.2	4.1	4.1	9.7	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.3	0.3	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.2	0.2	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.2	4.3	4.4	4.4	11.5	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		545	424		130	
Approach Delay, s/veh		4.4	4.4		11.5	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.3		7.5		15.3
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		21.7		28.1		21.7
Max Q Clear Time (g_c+I1), s		5.1		3.8		3.8
Green Ext Time (p_c), s		4.0		0.2		3.4

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A



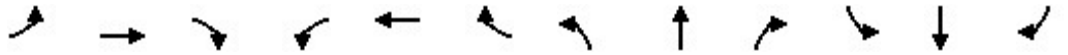
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	154	49	152	203	273	30	303	85	458	1092	85
Future Volume (veh/h)	15	154	49	152	203	273	30	303	85	458	1092	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.98	1.00		0.96
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	195	62	167	223	300	32	326	91	482	1149	89
Peak Hour Factor	0.79	0.79	0.79	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	27	385	312	182	548	441	41	1538	408	526	2476	192
Arrive On Green	0.02	0.21	0.21	0.10	0.30	0.30	0.01	0.13	0.13	0.31	1.00	1.00
Sat Flow, veh/h	1767	1856	1506	1767	1856	1493	1767	3967	1052	3428	4779	370
Grp Volume(v), veh/h	19	195	62	167	223	300	32	275	142	482	812	426
Grp Sat Flow(s),veh/h/ln	1767	1856	1506	1767	1856	1493	1767	1689	1642	1714	1689	1772
Q Serve(g_s), s	1.4	12.3	4.5	12.4	12.7	23.4	2.4	9.6	10.3	17.9	0.0	0.0
Cycle Q Clear(g_c), s	1.4	12.3	4.5	12.4	12.7	23.4	2.4	9.6	10.3	17.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		0.21
Lane Grp Cap(c), veh/h	27	385	312	182	548	441	41	1310	637	526	1750	918
V/C Ratio(X)	0.71	0.51	0.20	0.92	0.41	0.68	0.79	0.21	0.22	0.92	0.46	0.46
Avail Cap(c_a), veh/h	222	662	537	182	617	496	129	1310	637	587	1750	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.83	0.83	0.83
Uniform Delay (d), s/veh	64.7	46.3	43.2	58.6	37.3	41.0	65.2	39.4	39.7	45.0	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.4	0.1	42.8	0.2	2.3	11.6	0.4	0.8	15.0	0.7	1.4
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	0.7	5.7	1.7	7.7	5.8	8.9	1.2	4.4	4.7	7.7	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	46.7	43.4	101.4	37.4	43.3	76.8	39.8	40.5	60.0	0.7	1.4
LnGrp LOS	E	D	D	F	D	D	E	D	D	E	A	A
Approach Vol, veh/h		276			690			449			1720	
Approach Delay, s/veh		48.0			55.5			42.7			17.5	
Approach LOS		D			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	56.9	18.0	32.5	7.4	74.1	6.4	44.1
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	4.4	5.7	4.4	5.1
Max Green Setting (Gmax), s	22.6	29.3	13.6	* 47	9.6	42.3	16.6	43.9
Max Q Clear Time (g_c+I1), s	19.9	12.3	14.4	14.3	4.4	2.0	3.4	25.4
Green Ext Time (p_c), s	0.3	3.5	0.0	0.8	0.0	17.8	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



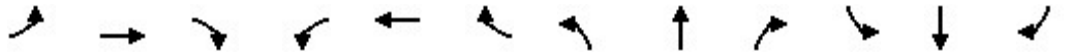
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	113	72	163	256	87	46	320	62	118	1202	104
Future Volume (veh/h)	32	113	72	163	256	87	46	320	62	118	1202	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	37	131	84	190	298	101	51	352	68	128	1307	113
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	47	295	175	242	474	156	66	2387	445	151	2874	249
Arrive On Green	0.03	0.14	0.14	0.07	0.18	0.18	0.04	0.56	0.56	0.17	1.00	1.00
Sat Flow, veh/h	1767	2100	1246	3428	2572	850	1767	4275	797	1767	4740	410
Grp Volume(v), veh/h	37	108	107	190	202	197	51	275	145	128	931	489
Grp Sat Flow(s),veh/h/ln	1767	1763	1584	1714	1763	1659	1767	1689	1695	1767	1689	1772
Q Serve(g_s), s	2.7	7.4	8.2	7.2	13.9	14.5	3.8	5.2	5.4	9.3	0.0	0.0
Cycle Q Clear(g_c), s	2.7	7.4	8.2	7.2	13.9	14.5	3.8	5.2	5.4	9.3	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.51	1.00		0.47	1.00		0.23
Lane Grp Cap(c), veh/h	47	247	222	242	325	306	66	1886	946	151	2048	1075
V/C Ratio(X)	0.78	0.44	0.48	0.78	0.62	0.65	0.77	0.15	0.15	0.85	0.45	0.45
Avail Cap(c_a), veh/h	129	589	529	353	642	605	262	1886	946	249	2048	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.98	0.98	0.98	0.86	0.86	0.86
Uniform Delay (d), s/veh	63.9	52.0	52.3	60.3	49.6	49.9	63.0	14.0	14.1	53.9	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.4	0.6	3.9	0.7	0.9	6.9	0.2	0.3	5.7	0.6	1.2
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	3.3	3.3	3.3	6.2	6.1	1.8	2.0	2.2	4.0	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	52.4	52.9	64.3	50.3	50.7	69.9	14.2	14.4	59.6	0.6	1.2
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		252			589			471			1548	
Approach Delay, s/veh		55.8			55.0			20.3			5.7	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	79.2	13.7	23.4	9.3	85.6	7.9	29.2
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9
Max Green Setting (Gmax), s	18.6	36.5	13.6	44.1	19.6	* 36	9.6	48.1
Max Q Clear Time (g_c+I1), s	11.3	7.4	9.2	10.2	5.8	2.0	4.7	16.5
Green Ext Time (p_c), s	0.1	3.5	0.1	0.9	0.0	16.9	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



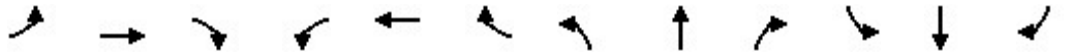
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	2	210	155	11	19	39	540	13	6	1751	14
Future Volume (veh/h)	37	2	210	155	11	19	39	540	13	6	1751	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.96
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	0	294	241	0	0	43	593	14	7	1924	15
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	241	0	427	369	194	0	73	2413	57	16	2293	18
Arrive On Green	0.14	0.00	0.14	0.10	0.00	0.00	0.04	0.47	0.47	0.01	0.44	0.44
Sat Flow, veh/h	1767	0	3131	3534	1856	0	1767	5085	120	1767	5183	40
Grp Volume(v), veh/h	34	0	294	241	0	0	43	393	214	7	1253	686
Grp Sat Flow(s),veh/h/ln	1767	0	1566	1767	1856	0	1767	1689	1827	1767	1689	1846
Q Serve(g_s), s	1.1	0.0	5.8	4.3	0.0	0.0	1.6	4.5	4.5	0.3	21.5	21.5
Cycle Q Clear(g_c), s	1.1	0.0	5.8	4.3	0.0	0.0	1.6	4.5	4.5	0.3	21.5	21.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	241	0	427	369	194	0	73	1603	867	16	1494	817
V/C Ratio(X)	0.14	0.00	0.69	0.65	0.00	0.00	0.59	0.25	0.25	0.43	0.84	0.84
Avail Cap(c_a), veh/h	487	0	863	974	511	0	457	1603	867	135	1494	817
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	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	26.9	28.1	0.0	0.0	30.8	10.2	10.2	32.2	16.2	16.2
Incr Delay (d2), s/veh	0.3	0.0	2.0	2.0	0.0	0.0	7.3	0.4	0.7	17.3	5.8	10.1
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	0.5	0.0	2.2	1.8	0.0	0.0	0.8	1.6	1.8	0.2	8.4	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	28.9	30.1	0.0	0.0	38.0	10.6	10.9	49.5	22.0	26.3
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	C	C
Approach Vol, veh/h		328			241			650			1946	
Approach Delay, s/veh		28.5			30.1			12.5			23.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	35.5		13.4	7.2	33.4		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	16.9	19.1		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.5		7.8	3.6	23.5		6.3				
Green Ext Time (p_c), s	0.0	4.1		0.9	0.1	0.0		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		22.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



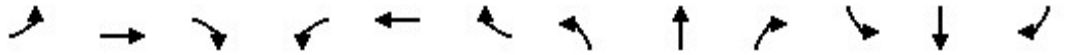
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	751	174	389	1674	207	140	228	148	301	769	301
Future Volume (veh/h)	182	751	174	389	1674	207	140	228	148	301	769	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	188	774	179	401	1726	213	147	240	156	334	854	334
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	2182	647	445	2493	950	192	986	298	383	1268	381
Arrive On Green	0.07	0.43	0.43	0.26	0.98	0.98	0.06	0.19	0.19	0.11	0.25	0.25
Sat Flow, veh/h	3428	5066	1502	3428	5066	1572	3428	5066	1533	3428	5066	1522
Grp Volume(v), veh/h	188	774	179	401	1726	213	147	240	156	334	854	334
Grp Sat Flow(s),veh/h/ln	1714	1689	1502	1714	1689	1572	1714	1689	1533	1714	1689	1522
Q Serve(g_s), s	8.1	15.4	11.6	17.0	2.5	0.3	6.3	6.0	13.7	14.4	22.8	31.6
Cycle Q Clear(g_c), s	8.1	15.4	11.6	17.0	2.5	0.3	6.3	6.0	13.7	14.4	22.8	31.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	2182	647	445	2493	950	192	986	298	383	1268	381
V/C Ratio(X)	0.80	0.35	0.28	0.90	0.69	0.22	0.77	0.24	0.52	0.87	0.67	0.88
Avail Cap(c_a), veh/h	334	2182	647	585	2493	950	265	986	298	517	1304	392
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.72	0.72	0.72	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	68.9	28.7	27.6	54.6	0.6	0.4	69.8	51.1	54.2	65.6	50.7	54.0
Incr Delay (d2), s/veh	4.1	0.3	0.7	9.3	1.2	0.4	5.3	0.6	6.4	4.8	0.7	10.4
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	3.7	6.4	4.4	7.1	0.6	0.2	2.9	2.6	5.9	6.6	9.8	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	29.0	28.3	63.9	1.8	0.8	75.1	51.7	60.6	70.3	51.4	64.4
LnGrp LOS	E	C	C	E	A	A	E	D	E	E	D	E
Approach Vol, veh/h		1141			2340			543			1522	
Approach Delay, s/veh		36.1			12.3			60.6			58.4	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.9	70.1	12.8	43.2	14.6	79.3	21.2	34.9
Change Period (Y+Rc), s	4.4	* 5.5	4.4	* 5.7	4.4	5.5	4.4	5.7
Max Green Setting (Gmax), s	25.6	* 55	11.6	* 39	14.6	65.5	22.6	27.3
Max Q Clear Time (g_c+I1), s	19.0	17.4	8.3	33.6	10.1	4.5	16.4	15.7
Green Ext Time (p_c), s	0.5	17.6	0.1	3.5	0.1	50.2	0.4	3.8

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

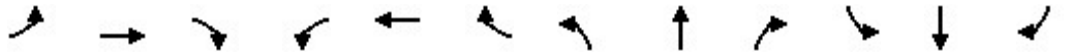
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	105	476	238	40	51	59	146	82	38	379	1
Future Volume (veh/h)	4	105	476	238	40	51	59	146	82	38	379	1
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		0.94	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	119	541	283	48	61	71	176	99	44	441	1
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.83	0.83	0.83	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	9	652	539	313	923	810	91	969	405	56	912	2
Arrive On Green	0.01	0.35	0.35	0.18	0.52	0.52	0.05	0.27	0.27	0.03	0.25	0.25
Sat Flow, veh/h	1767	1856	1533	1767	1763	1547	1767	3526	1473	1767	3608	8
Grp Volume(v), veh/h	5	119	541	283	48	61	71	176	99	44	215	227
Grp Sat Flow(s),veh/h/ln	1767	1856	1533	1767	1763	1547	1767	1763	1473	1767	1763	1854
Q Serve(g_s), s	0.3	4.9	39.1	17.4	1.5	2.2	4.4	4.2	5.8	2.7	11.6	11.6
Cycle Q Clear(g_c), s	0.3	4.9	39.1	17.4	1.5	2.2	4.4	4.2	5.8	2.7	11.6	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	9	652	539	313	923	810	91	969	405	56	445	468
V/C Ratio(X)	0.55	0.18	1.00	0.90	0.05	0.08	0.78	0.18	0.24	0.78	0.48	0.48
Avail Cap(c_a), veh/h	81	652	539	407	945	829	137	969	405	116	445	468
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	25.0	36.0	44.8	13.0	13.1	52.1	30.8	31.3	53.5	35.4	35.4
Incr Delay (d2), s/veh	17.8	0.0	39.6	17.2	0.0	0.0	7.7	0.4	1.4	8.6	3.7	3.5
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	0.2	2.2	20.2	9.1	0.6	0.8	2.1	1.9	2.2	1.4	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	25.0	75.7	62.0	13.0	13.2	59.8	31.2	32.8	62.0	39.1	38.9
LnGrp LOS	E	C	F	E	B	B	E	C	C	E	D	D
Approach Vol, veh/h		665			392			346			486	
Approach Delay, s/veh		66.6			48.4			37.5			41.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	35.5	24.1	44.0	10.1	33.0	5.0	63.1
Change Period (Y+Rc), s	4.1	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	7.3	29.7	25.6	39.1	8.6	28.1	5.1	59.6
Max Q Clear Time (g_c+I1), s	4.7	7.8	19.4	41.1	6.4	13.6	2.3	4.2
Green Ext Time (p_c), s	0.0	1.9	0.2	0.0	0.0	3.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D



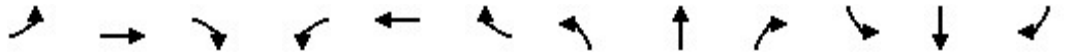
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	7	23	285	7	37	20	237	105	38	1057	7
Future Volume (veh/h)	6	7	23	285	7	37	20	237	105	38	1057	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.96		0.98	1.00		0.97	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	10	34	334	0	43	24	282	125	40	1101	7
Peak Hour Factor	0.68	0.68	0.68	0.87	0.87	0.87	0.84	0.84	0.84	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	442	84	284	809	0	358	39	1133	487	59	1754	11
Arrive On Green	0.23	0.23	0.23	0.23	0.00	0.23	0.02	0.48	0.48	0.03	0.49	0.49
Sat Flow, veh/h	1340	358	1217	2599	0	1533	1767	2373	1020	1767	3590	23
Grp Volume(v), veh/h	9	0	44	334	0	43	24	207	200	40	541	567
Grp Sat Flow(s),veh/h/ln	1340	0	1575	1300	0	1533	1767	1763	1630	1767	1763	1850
Q Serve(g_s), s	0.3	0.0	1.2	6.5	0.0	1.2	0.7	3.9	4.0	1.2	12.6	12.6
Cycle Q Clear(g_c), s	0.3	0.0	1.2	7.7	0.0	1.2	0.7	3.9	4.0	1.2	12.6	12.6
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.63	1.00		0.01
Lane Grp Cap(c), veh/h	442	0	368	809	0	358	39	842	779	59	861	904
V/C Ratio(X)	0.02	0.00	0.12	0.41	0.00	0.12	0.61	0.25	0.26	0.68	0.63	0.63
Avail Cap(c_a), veh/h	712	0	684	1331	0	666	166	842	779	166	861	904
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	16.8	19.8	0.0	16.8	26.9	8.6	8.6	26.5	10.5	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.2	5.5	0.7	0.8	5.1	3.5	3.3
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	0.1	0.0	0.4	1.8	0.0	0.4	0.4	1.4	1.3	0.6	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.8	20.2	0.0	16.9	32.4	9.3	9.4	31.6	13.9	13.8
LnGrp LOS	B	A	B	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		53			377			431			1148	
Approach Delay, s/veh		16.8			19.8			10.6			14.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	31.4		17.8	5.6	32.0		17.8				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	3.2	6.0		3.2	2.7	14.6		9.7				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	5.9		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

Notes

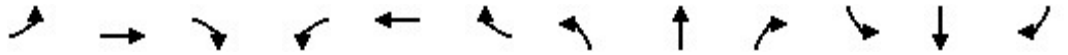
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	11	212	204	18	59	116	258	95	34	1207	47
Future Volume (veh/h)	13	11	212	204	18	59	116	258	95	34	1207	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		0.93	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	15	286	227	20	66	130	290	107	35	1244	48
Peak Hour Factor	0.74	0.74	0.74	0.90	0.90	0.90	0.89	0.89	0.89	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	497	27	512	304	129	425	131	1058	378	50	1307	50
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.42	0.42	0.03	0.38	0.38
Sat Flow, veh/h	1283	78	1487	1070	374	1235	1767	2492	891	1767	3451	133
Grp Volume(v), veh/h	18	0	301	227	0	86	130	202	195	35	635	657
Grp Sat Flow(s),veh/h/ln	1283	0	1565	1070	0	1609	1767	1763	1620	1767	1763	1822
Q Serve(g_s), s	0.7	0.0	10.9	13.2	0.0	2.6	5.1	5.2	5.5	1.4	24.5	24.6
Cycle Q Clear(g_c), s	3.3	0.0	10.9	24.1	0.0	2.6	5.1	5.2	5.5	1.4	24.5	24.6
Prop In Lane	1.00		0.95	1.00		0.77	1.00		0.55	1.00		0.07
Lane Grp Cap(c), veh/h	497	0	539	304	0	554	131	749	688	50	667	690
V/C Ratio(X)	0.04	0.00	0.56	0.75	0.00	0.16	0.99	0.27	0.28	0.70	0.95	0.95
Avail Cap(c_a), veh/h	497	0	539	304	0	554	131	749	688	131	667	690
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	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.80	0.80	0.80
Uniform Delay (d), s/veh	17.0	0.0	18.6	29.2	0.0	15.9	32.4	13.1	13.2	33.7	21.1	21.1
Incr Delay (d2), s/veh	0.0	0.0	0.8	8.6	0.0	0.0	67.1	0.7	0.8	5.3	21.3	21.2
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	0.2	0.0	3.8	4.4	0.0	0.9	4.6	2.0	2.0	0.6	13.1	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	19.4	37.8	0.0	15.9	99.5	13.8	14.0	39.0	42.5	42.3
LnGrp LOS	B	A	B	D	A	B	F	B	B	D	D	D
Approach Vol, veh/h		319			313			527			1327	
Approach Delay, s/veh		19.3			31.8			35.0			42.3	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	34.6		29.0	9.6	31.4		29.0				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	3.4	7.5		12.9	7.1	26.6		26.1				
Green Ext Time (p_c), s	0.0	3.0		1.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									



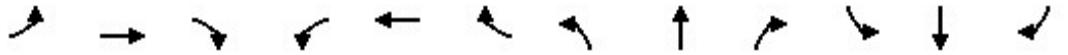
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	950	181	362	2127	149	174	168	86	138	734	631
Future Volume (veh/h)	265	950	181	362	2127	149	174	168	86	138	734	631
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	279	1000	191	366	2148	151	189	183	93	150	798	686
Peak Hour Factor	0.95	0.95	0.95	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	324	2018	384	379	2486	752	197	1051	449	172	1192	521
Arrive On Green	0.09	0.47	0.47	0.15	0.65	0.65	0.06	0.30	0.30	0.10	0.34	0.34
Sat Flow, veh/h	3428	4251	810	3428	5066	1533	3428	3526	1505	1767	3526	1542
Grp Volume(v), veh/h	279	794	397	366	2148	151	189	183	93	150	798	686
Grp Sat Flow(s),veh/h/ln	1714	1689	1684	1714	1689	1533	1714	1763	1505	1767	1763	1542
Q Serve(g_s), s	12.0	24.2	24.3	15.9	50.7	5.9	8.3	5.8	6.9	12.6	29.1	50.7
Cycle Q Clear(g_c), s	12.0	24.2	24.3	15.9	50.7	5.9	8.3	5.8	6.9	12.6	29.1	50.7
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1603	799	379	2486	752	197	1051	449	172	1192	521
V/C Ratio(X)	0.86	0.50	0.50	0.96	0.86	0.20	0.96	0.17	0.21	0.87	0.67	1.32
Avail Cap(c_a), veh/h	379	1603	799	379	2486	752	197	1051	449	213	1192	521
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.64	0.64	0.64	1.00	1.00	1.00	0.24	0.24	0.24
Uniform Delay (d), s/veh	66.9	27.1	27.1	63.7	22.1	14.3	70.5	39.0	39.4	66.8	42.5	49.6
Incr Delay (d2), s/veh	9.6	0.7	1.4	28.0	2.8	0.4	52.6	0.1	0.3	7.0	0.7	145.6
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	5.7	10.0	10.2	8.2	18.1	2.1	5.1	2.6	2.6	6.0	12.9	40.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	27.8	28.5	91.7	24.9	14.7	123.2	39.1	39.7	73.7	43.2	195.2
LnGrp LOS	E	C	C	F	C	B	F	D	D	E	D	F
Approach Vol, veh/h		1470			2665			465			1634	
Approach Delay, s/veh		37.2			33.5			73.4			109.8	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	77.1	13.0	56.4	18.6	79.5	19.0	50.4
Change Period (Y+Rc), s	4.4	* 5.4	4.4	* 5.7	4.4	5.4	4.4	5.7
Max Green Setting (Gmax), s	16.6	* 55	8.6	* 51	16.6	54.6	18.1	40.8
Max Q Clear Time (g_c+I1), s	17.9	26.3	10.3	52.7	14.0	52.7	14.6	8.9
Green Ext Time (p_c), s	0.0	21.4	0.0	0.0	0.2	1.9	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1424	191	27	587	0	117	0	69	0	0	0
Future Volume (veh/h)	11	1424	191	27	587	0	117	0	69	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1870	1856	1856	1856	1856	0	1856	0	1856			
Adj Flow Rate, veh/h	12	1499	201	29	638	0	130	0	77			
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90			
Percent Heavy Veh, %	2	3	3	3	3	0	3	0	3			
Cap, veh/h	24	2731	824	37	2764	0	1119	0	513			
Arrive On Green	0.01	0.54	0.54	0.02	0.55	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	1781	5066	1529	1767	5233	0	3428	0	1572			
Grp Volume(v), veh/h	12	1499	201	29	638	0	130	0	77			
Grp Sat Flow(s),veh/h/ln	1781	1689	1529	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	0.9	25.6	9.2	2.2	8.6	0.0	3.5	0.0	4.6			
Cycle Q Clear(g_c), s	0.9	25.6	9.2	2.2	8.6	0.0	3.5	0.0	4.6			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	24	2731	824	37	2764	0	1119	0	513			
V/C Ratio(X)	0.50	0.55	0.24	0.79	0.23	0.00	0.12	0.00	0.15			
Avail Cap(c_a), veh/h	115	2731	824	289	2764	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.81	0.96	0.96	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.7	19.9	16.1	64.4	15.6	0.0	31.1	0.0	31.5			
Incr Delay (d2), s/veh	12.4	0.6	0.6	12.8	0.1	0.0	0.2	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	10.1	3.4	1.1	3.4	0.0	1.5	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	20.6	16.7	77.1	15.6	0.0	31.3	0.0	32.1			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1712			667			207				
Approach Delay, s/veh		20.5			18.3			31.6				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	7.1	76.9			6.3	77.7		48.0				
Change Period (Y+Rc), s	4.4	5.7			4.5	5.7		4.9				
Max Green Setting (Gmax), s	21.6	52.3			8.5	65.3		43.1				
Max Q Clear Time (g_c+I1), s	4.2	27.6			2.9	10.6		6.6				
Green Ext Time (p_c), s	0.0	19.8			0.0	7.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	58	919	202	176	427	43	390	8	372	311	56	349
Future Volume (veh/h)	58	919	202	176	427	43	390	8	372	311	56	349
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		0.99	1.00		0.99	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	67	1056	232	191	464	47	415	9	396	338	0	420
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	110	2467	753	244	2665	984	478	342	503	378	0	451
Arrive On Green	0.03	0.49	0.49	0.07	0.53	0.53	0.14	0.18	0.18	0.11	0.00	0.15
Sat Flow, veh/h	3428	5066	1547	3428	5066	1550	3428	1856	2731	3534	0	2974
Grp Volume(v), veh/h	67	1056	232	191	464	47	415	9	396	338	0	420
Grp Sat Flow(s),veh/h/ln	1714	1689	1547	1714	1689	1550	1714	1856	1366	1767	0	1487
Q Serve(g_s), s	2.5	17.8	12.0	7.2	6.3	1.5	15.6	0.5	18.3	12.5	0.0	18.4
Cycle Q Clear(g_c), s	2.5	17.8	12.0	7.2	6.3	1.5	15.6	0.5	18.3	12.5	0.0	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	2467	753	244	2665	984	478	342	503	378	0	451
V/C Ratio(X)	0.61	0.43	0.31	0.78	0.17	0.05	0.87	0.03	0.79	0.90	0.00	0.93
Avail Cap(c_a), veh/h	639	2467	753	405	2665	984	912	493	726	378	0	451
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)	0.96	0.96	0.96	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.1	21.9	20.4	60.3	16.3	9.2	55.6	44.1	51.4	58.2	0.0	55.3
Incr Delay (d2), s/veh	1.9	0.5	1.0	2.1	0.1	0.1	1.9	0.0	2.1	22.3	0.0	25.8
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	7.2	4.6	3.2	2.5	0.5	6.9	0.2	6.4	6.7	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	22.5	21.5	62.3	16.5	9.3	57.6	44.1	53.5	80.6	0.0	81.1
LnGrp LOS	E	C	C	E	B	A	E	D	D	F	A	F
Approach Vol, veh/h		1355			702			820			758	
Approach Delay, s/veh		24.4			28.5			55.4			80.8	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	75.1	23.3	24.9	13.8	70.0	19.0	29.2
Change Period (Y+Rc), s	4.4	5.7	4.9	4.9	4.4	5.7	4.9	4.9
Max Green Setting (Gmax), s	24.6	38.3	35.1	14.1	15.6	47.3	14.1	35.1
Max Q Clear Time (g_c+I1), s	4.5	8.3	17.6	20.4	9.2	19.8	14.5	20.3
Green Ext Time (p_c), s	0.1	4.6	0.8	0.0	0.2	13.4	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

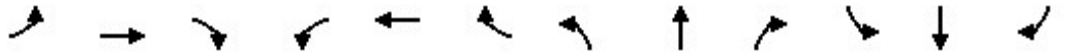
User approved volume balancing among the lanes for turning movement.



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations											
Traffic Volume (veh/h)	0	0	48	977	0	3	953	116	322	0	132
Future Volume (veh/h)	0	0	48	977	0	3	953	116	322	0	132
Initial Q (Qb), veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00	1.00		0.97	1.00	1.00	1.00
Parking Bus, Adj			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		
Adj Sat Flow, veh/h/ln			1856	1856	0	1870	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h			48	987	0	3	972	118	335	138	138
Peak Hour Factor			0.99	0.99	0.99	0.98	0.98	0.98	0.96	0.96	0.96
Percent Heavy Veh, %			3	3	0	2	3	3	3	3	3
Cap, veh/h			62	3873	0	7	3719	1125	402	184	184
Arrive On Green			0.04	0.76	0.00	0.00	0.73	0.73	0.12	0.12	0.12
Sat Flow, veh/h			1767	5233	0	1781	5066	1532	3428	1572	1572
Grp Volume(v), veh/h			48	987	0	3	972	118	335	138	138
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			3.6	7.5	0.0	0.2	8.3	2.9	12.6	11.2	11.2
Cycle Q Clear(g_c), s			3.6	7.5	0.0	0.2	8.3	2.9	12.6	11.2	11.2
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			62	3873	0	7	3719	1125	402	184	184
V/C Ratio(X)			0.77	0.25	0.00	0.43	0.26	0.10	0.83	0.75	0.75
Avail Cap(c_a), veh/h			303	3873	0	74	3719	1125	860	394	394
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)			0.90	0.90	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh			63.2	4.5	0.0	65.6	5.8	5.1	57.0	56.4	56.4
Incr Delay (d2), s/veh			6.7	0.1	0.0	34.8	0.2	0.2	1.8	2.3	2.3
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.7	2.4	0.0	0.2	2.8	0.9	5.6	9.6	9.6
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			69.9	4.7	0.0	100.4	5.9	5.2	58.8	58.7	58.7
LnGrp LOS			E	A	A	F	A	A	E	E	E
Approach Vol, veh/h				1035			1093		473		
Approach Delay, s/veh				7.7			6.1		58.8		
Approach LOS				A			A		E		

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	5.0	106.6		20.4	9.0	102.6
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s	5.5	78.3		33.1	22.6	61.3
Max Q Clear Time (g_c+I1), s	2.2	9.5		14.6	5.6	10.3
Green Ext Time (p_c), s	0.0	20.7		0.8	0.0	14.1

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B



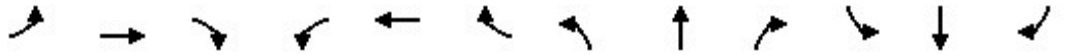
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	889	0	0	520	764	260	0	189	0	0	0
Future Volume (veh/h)	743	889	0	0	520	764	260	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	790	946	0	0	547	804	299	0	217			
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.87	0.87	0.87			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	870	3304	0	0	2559	921	707	0	629			
Arrive On Green	0.51	1.00	0.00	0.00	0.34	0.34	0.20	0.00	0.20			
Sat Flow, veh/h	3428	5233	0	0	7867	2703	3534	0	3145			
Grp Volume(v), veh/h	790	946	0	0	547	804	299	0	217			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1352	1767	0	1572			
Q Serve(g_s), s	18.9	0.0	0.0	0.0	4.7	25.1	6.7	0.0	5.3			
Cycle Q Clear(g_c), s	18.9	0.0	0.0	0.0	4.7	25.1	6.7	0.0	5.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	870	3304	0	0	2559	921	707	0	629			
V/C Ratio(X)	0.91	0.29	0.00	0.00	0.21	0.87	0.42	0.00	0.34			
Avail Cap(c_a), veh/h	1059	3304	0	0	2559	921	707	0	629			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.94	0.94	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.2	0.0	0.0	0.0	21.1	27.9	31.5	0.0	30.9			
Incr Delay (d2), s/veh	8.8	0.2	0.0	0.0	0.2	10.7	1.9	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	0.1	0.0	0.0	1.6	9.1	3.0	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	0.2	0.0	0.0	21.3	38.5	33.3	0.0	32.4			
LnGrp LOS	C	A	A	A	C	D	C	A	C			
Approach Vol, veh/h		1736			1351			516				
Approach Delay, s/veh		13.7			31.5			32.9				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.9			28.0	37.9		24.1				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		58.7			* 28	25.7		18.0				
Max Q Clear Time (g_c+I1), s		2.0			20.9	27.1		8.7				
Green Ext Time (p_c), s		8.6			1.9	0.0		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1180	365	167	580	0	0	0	0	531	6	662
Future Volume (veh/h)	0	1180	365	167	580	0	0	0	0	531	6	662
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	1229	380	182	630	0				622	0	770
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.86	0.86	0.86
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	3121	1122	240	2723	0				1112	0	975
Arrive On Green	0.00	0.42	0.42	0.07	0.54	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	7867	2702	3428	5233	0				3534	0	3098
Grp Volume(v), veh/h	0	1229	380	182	630	0				622	0	770
Grp Sat Flow(s),veh/h/ln	0	1503	1351	1714	1689	0				1767	0	1549
Q Serve(g_s), s	0.0	10.3	8.6	4.7	5.9	0.0				13.2	0.0	20.4
Cycle Q Clear(g_c), s	0.0	10.3	8.6	4.7	5.9	0.0				13.2	0.0	20.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3121	1122	240	2723	0				1112	0	975
V/C Ratio(X)	0.00	0.39	0.34	0.76	0.23	0.00				0.56	0.00	0.79
Avail Cap(c_a), veh/h	0	3121	1122	240	2723	0				1606	0	1408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.4	17.9	41.1	11.0	0.0				25.6	0.0	28.1
Incr Delay (d2), s/veh	0.0	0.4	0.8	12.7	0.2	0.0				0.4	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	2.7	2.4	2.1	0.0				5.4	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	18.7	53.8	11.2	0.0				26.1	0.0	30.1
LnGrp LOS	A	B	B	D	B	A				C	A	C
Approach Vol, veh/h		1609			812						1392	
Approach Delay, s/veh		18.8			20.7						28.3	
Approach LOS		B			C						C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	44.6		34.4		55.6
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2
Max Green Setting (Gmax), s	* 6.3	24.8		40.9		35.8
Max Q Clear Time (g_c+I1), s	6.7	12.3		22.4		7.9
Green Ext Time (p_c), s	0.0	7.9		5.9		4.7

Intersection Summary		
HCM 6th Ctrl Delay		22.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	39	1308	411	418	2356	17	438	12	117	4	3	5
Future Volume (veh/h)	39	1308	411	418	2356	17	438	12	117	4	3	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.94
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	1422	447	435	2454	18	466	0	133	5	4	7
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.94	0.94	0.94	0.75	0.75	0.75
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	54	2183	936	480	2804	21	623	0	554	120	96	178
Arrive On Green	0.03	0.43	0.43	0.14	0.54	0.54	0.18	0.00	0.18	0.12	0.12	0.12
Sat Flow, veh/h	1767	5066	1529	3428	5187	38	3534	0	3145	1003	802	1482
Grp Volume(v), veh/h	42	1422	447	435	1597	875	466	0	133	9	0	7
Grp Sat Flow(s),veh/h/ln	1767	1689	1529	1714	1689	1848	1767	0	1572	1805	0	1482
Q Serve(g_s), s	3.5	33.3	24.3	18.7	61.8	62.0	18.8	0.0	5.5	0.7	0.0	0.6
Cycle Q Clear(g_c), s	3.5	33.3	24.3	18.7	61.8	62.0	18.8	0.0	5.5	0.7	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	54	2183	936	480	1825	999	623	0	554	217	0	178
V/C Ratio(X)	0.78	0.65	0.48	0.91	0.87	0.88	0.75	0.00	0.24	0.04	0.00	0.04
Avail Cap(c_a), veh/h	64	2183	936	526	1825	999	825	0	734	217	0	178
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)	0.19	0.19	0.19	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.2	33.8	16.3	63.5	30.0	30.1	58.6	0.0	53.1	58.4	0.0	58.4
Incr Delay (d2), s/veh	7.8	0.3	0.3	2.1	0.6	1.1	8.0	0.0	1.0	0.4	0.0	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	1.7	13.8	13.2	8.4	24.8	27.4	9.1	0.0	2.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	34.0	16.7	65.7	30.6	31.2	66.6	0.0	54.2	58.7	0.0	58.8
LnGrp LOS	E	C	B	E	C	C	E	A	D	E	A	E
Approach Vol, veh/h		1911			2907			599			16	
Approach Delay, s/veh		31.0			36.1			63.8			58.7	
Approach LOS		C			D			E			E	

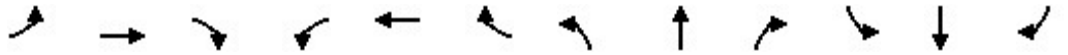
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.4	70.4		22.9	9.0	86.8		31.3				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	23.0	* 55		18.0	5.4	71.7		35.0				
Max Q Clear Time (g_c+I1), s	20.7	35.3		2.7	5.5	64.0		20.8				
Green Ext Time (p_c), s	0.3	17.7		0.0	0.0	7.6		5.7				

Intersection Summary		
HCM 6th Ctrl Delay		37.4
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

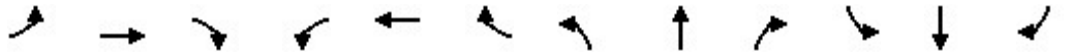
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	962	1132	0	1862	0	501	0	135	0	0	0
Future Volume (veh/h)	0	962	1132	0	1862	0	501	0	135	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	0	1013	1192	0	2024	0	557	0	150			
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3612	1400	0	4552	0	658	0	531			
Arrive On Green	0.00	1.00	1.00	0.00	0.71	0.00	0.19	0.00	0.19			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1013	1192	0	2024	0	557	0	150			
Grp Sat Flow(s),veh/h/ln	0	1689	1540	0	1596	0	1714	0	1384			
Q Serve(g_s), s	0.0	0.0	98.4	0.0	18.4	0.0	21.6	0.0	6.4			
Cycle Q Clear(g_c), s	0.0	0.0	98.4	0.0	18.4	0.0	21.6	0.0	6.4			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3612	1400	0	4552	0	658	0	531			
V/C Ratio(X)	0.00	0.28	0.85	0.00	0.44	0.00	0.85	0.00	0.28			
Avail Cap(c_a), veh/h	0	3612	1400	0	4552	0	1799	0	1452			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.66	0.66	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.3	0.0	53.8	0.0	47.6			
Incr Delay (d2), s/veh	0.0	0.1	4.5	0.0	0.1	0.0	3.1	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.8	0.0	6.0	0.0	9.6	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	4.5	0.0	8.4	0.0	56.9	0.0	47.9			
LnGrp LOS	A	A	A	A	A	A	E	A	D			
Approach Vol, veh/h		2205			2024			707				
Approach Delay, s/veh		2.5			8.4			55.0				
Approach LOS		A			A			E				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		105.9				105.9		32.1				
Change Period (Y+Rc), s		7.5				7.5		5.6				
Max Green Setting (Gmax), s		52.5				52.5		72.4				
Max Q Clear Time (g_c+I1), s		100.4				20.4		23.6				
Green Ext Time (p_c), s		0.0				21.1		2.9				

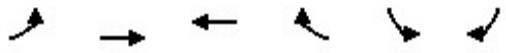
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2003	0	0	1779	590	0	0	0	157	0	743
Future Volume (veh/h)	0	2003	0	0	1779	590	0	0	0	157	0	743
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	2086	0	0	1834	350				174	0	215
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	4072	0	0	4072	1423				347	0	280
Arrive On Green	0.00	0.80	0.00	0.00	0.80	0.80				0.10	0.00	0.10
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2086	0	0	1834	350				174	0	215
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	19.0	0.0	0.0	15.4	3.8				6.6	0.0	10.4
Cycle Q Clear(g_c), s	0.0	19.0	0.0	0.0	15.4	3.8				6.6	0.0	10.4
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4072	0	0	4072	1423				347	0	280
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.45	0.25				0.50	0.00	0.77
Avail Cap(c_a), veh/h	0	4072	0	0	4072	1423				1327	0	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.63	0.63				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.5	0.0	0.0	4.2	0.8				58.7	0.0	60.4
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.2	0.3				1.1	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0	0.0	4.5	2.2				2.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.0	0.0	0.0	4.4	1.1				59.8	0.0	64.8
LnGrp LOS	A	A	A	A	A	A				E	A	E
Approach Vol, veh/h		2086			2184						389	
Approach Delay, s/veh		5.0			3.9						62.6	
Approach LOS		A			A						E	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		118.4		19.6		118.4						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		71.5		53.4		71.5						
Max Q Clear Time (g_c+I1), s		21.0		12.4		17.4						
Green Ext Time (p_c), s		29.0		1.5		27.8						

Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	1037	168	12	56	17
Future Volume (veh/h)	16	1037	168	12	56	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	19	1206	198	14	88	27
Peak Hour Factor	0.86	0.86	0.85	0.85	0.64	0.64
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	30	1255	1044	74	266	82
Arrive On Green	0.02	0.68	0.61	0.61	0.20	0.20
Sat Flow, veh/h	1767	1856	1712	121	1304	400
Grp Volume(v), veh/h	19	1206	0	212	116	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1833	1718	0
Q Serve(g_s), s	0.9	53.3	0.0	4.5	5.1	0.0
Cycle Q Clear(g_c), s	0.9	53.3	0.0	4.5	5.1	0.0
Prop In Lane	1.00			0.07	0.76	0.23
Lane Grp Cap(c), veh/h	30	1255	0	1118	351	0
V/C Ratio(X)	0.64	0.96	0.00	0.19	0.33	0.00
Avail Cap(c_a), veh/h	82	1290	0	1118	351	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.3	13.3	0.0	7.6	30.1	0.0
Incr Delay (d2), s/veh	20.4	16.4	0.0	0.4	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	23.2	0.0	1.7	2.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.7	29.7	0.0	8.0	32.6	0.0
LnGrp LOS	E	C	A	A	C	A
Approach Vol, veh/h		1225	212		116	
Approach Delay, s/veh		30.3	8.0		32.6	
Approach LOS		C	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.6		23.0	5.9	59.7
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.1	4.1	52.8
Max Q Clear Time (g_c+I1), s		55.3		7.1	2.9	6.5
Green Ext Time (p_c), s		4.6		0.2	0.0	1.3

Intersection Summary		
HCM 6th Ctrl Delay		27.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	431	157	72	82	8
Future Vol, veh/h	3	431	157	72	82	8
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	80	80	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	513	196	90	88	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	287	0	-	0	763	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1269	-	-	-	371	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1268	-	-	-	369	793
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1268	-	-	-	387
HCM Lane V/C Ratio	0.003	-	-	-	0.25
HCM Control Delay (s)	7.8	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

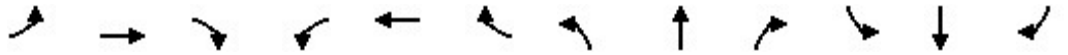
Intersection	
Int Delay, s/veh	1.2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	242	48	19	506	37	22
Future Vol, veh/h	242	48	19	506	37	22
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	263	52	23	602	47	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	319	0	614	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.145	-	6.645	6.245
Critical Hdwy Stg 1	-	-	-	-	5.445	-
Critical Hdwy Stg 2	-	-	-	-	5.845	-
Follow-up Hdwy	-	-	2.2285	-	3.5285	3.3285
Pot Cap-1 Maneuver	-	-	1233	-	437	768
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1228	-	427	765
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	685	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1228	-	511
HCM Lane V/C Ratio	-	-	0.018	-	0.146
HCM Control Delay (s)	-	-	8	-	13.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5



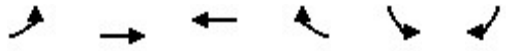
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1866	0	2	2649	154	0	0	0	796	0	300
Future Volume (veh/h)	137	1866	0	2	2649	154	0	0	0	796	0	300
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	156	2120	0	2	2788	162				884	0	333
Peak Hour Factor	0.88	0.88	0.88	0.95	0.95	0.95				0.90	0.90	0.90
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	245	2419	0	4	2605	642				971	0	445
Arrive On Green	0.07	0.48	0.00	0.00	0.41	0.41				0.28	0.00	0.28
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	156	2120	0	2	2788	162				884	0	333
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	2.8	24.0	0.0	0.1	26.0	4.3				15.9	0.0	12.3
Cycle Q Clear(g_c), s	2.8	24.0	0.0	0.1	26.0	4.3				15.9	0.0	12.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	245	2419	0	4	2605	642				971	0	445
V/C Ratio(X)	0.64	0.88	0.00	0.51	1.07	0.25				0.91	0.00	0.75
Avail Cap(c_a), veh/h	361	2419	0	143	2605	642				974	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	15.0	0.0	31.7	18.9	12.4				22.0	0.0	20.8
Incr Delay (d2), s/veh	1.0	4.9	0.0	34.0	39.9	0.9				12.7	0.0	7.6
Initial Q Delay(d3),s/veh	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	8.8	0.0	0.1	15.6	0.2				7.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	19.8	0.0	65.8	58.8	13.4				34.7	0.0	28.4
LnGrp LOS	C	B	A	E	F	B				C	A	C
Approach Vol, veh/h		2276			2952						1217	
Approach Delay, s/veh		20.5			56.3						33.0	
Approach LOS		C			E						C	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	4.5	36.7		22.4	9.0	32.3
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3
Max Green Setting (Gmax), s	5.1	26.7		18.1	6.7	* 26
Max Q Clear Time (g_c+I1), s	2.1	26.0		17.9	4.8	28.0
Green Ext Time (p_c), s	0.0	0.7		0.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		39.2
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



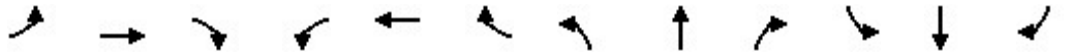
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	2311	2986	74	76	89
Future Volume (veh/h)	31	2311	2986	74	76	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	35	2597	3432	85	82	96
Peak Hour Factor	0.89	0.89	0.87	0.87	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	45	3682	3414	1036	156	183
Arrive On Green	0.03	0.73	0.67	0.67	0.21	0.21
Sat Flow, veh/h	1767	5233	5233	1536	757	886
Grp Volume(v), veh/h	35	2597	3432	85	179	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1536	1652	0
Q Serve(g_s), s	3.2	46.0	107.8	3.1	15.4	0.0
Cycle Q Clear(g_c), s	3.2	46.0	107.8	3.1	15.4	0.0
Prop In Lane	1.00			1.00	0.46	0.54
Lane Grp Cap(c), veh/h	45	3682	3414	1036	341	0
V/C Ratio(X)	0.78	0.71	1.01	0.08	0.53	0.00
Avail Cap(c_a), veh/h	56	3682	3414	1036	341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.20	0.20	1.00	0.00
Uniform Delay (d), s/veh	77.5	12.2	26.1	9.0	56.5	0.0
Incr Delay (d2), s/veh	15.6	0.5	8.2	0.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	16.6	43.1	1.1	7.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	93.2	12.7	34.3	9.0	62.2	0.0
LnGrp LOS	F	B	F	A	E	A
Approach Vol, veh/h		2632	3517		179	
Approach Delay, s/veh		13.8	33.7		62.2	
Approach LOS		B	C		E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		122.1		37.9	8.5	113.6
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		116.3		33.0	5.1	* 1.1E2
Max Q Clear Time (g_c+I1), s		48.0		17.4	5.2	109.8
Green Ext Time (p_c), s		62.4		0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



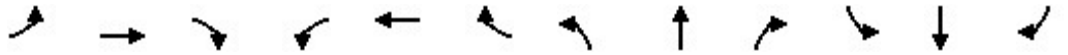
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2355	0	8	3097	48	0	0	0	104	0	59
Future Volume (veh/h)	27	2355	0	8	3097	48	0	0	0	104	0	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	30	2646	0	8	3226	50				149	0	48
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96				0.82	0.82	0.82
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	38	3495	0	17	3484	54				729	0	324
Arrive On Green	0.04	1.00	0.00	0.01	0.68	0.68				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5137	79				3534	0	1572
Grp Volume(v), veh/h	30	2646	0	8	2114	1162				149	0	48
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1839				1767	0	1572
Q Serve(g_s), s	2.7	0.0	0.0	0.7	86.2	88.3				5.6	0.0	4.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.7	86.2	88.3				5.6	0.0	4.0
Prop In Lane	1.00		0.00	1.00		0.04				1.00		1.00
Lane Grp Cap(c), veh/h	38	3495	0	17	2291	1247				729	0	324
V/C Ratio(X)	0.78	0.76	0.00	0.48	0.92	0.93				0.20	0.00	0.15
Avail Cap(c_a), veh/h	154	3495	0	56	2291	1247				729	0	324
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.00	0.31	0.31	0.31				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	78.9	22.1	22.5				52.6	0.0	52.0
Incr Delay (d2), s/veh	20.1	1.0	0.0	6.5	2.7	5.2				0.6	0.0	1.0
Initial Q Delay(d3),s/veh	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	0.3	0.0	0.4	33.1	37.8				2.6	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.2	1.0	0.0	85.4	24.8	27.7				53.3	0.0	53.0
LnGrp LOS	F	A	A	F	C	C				D	A	D
Approach Vol, veh/h		2676			3284						197	
Approach Delay, s/veh		2.1			26.0						53.2	
Approach LOS		A			C						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.0	116.1		37.9	7.9	114.2
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s	5.0	106.8		33.0	13.9	98.1
Max Q Clear Time (g_c+I1), s	2.7	2.0		7.6	4.7	90.3
Green Ext Time (p_c), s	0.0	94.7		0.6	0.0	7.8

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	799	1944	59	35	1406	73	49	33	7	109	3	949
Future Volume (veh/h)	799	1944	59	35	1406	73	49	33	7	109	3	949
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	832	2025	58	38	1528	74	69	46	-1	129	0	696
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.71	0.71	0.71	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	841	2778	79	74	1609	78	426	448	0	163	0	917
Arrive On Green	0.25	0.55	0.55	0.02	0.33	0.33	0.24	0.24	0.00	0.05	0.00	0.05
Sat Flow, veh/h	3428	5060	145	3428	4945	239	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	832	1350	733	38	1043	559	69	45	0	129	0	696
Grp Sat Flow(s),veh/h/ln	1714	1689	1827	1714	1689	1807	1767	1856	0	1767	0	1572
Q Serve(g_s), s	35.1	43.6	43.8	1.6	43.8	43.8	4.5	2.7	0.0	5.2	0.0	6.7
Cycle Q Clear(g_c), s	35.1	43.6	43.8	1.6	43.8	43.8	4.5	2.7	0.0	5.2	0.0	6.7
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	841	1854	1003	74	1099	588	426	448	0	163	0	917
V/C Ratio(X)	0.99	0.73	0.73	0.51	0.95	0.95	0.16	0.10	0.00	0.79	0.00	0.76
Avail Cap(c_a), veh/h	841	1854	1003	118	1099	588	426	448	0	163	0	917
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	24.6	24.6	70.2	47.8	47.8	43.5	42.8	0.0	68.5	0.0	46.8
Incr Delay (d2), s/veh	28.5	2.5	4.7	2.0	17.5	26.7	0.8	0.4	0.0	31.2	0.0	5.9
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	18.5	17.9	20.0	0.7	21.0	24.0	2.1	1.3	0.0	3.1	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	27.1	29.3	72.3	65.3	74.5	44.3	43.3	0.0	99.8	0.0	52.6
LnGrp LOS	F	C	C	E	E	E	D	D	A	F	A	D
Approach Vol, veh/h		2915			1640			114			825	
Approach Delay, s/veh		43.6			68.6			43.9			60.0	
Approach LOS		D			E			D			E	

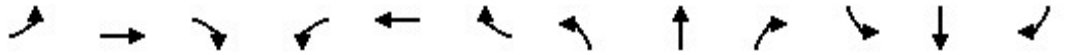
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	85.5		12.2	40.0	53.0		39.9				
Change Period (Y+Rc), s	4.4	5.8		5.5	4.4	* 5.8		4.9				
Max Green Setting (Gmax), s	5.0	77.7		6.7	35.6	* 47		35.0				
Max Q Clear Time (g_c+I1), s	3.6	45.8		8.7	37.1	45.8		6.5				
Green Ext Time (p_c), s	0.0	28.0		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		53.5
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



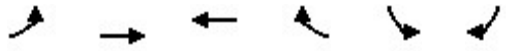
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1929	20	32	1192	42	49	9	48	80	5	87
Future Volume (veh/h)	85	1929	20	32	1192	42	49	9	48	80	5	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	2009	21	36	1355	48	52	10	51	104	6	113
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	3243	34	46	3092	110	129	32	105	294	16	394
Arrive On Green	0.04	0.63	0.63	0.01	0.20	0.20	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	3428	5168	54	1767	5020	178	383	129	421	999	63	1571
Grp Volume(v), veh/h	89	1313	717	36	912	491	113	0	0	110	0	113
Grp Sat Flow(s),veh/h/ln	1714	1689	1844	1767	1689	1820	932	0	0	1062	0	1571
Q Serve(g_s), s	4.1	37.9	37.9	3.3	37.8	37.8	8.7	0.0	0.0	0.0	0.0	9.3
Cycle Q Clear(g_c), s	4.1	37.9	37.9	3.3	37.8	37.8	25.4	0.0	0.0	16.8	0.0	9.3
Prop In Lane	1.00		0.03	1.00		0.10	0.46		0.45	0.95		1.00
Lane Grp Cap(c), veh/h	129	2119	1157	46	2081	1121	267	0	0	310	0	394
V/C Ratio(X)	0.69	0.62	0.62	0.78	0.44	0.44	0.42	0.00	0.00	0.35	0.00	0.29
Avail Cap(c_a), veh/h	227	2119	1157	117	2081	1121	267	0	0	310	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.1	18.2	18.2	78.8	39.5	39.5	57.6	0.0	0.0	51.1	0.0	48.4
Incr Delay (d2), s/veh	1.4	0.8	1.4	9.1	0.6	1.1	4.9	0.0	0.0	3.2	0.0	1.8
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	1.8	14.9	16.5	1.6	17.4	19.0	4.6	0.0	0.0	4.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	18.9	19.6	87.9	40.1	40.7	62.5	0.0	0.0	54.3	0.0	50.2
LnGrp LOS	E	B	B	F	D	D	E	A	A	D	A	D
Approach Vol, veh/h		2119			1439			113			223	
Approach Delay, s/veh		21.6			41.5			62.5			52.2	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	106.4		45.0	10.4	104.6		45.0				
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	* 6		4.9				
Max Green Setting (Gmax), s	10.6	94.0		40.1	10.6	* 94		40.1				
Max Q Clear Time (g_c+I1), s	5.3	39.9		18.8	6.1	39.8		27.4				
Green Ext Time (p_c), s	0.0	42.9		1.4	0.0	30.5		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



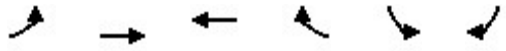
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	1999	1192	28	50	78
Future Volume (veh/h)	44	1999	1192	28	50	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	48	2197	1268	30	71	111
Peak Hour Factor	0.91	0.91	0.94	0.94	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	62	3486	3183	75	432	384
Arrive On Green	0.02	0.46	0.63	0.63	0.24	0.24
Sat Flow, veh/h	1767	5233	5254	120	1767	1572
Grp Volume(v), veh/h	48	2197	842	456	71	111
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1830	1767	1572
Q Serve(g_s), s	4.3	52.7	19.9	19.9	5.1	9.2
Cycle Q Clear(g_c), s	4.3	52.7	19.9	19.9	5.1	9.2
Prop In Lane	1.00			0.07	1.00	1.00
Lane Grp Cap(c), veh/h	62	3486	2113	1145	432	384
V/C Ratio(X)	0.78	0.63	0.40	0.40	0.16	0.29
Avail Cap(c_a), veh/h	150	3486	2113	1145	432	384
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	77.5	27.7	14.9	14.9	47.6	49.1
Incr Delay (d2), s/veh	5.5	0.6	0.5	1.0	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	22.9	7.9	8.7	2.4	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.0	28.3	15.4	15.9	48.4	51.0
LnGrp LOS	F	C	B	B	D	D
Approach Vol, veh/h		2245	1298		182	
Approach Delay, s/veh		29.4	15.6		50.0	
Approach LOS		C	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.0		44.0	10.0	106.0
Change Period (Y+Rc), s		5.9		4.9	4.4	* 5.9
Max Green Setting (Gmax), s		110.1		39.1	13.6	* 93
Max Q Clear Time (g_c+I1), s		54.7		11.2	6.3	21.9
Green Ext Time (p_c), s		51.1		0.3	0.0	42.7

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	1987	1119	74	79	103
Future Volume (veh/h)	80	1987	1119	74	79	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	2233	1190	79	90	117
Peak Hour Factor	0.89	0.89	0.94	0.94	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	111	3584	2989	198	404	360
Arrive On Green	0.08	0.94	0.62	0.62	0.23	0.23
Sat Flow, veh/h	1767	5233	5011	321	1767	1572
Grp Volume(v), veh/h	90	2233	829	440	90	117
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1788	1767	1572
Q Serve(g_s), s	8.0	10.1	20.0	20.0	6.6	9.9
Cycle Q Clear(g_c), s	8.0	10.1	20.0	20.0	6.6	9.9
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	111	3584	2084	1103	404	360
V/C Ratio(X)	0.81	0.62	0.40	0.40	0.22	0.33
Avail Cap(c_a), veh/h	261	3584	2084	1103	404	360
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	72.3	1.7	15.6	15.6	50.1	51.4
Incr Delay (d2), s/veh	3.9	0.6	0.5	0.9	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.9	7.9	8.5	3.1	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.3	2.3	16.0	16.5	51.4	53.8
LnGrp LOS	E	A	B	B	D	D
Approach Vol, veh/h		2323	1269		207	
Approach Delay, s/veh		5.2	16.2		52.8	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.0		41.0	14.5	104.5
Change Period (Y+Rc), s		5.8		4.4	4.4	* 5.8
Max Green Setting (Gmax), s		113.2		36.6	23.6	* 86
Max Q Clear Time (g_c+I1), s		12.1		11.9	10.0	22.0
Green Ext Time (p_c), s		78.7		0.3	0.1	26.2

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	46	0	10	50	0	4	36	1936	74	15	1103	37
Future Volume (veh/h)	46	0	10	50	0	4	36	1936	74	15	1103	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	65	0	14	61	0	5	38	2038	78	15	1137	38
Peak Hour Factor	0.71	0.71	0.71	0.82	0.82	0.82	0.95	0.95	0.95	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	285	0	61	355	0	315	49	2308	88	21	2240	75
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.46	0.46	0.01	0.45	0.45
Sat Flow, veh/h	1423	0	306	1767	0	1572	1767	5007	191	1767	5029	168
Grp Volume(v), veh/h	79	0	0	61	0	5	38	1373	743	15	763	412
Grp Sat Flow(s),veh/h/ln	1729	0	0	1767	0	1572	1767	1689	1821	1767	1689	1820
Q Serve(g_s), s	6.1	0.0	0.0	4.6	0.0	0.4	3.4	59.1	59.5	1.4	25.9	25.9
Cycle Q Clear(g_c), s	6.1	0.0	0.0	4.6	0.0	0.4	3.4	59.1	59.5	1.4	25.9	25.9
Prop In Lane	0.82		0.18	1.00		1.00	1.00		0.10	1.00		0.09
Lane Grp Cap(c), veh/h	347	0	0	355	0	315	49	1557	839	21	1504	811
V/C Ratio(X)	0.23	0.00	0.00	0.17	0.00	0.02	0.78	0.88	0.89	0.70	0.51	0.51
Avail Cap(c_a), veh/h	347	0	0	355	0	315	95	1557	839	73	1504	811
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	1.00	0.76	0.76	0.76	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.6	0.0	0.0	52.9	0.0	51.3	77.3	39.2	39.3	78.7	31.8	31.8
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	0.0	0.1	17.9	5.9	10.5	32.1	1.2	2.2
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	2.8	0.0	0.0	2.2	0.0	0.2	1.8	25.6	28.9	0.8	11.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	0.0	54.0	0.0	51.4	95.2	45.1	49.7	110.8	33.0	33.9
LnGrp LOS	E	A	A	D	A	D	F	D	D	F	C	C
Approach Vol, veh/h		79			66			2154			1190	
Approach Delay, s/veh		55.1			53.8			47.6			34.3	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	79.7		37.0	8.8	77.2		37.0				
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		4.9				
Max Green Setting (Gmax), s	6.6	69.1		32.1	8.6	* 68		32.1				
Max Q Clear Time (g_c+I1), s	3.4	61.5		8.1	5.4	27.9		6.6				
Green Ext Time (p_c), s	0.0	6.6		0.4	0.0	10.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		43.3
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	452	0	160	0	0	0	76	1728	0	4	976	117
Future Volume (veh/h)	452	0	160	0	0	0	76	1728	0	4	976	117
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		0.98
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1870	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	557	0	119				81	1838	0	4	1006	121
Peak Hour Factor	0.90	0.90	0.90				0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	3				3	3	0	2	3	3
Cap, veh/h	641	0	284				100	3641	0	7	3375	1024
Arrive On Green	0.18	0.00	0.18				0.06	0.72	0.00	0.00	0.67	0.67
Sat Flow, veh/h	3534	0	1567				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	557	0	119				81	1838	0	4	1006	121
Grp Sat Flow(s),veh/h/ln	1767	0	1567				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	24.5	0.0	10.8				7.3	25.6	0.0	0.4	13.2	4.6
Cycle Q Clear(g_c), s	24.5	0.0	10.8				7.3	25.6	0.0	0.4	13.2	4.6
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	641	0	284				100	3641	0	7	3375	1024
V/C Ratio(X)	0.87	0.00	0.42				0.81	0.50	0.00	0.55	0.30	0.12
Avail Cap(c_a), veh/h	1085	0	481				216	3641	0	73	3375	1024
HCM Platoon Ratio	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	1.00				0.33	0.33	0.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	63.6	0.0	58.0				74.6	9.9	0.0	79.5	11.1	9.7
Incr Delay (d2), s/veh	4.1	0.0	1.0				2.0	0.2	0.0	21.3	0.2	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
%ile BackOfQ(50%),veh/ln	11.4	0.0	9.7				3.4	9.3	0.0	0.2	5.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	59.0				76.6	10.1	0.0	100.8	11.3	9.9
LnGrp LOS	E	A	E				E	B	A	F	B	A
Approach Vol, veh/h		676						1919			1131	
Approach Delay, s/veh		66.2						12.9			11.5	
Approach LOS		E						B			B	

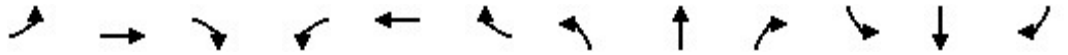
Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	5.1	121.0		33.9	13.5	112.6
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0
Max Green Setting (Gmax), s	6.6	* 89		49.1	19.6	76.0
Max Q Clear Time (g_c+I1), s	2.4	27.6		26.5	9.3	15.2
Green Ext Time (p_c), s	0.0	41.9		2.5	0.1	16.5

Intersection Summary		
HCM 6th Ctrl Delay		22.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2215	0	1	1000	18	0	0	0	20	0	22
Future Volume (veh/h)	13	2215	0	1	1000	18	0	0	0	20	0	22
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1670	1670	0	1683	1670	1670				1670	0	1670
Adj Flow Rate, veh/h	13	2237	0	1	1031	19				22	0	25
Peak Hour Factor	0.99	0.99	0.99	0.97	0.97	0.97				0.89	0.89	0.89
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	17	3249	0	2	3238	60				318	0	283
Arrive On Green	0.01	0.71	0.00	0.00	0.70	0.70				0.20	0.00	0.20
Sat Flow, veh/h	1590	4709	0	1603	4607	85				1590	0	1415
Grp Volume(v), veh/h	13	2237	0	1	680	370				22	0	25
Grp Sat Flow(s),veh/h/ln	1590	1520	0	1603	1520	1653				1590	0	1415
Q Serve(g_s), s	1.3	44.3	0.0	0.1	13.7	13.7				1.8	0.0	2.3
Cycle Q Clear(g_c), s	1.3	44.3	0.0	0.1	13.7	13.7				1.8	0.0	2.3
Prop In Lane	1.00		0.00	1.00		0.05				1.00		1.00
Lane Grp Cap(c), veh/h	17	3249	0	2	2136	1161				318	0	283
V/C Ratio(X)	0.74	0.69	0.00	0.57	0.32	0.32				0.07	0.00	0.09
Avail Cap(c_a), veh/h	70	3249	0	60	2136	1161				318	0	283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.00	0.96	0.96	0.96				1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	13.0	0.0	79.9	9.1	9.1				51.9	0.0	52.1
Incr Delay (d2), s/veh	17.2	1.0	0.0	158.2	0.4	0.7				0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.8	0.0	0.1	4.6	5.1				0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.1	14.0	0.0	238.0	9.5	9.8				52.3	0.0	52.7
LnGrp LOS	F	B	A	F	A	A				D	A	D
Approach Vol, veh/h		2250			1051						47	
Approach Delay, s/veh		14.4			9.8						52.5	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	4.2	119.8		36.0	5.8	118.2
Change Period (Y+Rc), s	4.0	* 5.8		4.0	4.0	5.8
Max Green Setting (Gmax), s	6.0	* 1.1E2		32.0	7.0	107.2
Max Q Clear Time (g_c+I1), s	2.1	46.3		4.3	3.3	15.7
Green Ext Time (p_c), s	0.0	54.6		0.1	0.0	22.2

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

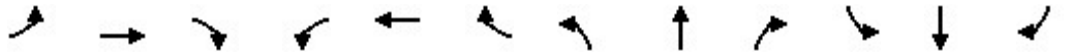
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	173	0	111	0	0	0	93	2153	0	4	889	52
Future Volume (veh/h)	173	0	111	0	0	0	93	2153	0	4	889	52
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		0.98
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	0	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	251	0	161				103	2392	0	4	926	54
Peak Hour Factor	0.69	0.69	0.69				0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	3	0	3				3	3	0	2	3	3
Cap, veh/h	276	0	355				123	3758	0	7	3306	192
Arrive On Green	0.16	0.00	0.16				0.07	0.74	0.00	0.00	0.68	0.68
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4889	284
Grp Volume(v), veh/h	251	0	161				103	2392	0	4	639	341
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1796
Q Serve(g_s), s	22.4	0.0	14.1				9.2	36.9	0.0	0.4	12.1	12.1
Cycle Q Clear(g_c), s	22.4	0.0	14.1				9.2	36.9	0.0	0.4	12.1	12.1
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	276	0	355				123	3758	0	7	2284	1215
V/C Ratio(X)	0.91	0.00	0.45				0.84	0.64	0.00	0.55	0.28	0.28
Avail Cap(c_a), veh/h	432	0	494				216	3758	0	62	2284	1215
HCM Platoon Ratio	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	1.00				0.69	0.69	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.4	0.0	53.4				73.5	10.1	0.0	79.5	10.3	10.4
Incr Delay (d2), s/veh	11.9	0.0	0.3				3.9	0.6	0.0	20.9	0.3	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
%ile BackOfQ(50%),veh/ln	11.0	0.0	12.7				4.3	13.2	0.0	0.2	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	53.8				77.4	10.7	0.0	100.4	10.6	10.9
LnGrp LOS	E	A	D				E	B	A	F	B	B
Approach Vol, veh/h		412						2495			984	
Approach Delay, s/veh		68.7						13.4			11.1	
Approach LOS		E						B			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	5.1	125.1		29.8	15.6	114.6
Change Period (Y+Rc), s	4.4	* 6.4		4.9	4.4	6.4
Max Green Setting (Gmax), s	5.6	* 1E2		39.1	19.6	85.6
Max Q Clear Time (g_c+I1), s	2.4	38.9		24.4	11.2	14.1
Green Ext Time (p_c), s	0.0	48.2		0.6	0.1	11.9

Intersection Summary			
HCM 6th Ctrl Delay			18.7
HCM 6th LOS			B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	2224	0	23	905	93	0	0	0	117	0	63
Future Volume (veh/h)	109	2224	0	23	905	93	0	0	0	117	0	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	115	2341	0	25	973	100				102	43	72
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93				0.88	0.88	0.88
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	136	3412	0	32	2861	293				377	134	224
Arrive On Green	0.08	0.67	0.00	0.02	0.61	0.61				0.21	0.21	0.21
Sat Flow, veh/h	1767	5233	0	1781	4657	477				1767	629	1052
Grp Volume(v), veh/h	115	2341	0	25	705	368				102	0	115
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1757				1767	0	1681
Q Serve(g_s), s	10.3	44.9	0.0	2.2	16.3	16.4				7.7	0.0	9.2
Cycle Q Clear(g_c), s	10.3	44.9	0.0	2.2	16.3	16.4				7.7	0.0	9.2
Prop In Lane	1.00		0.00	1.00		0.27				1.00		0.63
Lane Grp Cap(c), veh/h	136	3412	0	32	2075	1079				377	0	358
V/C Ratio(X)	0.85	0.69	0.00	0.79	0.34	0.34				0.27	0.00	0.32
Avail Cap(c_a), veh/h	239	3412	0	85	2075	1079				377	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	15.9	0.0	78.3	15.0	15.0				52.6	0.0	53.2
Incr Delay (d2), s/veh	4.0	0.8	0.0	14.8	0.4	0.9				1.8	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	17.1	0.0	1.2	6.5	6.9				3.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	16.7	0.0	93.1	15.5	15.9				54.3	0.0	55.5
LnGrp LOS	E	B	A	F	B	B				D	A	E
Approach Vol, veh/h		2456			1098						217	
Approach Delay, s/veh		19.5			17.4						55.0	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	7.2	113.8		39.0	16.7	104.3
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	6.0
Max Green Setting (Gmax), s	7.6	103.0		34.1	21.6	89.0
Max Q Clear Time (g_c+I1), s	4.2	46.9		11.2	12.3	18.4
Green Ext Time (p_c), s	0.0	48.0		0.5	0.1	18.1

Intersection Summary		
HCM 6th Ctrl Delay		20.9
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	13	0	0	0
Future Vol, veh/h	0	45	13	0	0	0
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	0	49	14	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	14	0	-	0	63	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	49	-
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	1604	-	-	-	943	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	943	1066
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

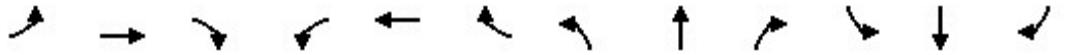
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	13	0	0	0
Future Vol, veh/h	0	45	13	0	0	0
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	0	49	14	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	14	0	-	0	63	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	49	-
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	1604	-	-	-	943	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	943	1066
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1399	805	0	2271	507	252	0	316	0	0	0
Future Volume (veh/h)	0	1399	805	0	2271	507	252	0	316	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	1893	0	0	2552	0	274	0	343			
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	4668		0	4248		248	0	200			
Arrive On Green	0.00	1.00	0.00	0.00	0.83	0.00	0.07	0.00	0.07			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1893	0	0	2552	0	274	0	343			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	23.2	0.0	9.9	0.0	9.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	23.2	0.0	9.9	0.0	9.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	4668		0	4248		248	0	200			
V/C Ratio(X)	0.00	0.41		0.00	0.60		1.11	0.00	1.71			
Avail Cap(c_a), veh/h	0	4668		0	4248		248	0	200			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.27	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.9	0.0	64.1	0.0	64.1			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	88.3	0.0	341.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	6.0	0.0	7.4	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	3.9	0.0	152.3	0.0	405.6			
LnGrp LOS	A	A		A	A		F	A	F			
Approach Vol, veh/h		1893	A		2552	A		617				
Approach Delay, s/veh		0.0			3.9			293.1				
Approach LOS		A			A			F				

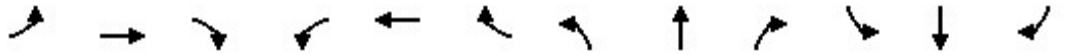
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		122.0				122.0		16.0				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		48.8				58.8		9.9				
Max Q Clear Time (g_c+I1), s		2.0				25.2		11.9				
Green Ext Time (p_c), s		15.3				21.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	37.7	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2119	552	0	1901	633	0	0	0	496	0	152
Future Volume (veh/h)	0	2119	552	0	1901	633	0	0	0	496	0	152
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	2231	0	0	2160	0				577	0	177
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88				0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3989		0	3989					421	0	340
Arrive On Green	0.00	0.78	0.00	0.00	0.78	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	5443	0	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	2231	0	0	2160	0				577	0	177
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	23.4	0.0	0.0	22.1	0.0				16.8	0.0	8.2
Cycle Q Clear(g_c), s	0.0	23.4	0.0	0.0	22.1	0.0				16.8	0.0	8.2
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3989		0	3989					421	0	340
V/C Ratio(X)	0.00	0.56		0.00	0.54					1.37	0.00	0.52
Avail Cap(c_a), veh/h	0	3989		0	3989					421	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.9	0.0	0.0	5.7	0.0				60.6	0.0	56.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.0				181.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	0.0	0.0	6.9	0.0				18.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.4	0.0	0.0	5.8	0.0				242.3	0.0	57.5
LnGrp LOS	A	A		A	A					F	A	E
Approach Vol, veh/h		2231	A		2160	A					754	
Approach Delay, s/veh		6.4			5.8						198.9	
Approach LOS		A			A						F	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		115.0		23.0		115.0						
Change Period (Y+Rc), s		7.2		6.2		7.2						
Max Green Setting (Gmax), s		54.8		16.8		45.8						
Max Q Clear Time (g_c+I1), s		25.4		18.8		24.1						
Green Ext Time (p_c), s		16.6		0.0		13.2						

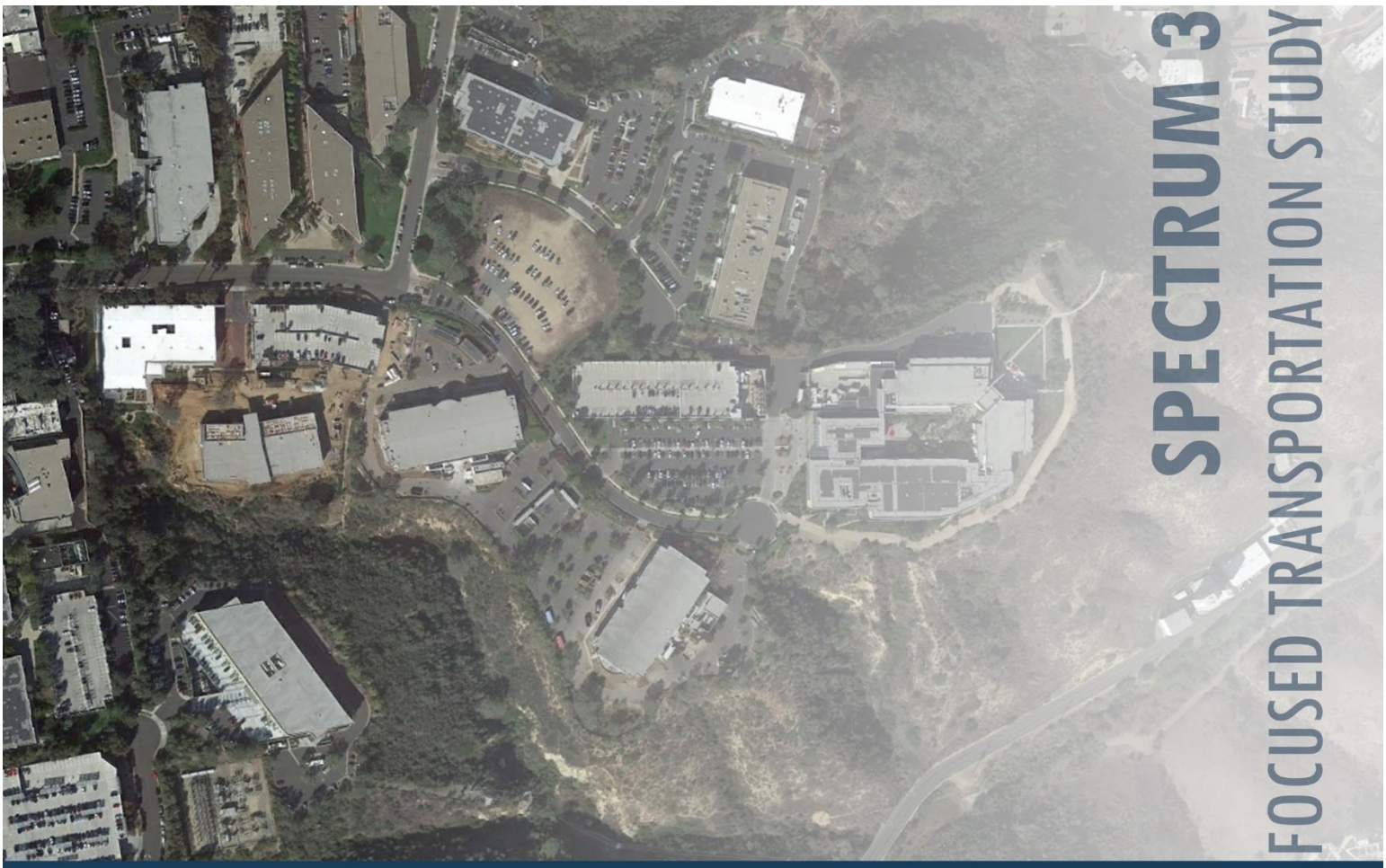
Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Appendix H: Cumulative Projects List

Provided on the following page



SPECTRUM 3

FOCUSED TRANSPORTATION STUDY

Prepared For: Alexandria Real Estate Equities, Inc. and the City of San Diego

Project Number: 003117
Date: February 26, 2018

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3.0 PROPOSED PROJECT

The recently approved entitlement of the Spectrum 3 & 4 site allowed the demolition of buildings on the site and replacement with two new buildings (Building A and B) totaling approximately 182,058 trip generating square feet of scientific research and development space. Building B, on the Spectrum 4 site is currently under construction within the previous entitled trip generating square footage of 127,015 with a scientific research use. From the previous entitlement, there remain 55,043 square feet of trip generating space (182,058 total trip generating square feet minus 127,015 square feet Building B). The current project proposes to supplement these 55,043 square feet of trip generating space with 49,290 square feet from 3050 Callan Road (Transfer Site #1) and 12,269 square feet from 3013-3033 Science Park Road (Transfer Site #2) via a Transfer of Development Rights (TDR) as discussed in the University Community Plan. The total trip generating square footage of Building A (Spectrum 3) would subsequently total 116,602 square feet. **This is an increase of 61,559 square feet of trip generating space compared to the previous entitlement.**

3.1 TRIP GENERATION

The project includes the construction of two new scientific research and development buildings located in 3115 (Spectrum 3) and 3215 (Spectrum 4) Merryfield Row. The site previously held two scientific research and development buildings. The two previously existing buildings at the Spectrum 3 & 4 site consisted of Building A (located on 3115 Merryfield Row) with 79,759 square

feet of trip generating scientific research and development space, Building "B" (located on 3215 Merryfield Row) with 76,894 square feet of trip generating scientific research and development space. These previously existing buildings accounted for a total of 156,653 square feet of trip generating scientific research and development, which generated 1,253 ADT. The entitlement of the Spectrum 3 & 4 site, approved by the City of San Diego on October 17, 2016, allowed the demolition of buildings on the site and replacement with two new buildings (Building "A" and "B") totaling approximately 182,058 trip generating square feet of scientific research and development space. This space is equivalent to 1,456 ADT. Building "B", on the Spectrum 4 site is currently under construction within the previous entitled trip generating square footage of 127,015 with a scientific research and development use. From the previous entitlement, there remain 55,043 square feet of trip generating space (182,058 total trip generating square feet minus 127,015 square feet Building "B"). The current project proposes to supplement these 55,043 square feet of trip generating space with 49,290 square feet from 3050 Callan Road (Transfer Site #1) and 12,269 square feet from 3013-3033 Science Park Road (Transfer Site #2) via a Transfer of Development Rights (TDR) as discussed in the University Community Plan. The total trip generating square footage of Building "A" (Spectrum 3) would subsequently total 116,602 square feet (55,043 SF + 49,290 SF + 12,269 SF). This is a net increase of 61,559 square feet of trip generating space compared to previous entitlements.

Therefore, the net increase of 61,559 square feet of trip generating scientific research and development is expected to generate a total of **492 additional average daily trips (ADT)** with **79**

additional AM (71 in / 8 out) peak hour trips and **69 additional PM (7 in / 62 out)** peak hour trips.

A trip generation rate of 8-weekday trips per 1000 square feet of scientific research was used, which is consistent with the *City of San Diego Trip Generation Manual, 2003.* **Table 3-1** shows a trip generation estimate for the proposed project and includes additional information regarding the previously existing buildings and the 2016 entitlement of the Spectrum 3 & 4 site. The trip generation estimate is intended to show the net differential of ADT between the 2016 entitlement and the proposed transfer for the Spectrum 3 site.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages are based on knowledge of the existing communities surrounding the project area, the project's proximity to interstate highways and arterials, and the examination of existing traffic patterns. **Figure 3-1** shows the project's distribution. As shown, 28% of project traffic would be expected to travel on northbound on North Torrey Pines Road and 67% of project traffic would be expected to travel southbound. It is expected approximately 10% would travel south on North Torrey Pines Road while the remaining 57% would travel via Genesee Avenue towards the I-5 freeway.

Figure 3-2 shows the Project Only average daily traffic volumes

Figure 3-3 shows the Project Only AM/PM peak hour intersection volumes.

Table 3-1

Spectrum 3 Project Trip Generation

Use	Intensity		Rate	ADT	AM						PM					
					Peak %	Vol.	In %	Out%	In	Out	Peak %	Vol.	In %	Out%	In	Out
Previous Entitlement																
3115 Merryfield Row	55,043	SF	8 / KSF	**440**	16%	**70**	90% : 10%		**63**	**7**	14%	**62**	10% : 90%		**6**	**55**
3215 Merryfield Row	127,015	SF	8 / KSF	**1,016**	16%	**163**	90% : 10%		**146**	**16**	14%	**142**	10% : 90%		**14**	**128**
TOTAL				**1,456**		**233**			**210**	**23**		**204**			**20**	**184**
Transfer from 3050 Callan Rd. (Site #1) and 3013-3033 Science Park Rd. (Site #2)																
Site #1	49,290	SF	8 / KSF	**394**	16%	**63**	90% : 10%		**57**	**6**	14%	**55**	10% : 90%		**6**	**50**
Site #2	12,269	SF	8 / KSF	**98**	16%	**16**	90% : 10%		**14**	**2**	14%	**14**	10% : 90%		**1**	**12**
TOTAL				**492**		**79**			**71**	**8**		**69**			**7**	**62**
TOTAL INCREASE	**61,559**	**SF**		**492**		**79**			**71**	**8**		**69**			**7**	**62**

Source:
Rates taken from the *City of San Diego, Trip Generation Manual (May 2003)*
Note:
KSF = 1,000 Square Feet

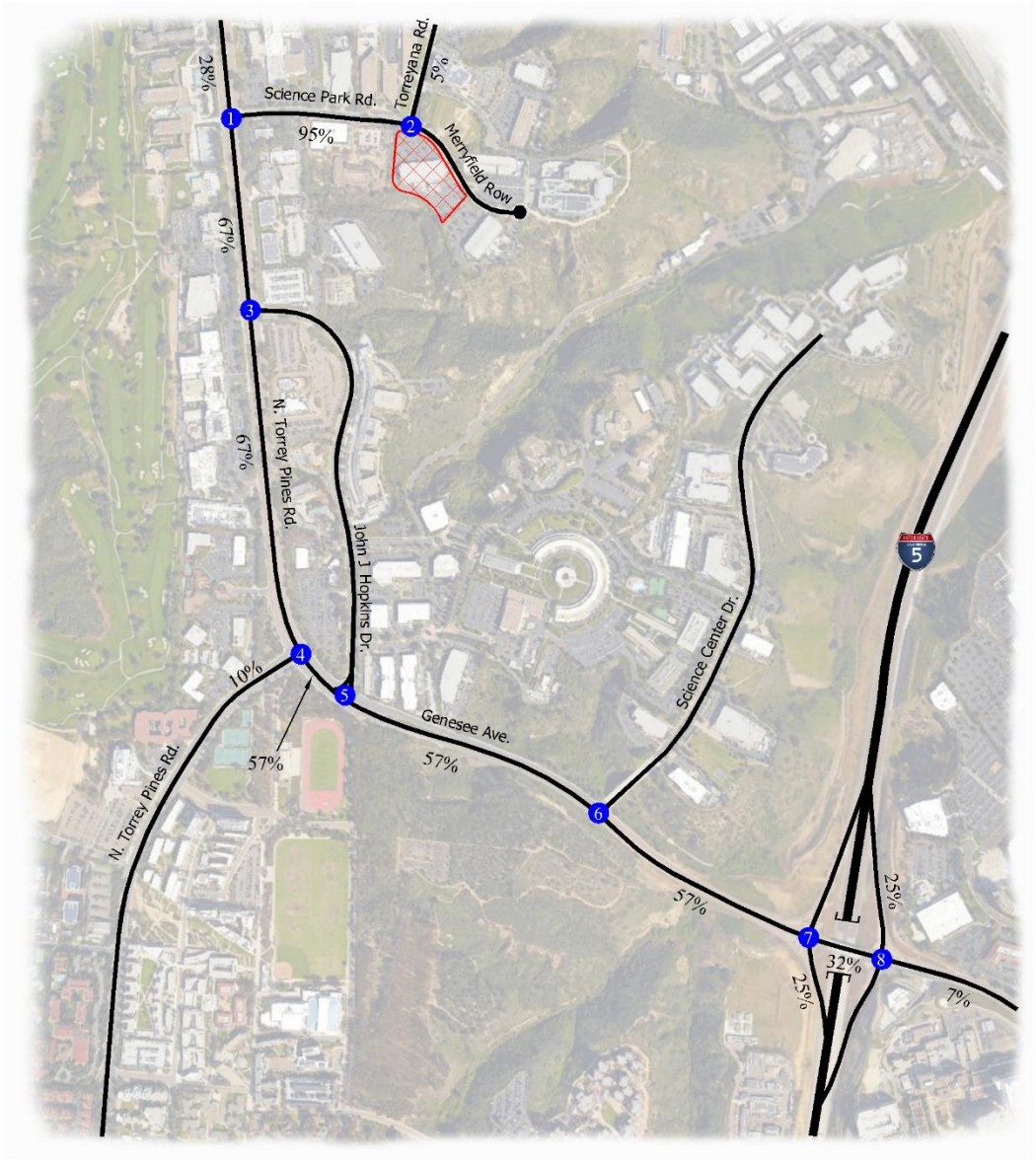


Figure 3-1

Project Distribution Percentages

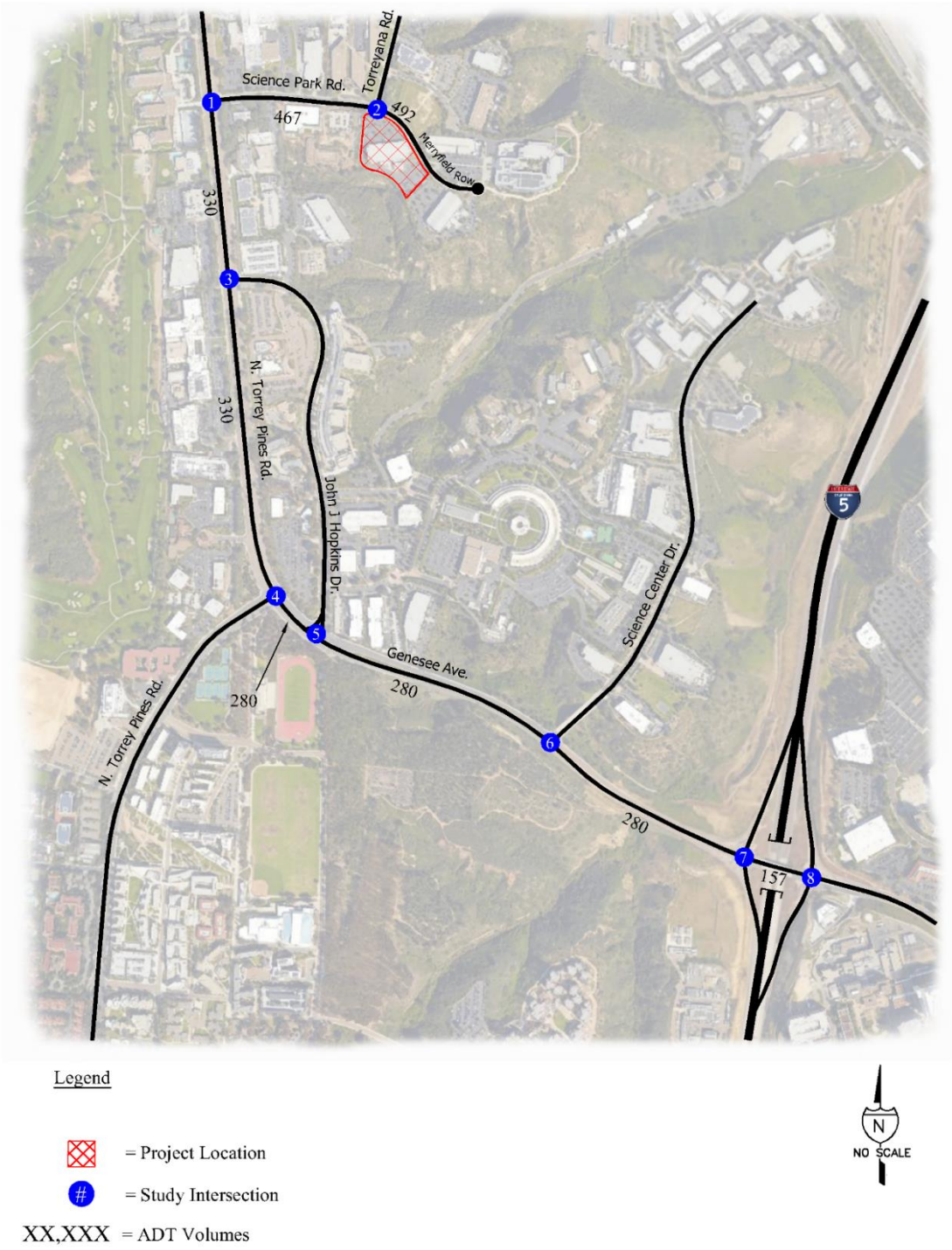
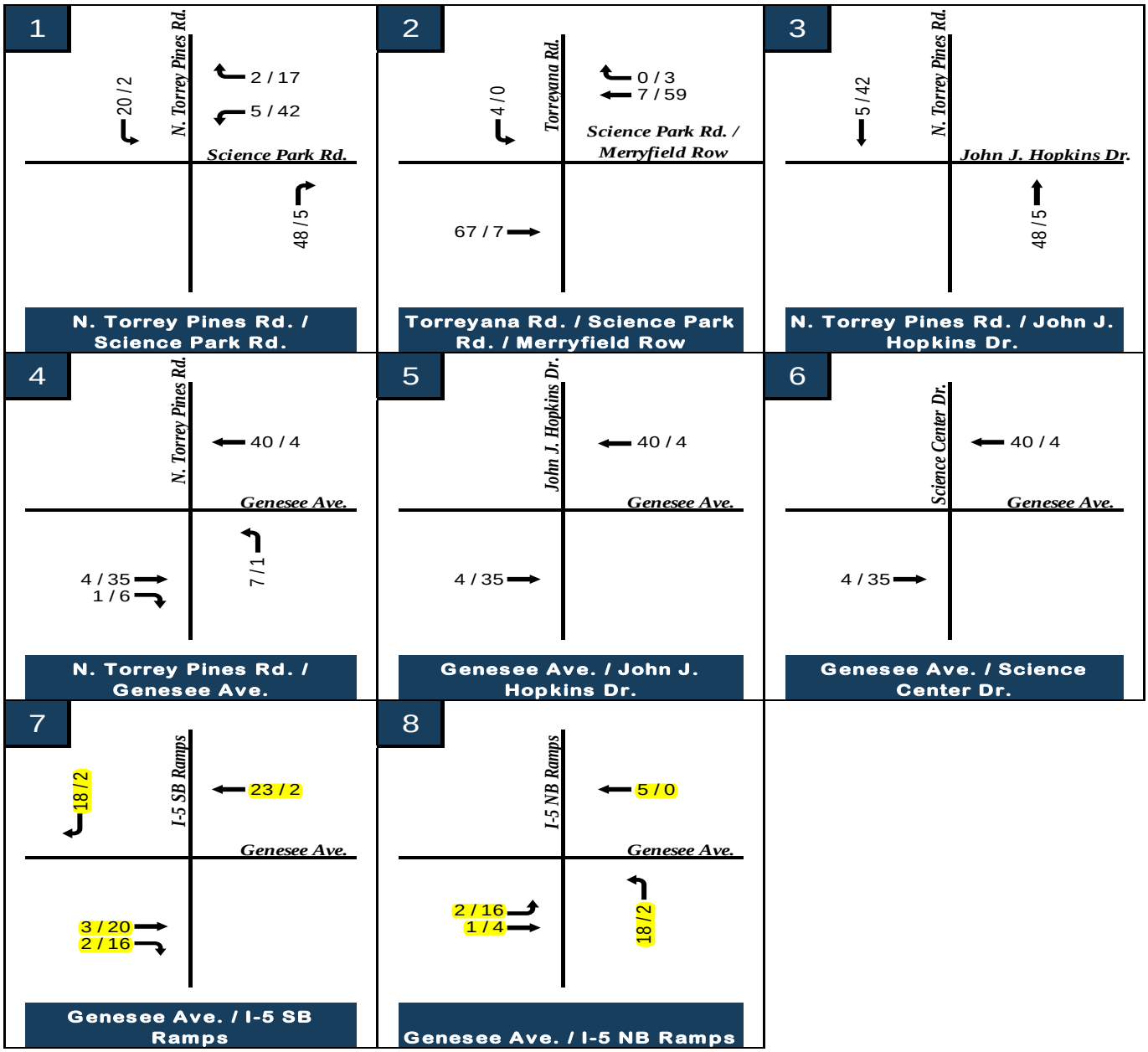


Figure 3-2

Project Only ADT



XX / XX = AM / PM Peak hour volumes

Figure 3-3

Project AM / PM Peak Hour Traffic

TRAFFIC IMPACT ANALYSIS

For

THE SCRIPPS RESEARCH INSTITUTE (TSRI)

Prepared for the

CITY OF SAN DIEGO

&

DGA



Final Submittal: April 11, 2016

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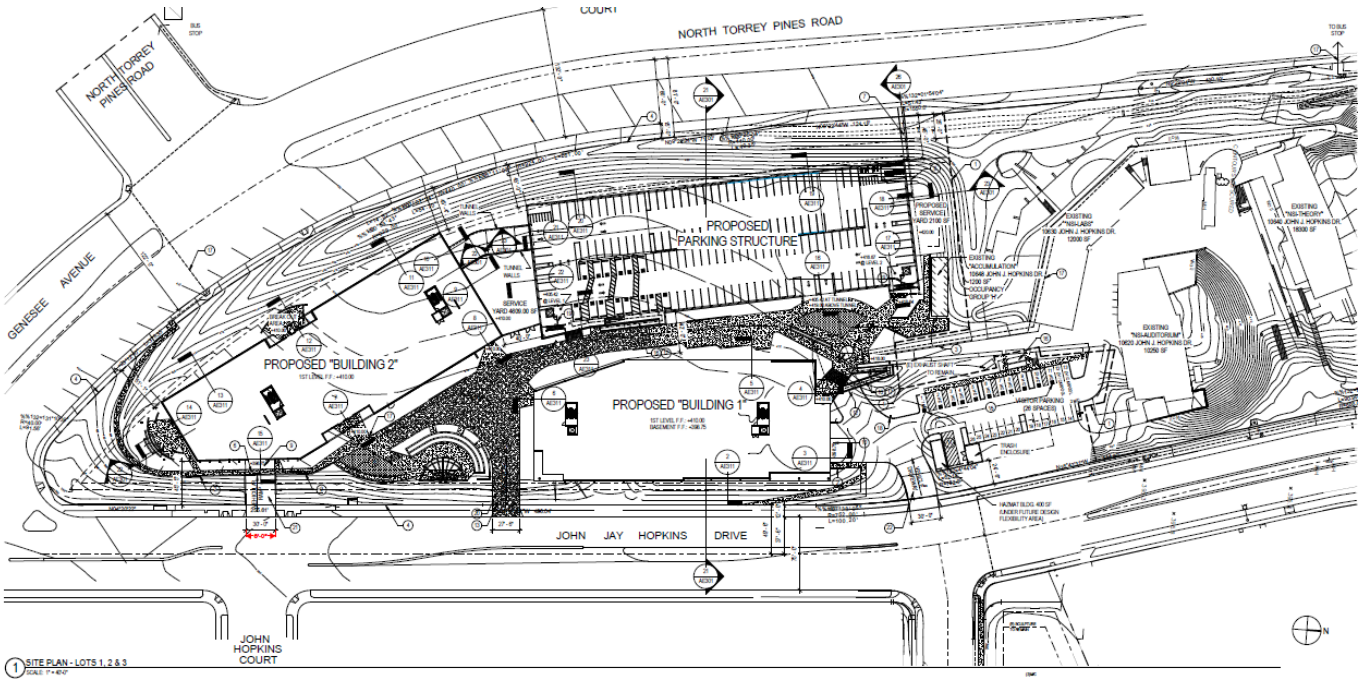

FIGURE 2-2A

Project Site Plan (Lots 1, 2 & 3)

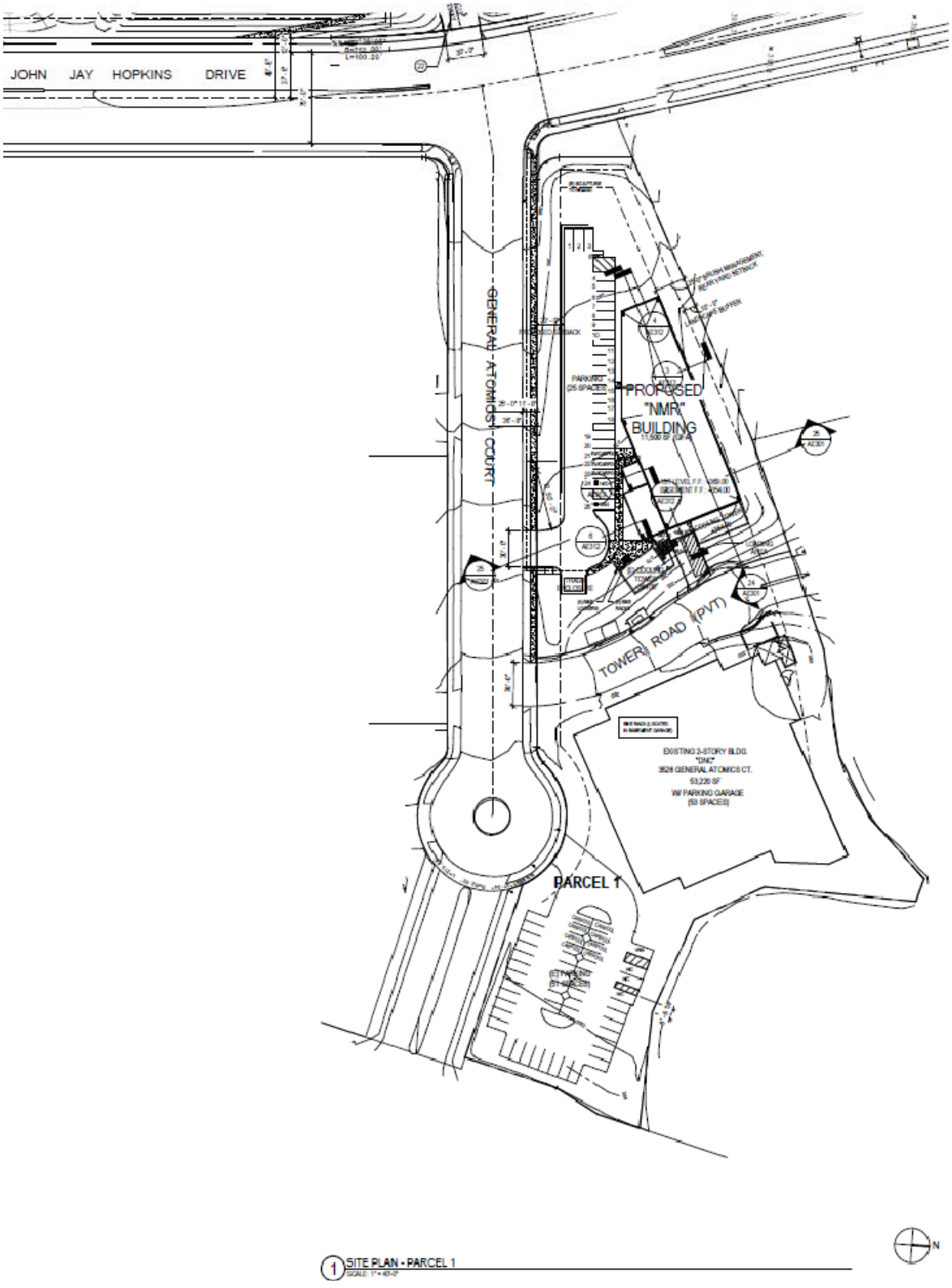

FIGURE 2-2B

Project Site Plan (Parcel 1)

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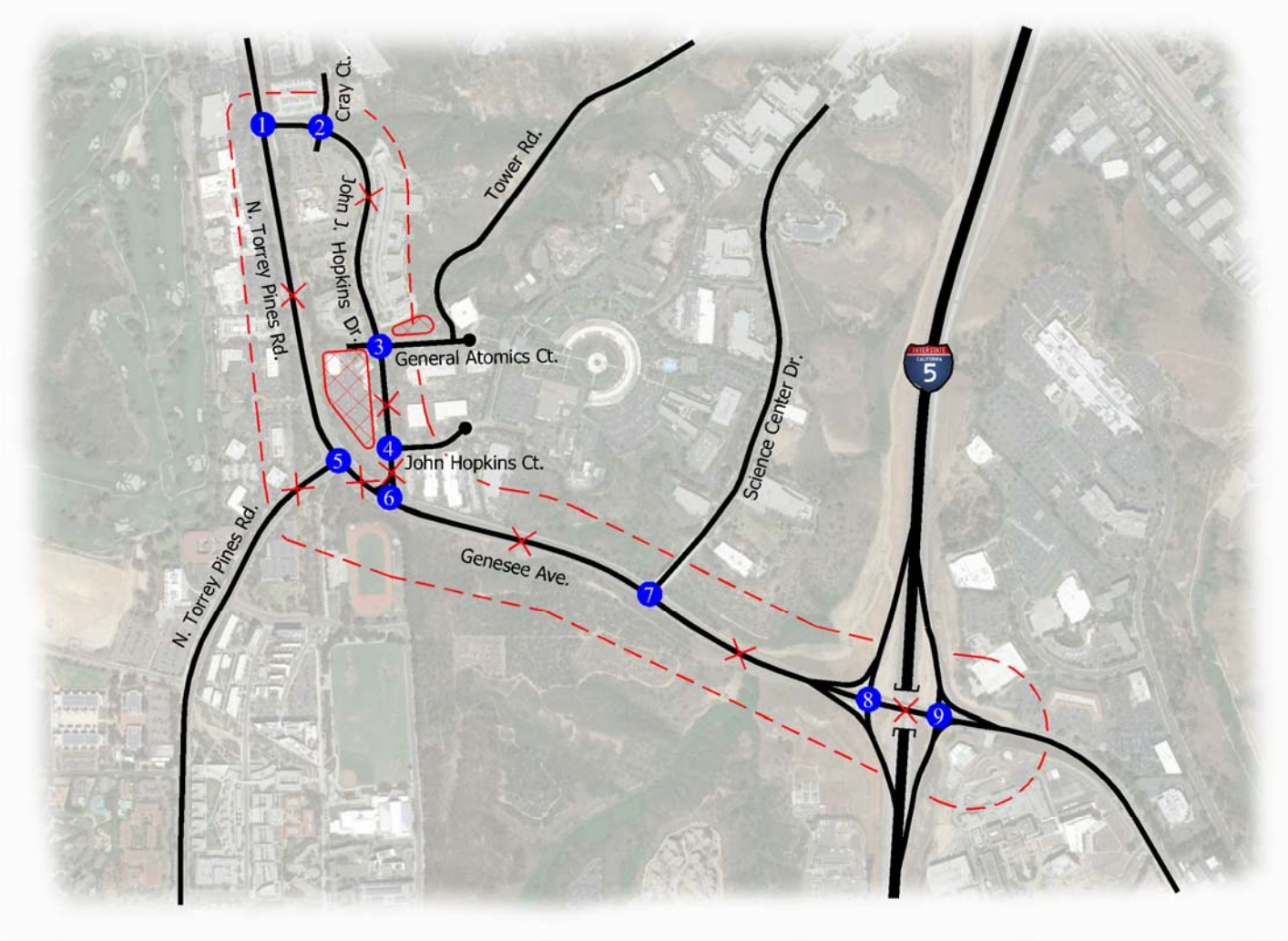


FIGURE 2-3

Study Area Boundary / Intersection Key

3.0 PROPOSED PROJECT

The proposed project consists of approximately 204,000 SF of scientific research. The proposed project will utilize the existing driveways along John J. Hopkins Drive (Lots 1-3) as well as the existing driveway on General Atomics Court. Please refer to **Figure 2-2A** and **Figure 2-2B** for the project site plan.

It is anticipated that the "NMR Building" on Lot 10 of Parcel 1 could be completed as early as June 2017. This building is approximately 11,500 SF and represents approximately 92 ADT. The next structure to be constructed is expected to be a 643 stall parking structure on Lots 1-3. Please refer to Section 12.3 for further discussion on temporary parking during construction. It should also be noted that the I-5/ Genesee Avenue Interchange project is anticipated to be completed by Summer 2017.

As discussed above, 11,500 square foot Scientific Research building and a parking structure will be completed beginning in Summer 2017 (post interchange completion) with approximately 92 ADT associated with it. This represents approximately 8.6% of the net increase in total project traffic (1,145 ADT). Due to the fact that occupancy is anticipated after completion of the Interchange project, the entire project was analyzed as a single phase with an opening day in 2019 when the vast majority of occupancy will occur.

3.1 TRIP GENERATION

A trip generation rate of 8 trips per 1000 square feet of scientific research was taken from the *City of San Diego Trip Generation Manual, 2003.* The proposed project would generate 1,145 average daily trips (ADT) with 183 AM (165 in / 18 out) peak hour trips and 160 PM (16 in / 144 out) peak hour trips. **Table**

3-1 shows a vehicle trip generation table for the proposed project. As shown in the table, a credit was taken for the existing 60,885 SF of scientific research buildings.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages are based on knowledge of the existing communities surrounding the project area, the project's proximity to interstate highways and arterials, and the examination of existing traffic patterns. **Figure 3-2** shows the project's distribution. As shown, 70% of project traffic would be expected to travel on Genesee Avenue towards the I-5 freeway.

Figure 3-3 shows the project only average daily traffic volumes.

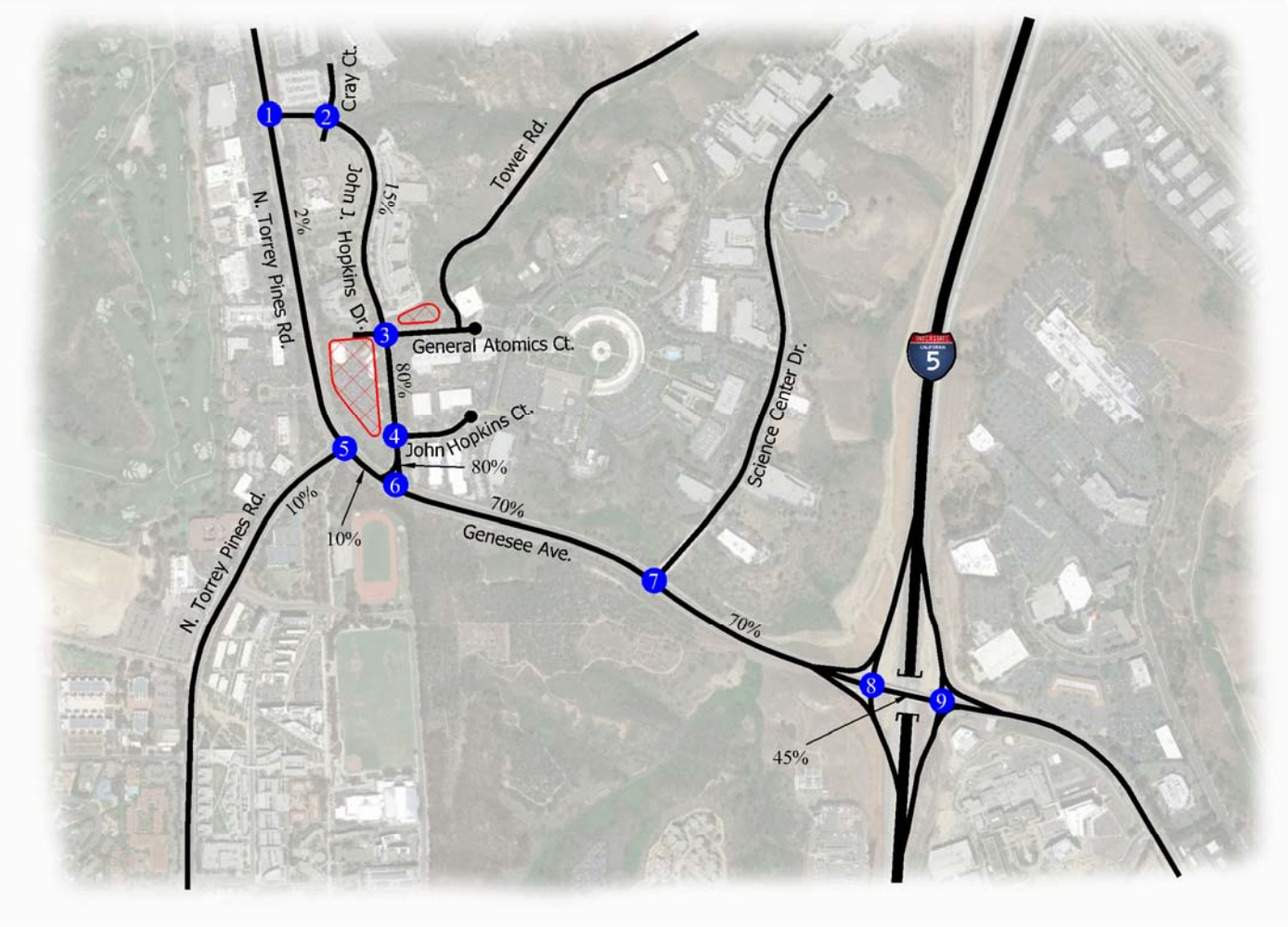
Figure 3-4 shows the project only AM/PM peak hour intersection volumes.

TABLE 3-1

TSRI Project Trip Generation

Use	Amount	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Existing													
Scientific Research	60,885 *SF*	8 /KSF	487	16%	78	9 : 1	70	8	14%	68	1 : 9	7	61
Proposed													
Scientific Research	204,000 *SF*	8 /KSF	1,632	16%	261	9 : 1	235	26	14%	228	1 : 9	23	206
Net New Trips (Proposed - Existing)			**1,145**		**183**		**165**	**18**		**160**		**16**	**144**

Notes:
Source - City of San Diego Trip Generation Manual, 2003



Legend

= Study Intersection

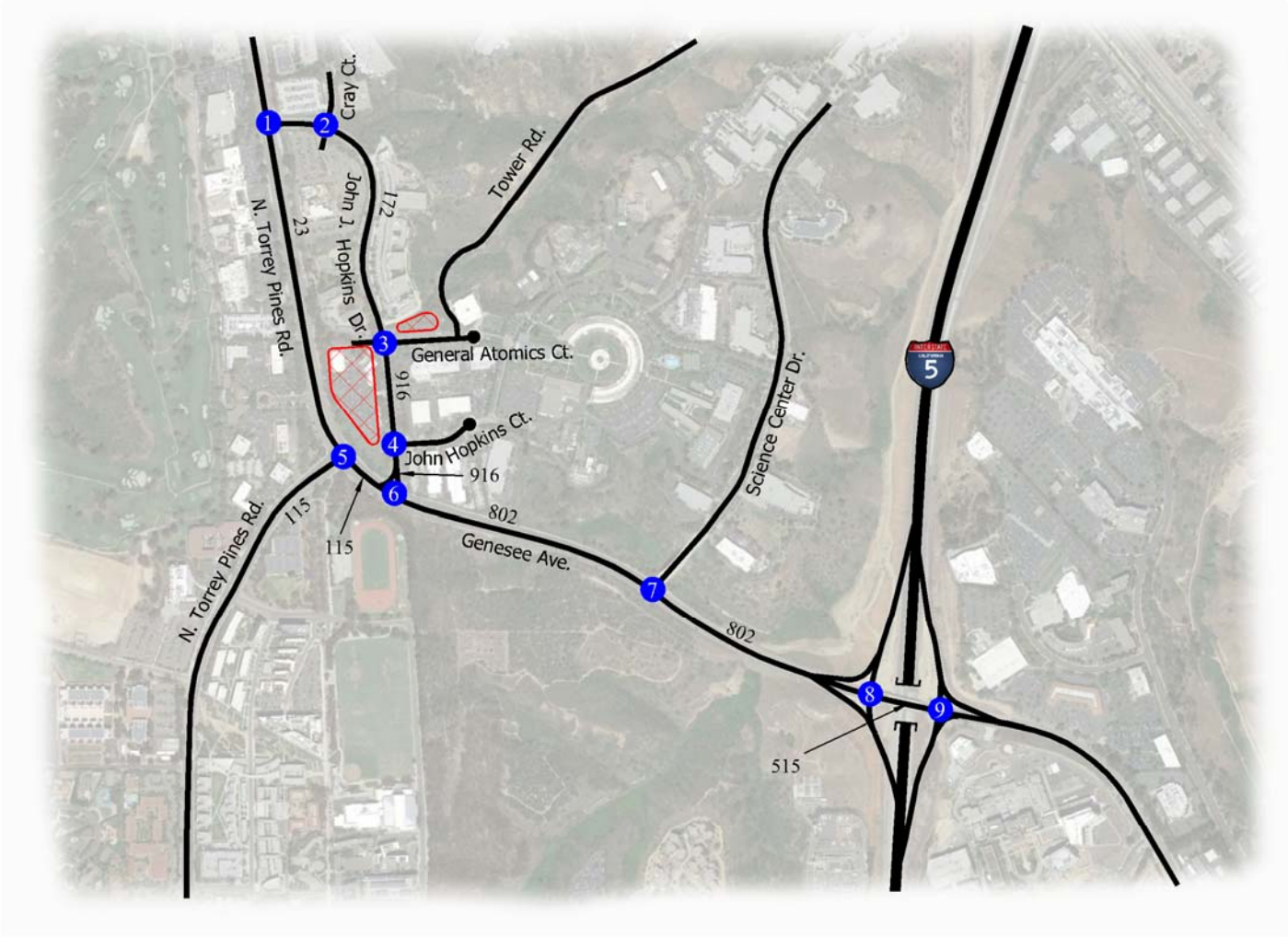
XX% = Distribution Percentage

= Proposed Project

N
NO SCALE

FIGURE 3-1

Project Distribution Percentages



Legend

= Study Intersection

XXX = Average Daily Traffic Volume

= Proposed Project

FIGURE 3-2

Project Only Average Daily Traffic

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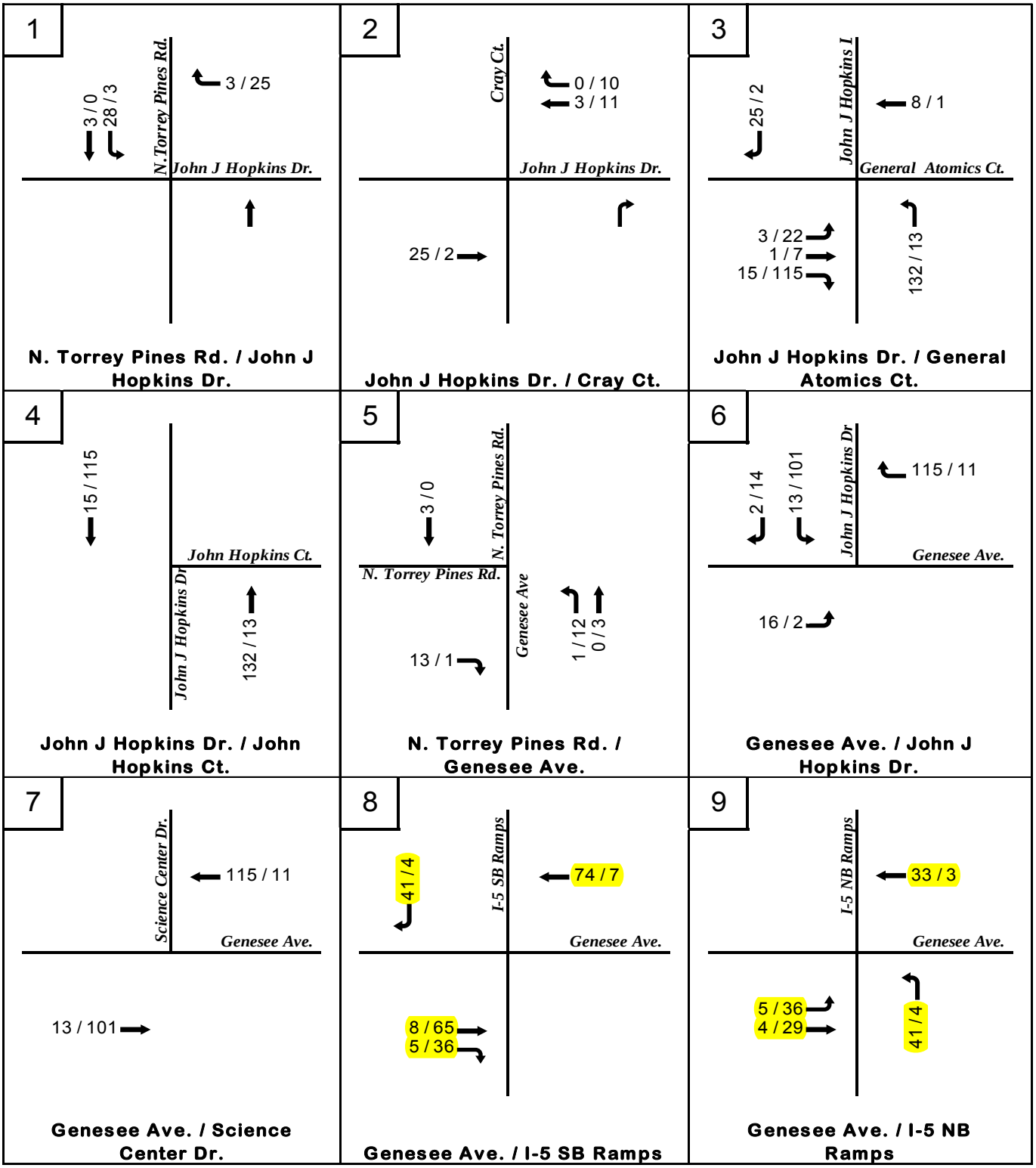

FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

TRANSPORTATION IMPACT ANALYSIS

For

9775 TOWNE CENTRE DRIVE

Prepared for

BMR-Apex LP

5th Submittal: November 16, 2017



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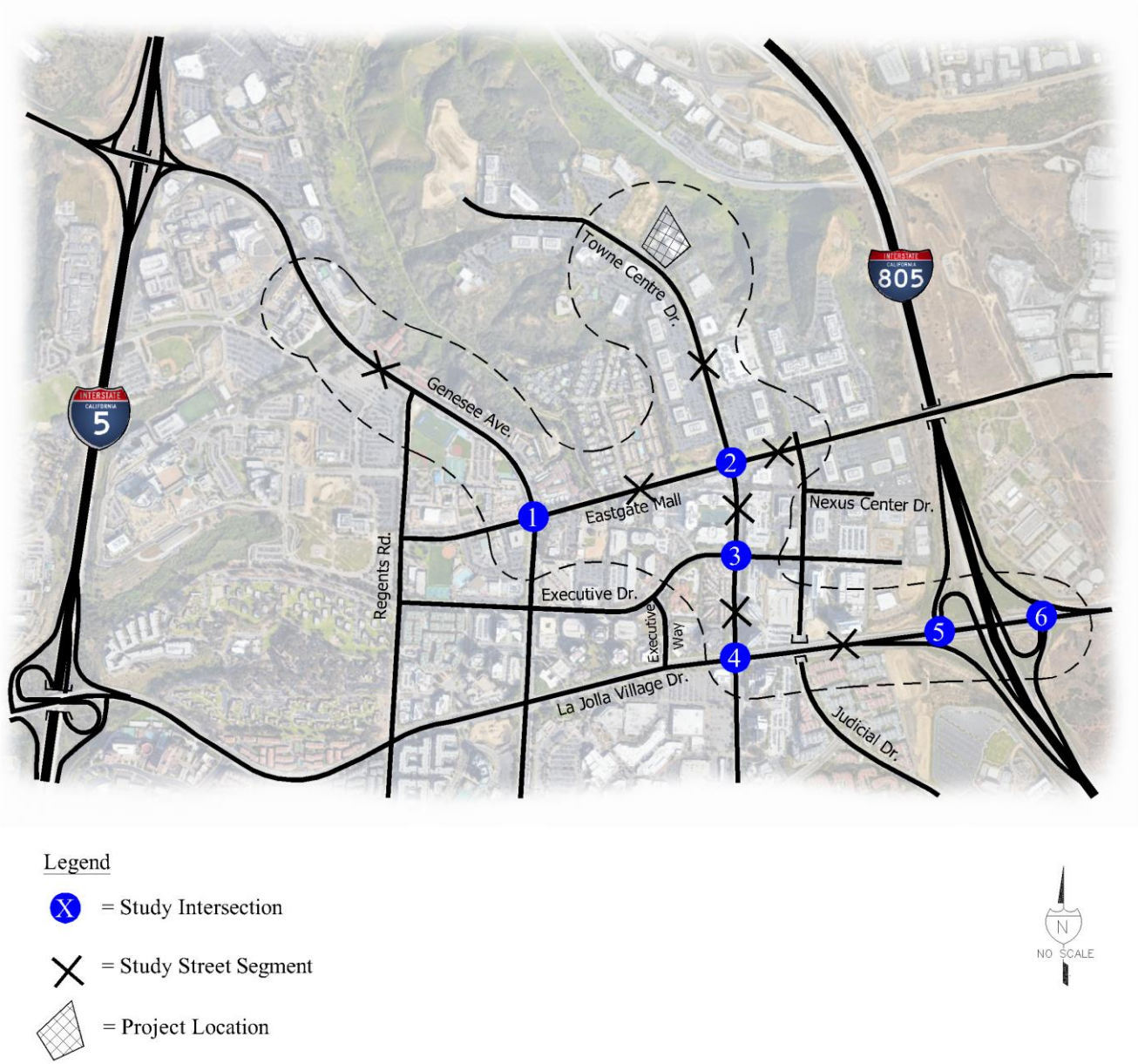


FIGURE 2-4

Study Area Boundary and Intersection Key

3. PROPOSED PROJECT

The proposed project plans to demolish the existing 100,000 square foot building and construct a new 165,000 square foot building for Scientific Research uses. This building will include approximately 8,500 SF of accessory space and 156,500 SF of trip generating space. A Community Plan Amendment is required to increase the density allocated to the project site via trip transfers from other sites outside the PID. A Planned Development Permit and Site Development Permit are also being processed to support the project and authorize the increase in density allocated to the project site via trip transfers from inside the PID. TDM measures are also a feature of the project.

3.1 TRIP GENERATION

The proposed 156,500 SF Scientific Research facility is expected to generate 1,252 average daily trips (ADT) with 200 (180 inbound / 20 outbound) trips in the AM peak hour and 175 trips (17 inbound / 158 outbound) in the PM peak hour. After accounting for the trips generated by the existing 100,000 square foot building, the proposed project is expected to generate 452 average daily trips (ADT) with 72 (65 inbound / 7 outbound) trips in the AM peak hour and 63 trips (7 inbound / 56 outbound) in the PM peak hour from its net increase of 56,500 SF of new trip generating space as shown in **Table 3-1**.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-1 shows the project only trip distribution percentages which were derived from a select zone analysis using SANDAG's Series 12 Traffic Model. Project only average daily traffic volumes found in **Figure 3-1** are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic. This traffic model was adjusted to include land uses for the proposed project. Due to the proposed project being on a dead end street all the project traffic is being distributed to the south. **Figure 3-2** shows the project only AM and PM peak hour traffic volumes.

TABLE 3-1

9775 Towne Centre Drive Project Trip Generation Table

Land Use	Intensity	Rate*	ADT	AM						PM					
				Rate *	Vol.	In %	Out%	In	Out	Peak Rate*	Vol.	In %	Out%	In	Out
Proposed Trips															
Scientific Research	**156,500 SF**	**8 /KSF**	**1,252**	**16%**	**200**	90% : 10%		**180**	**20**	**14%**	**175**	10% : 90%		**18**	**157**
Existing Trips															
Scientific Research	**100,000 SF**	**8 /KSF**	**800**	**16%**	**128**	90% : 10%		**115**	**13**	**14%**	**112**	10% : 90%		**11**	**101**
Net Trips															
Net Total (Proposed - Existing)	**56,500 DU**		**452**		**72**			**65**	**7**		**63**			**7**	**56**

Source:
*Rates are used from City of San Diego Trip Generation Manual 2003
.

Note:
ADT= Average Daily Trips
KSF = 1,000 Square Feet

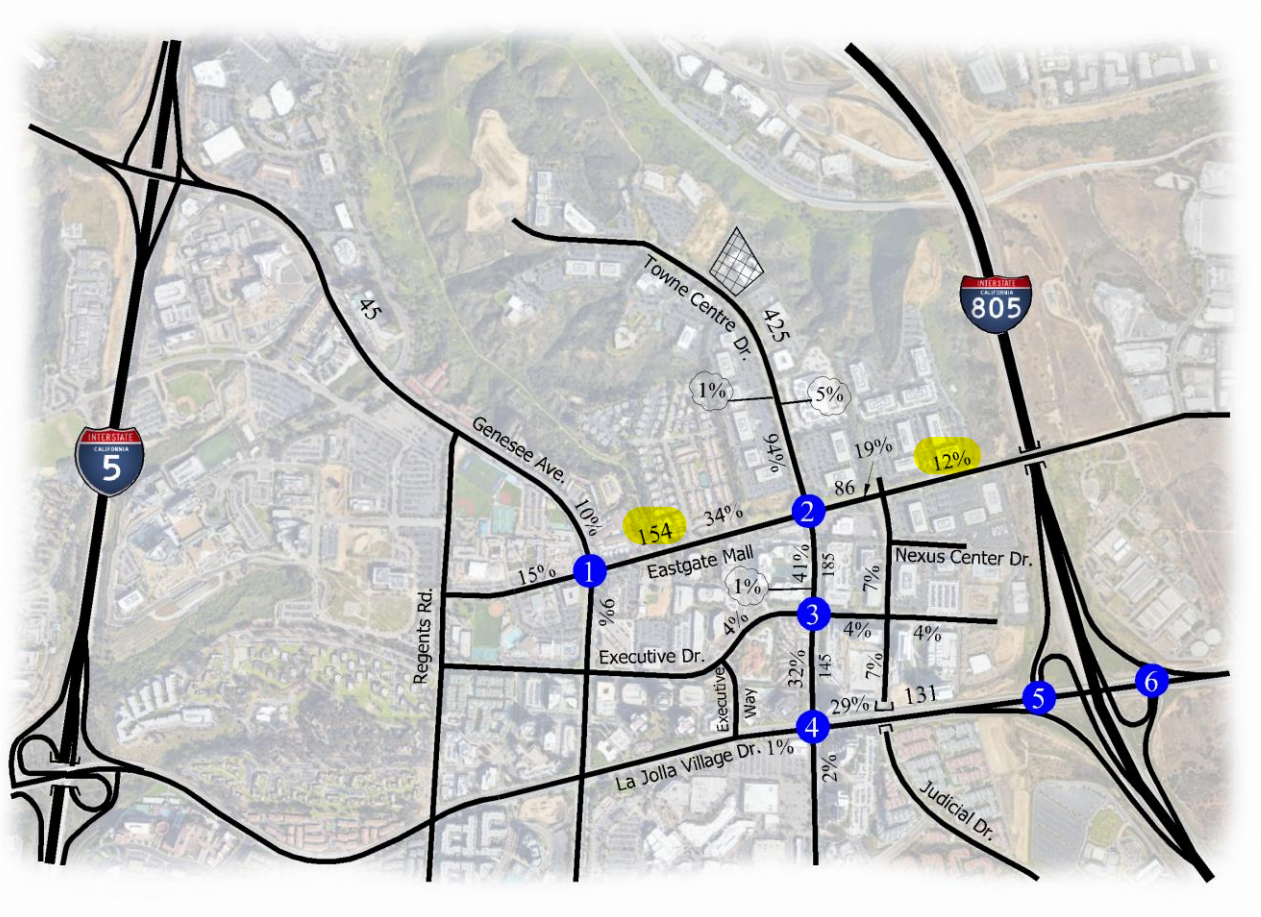
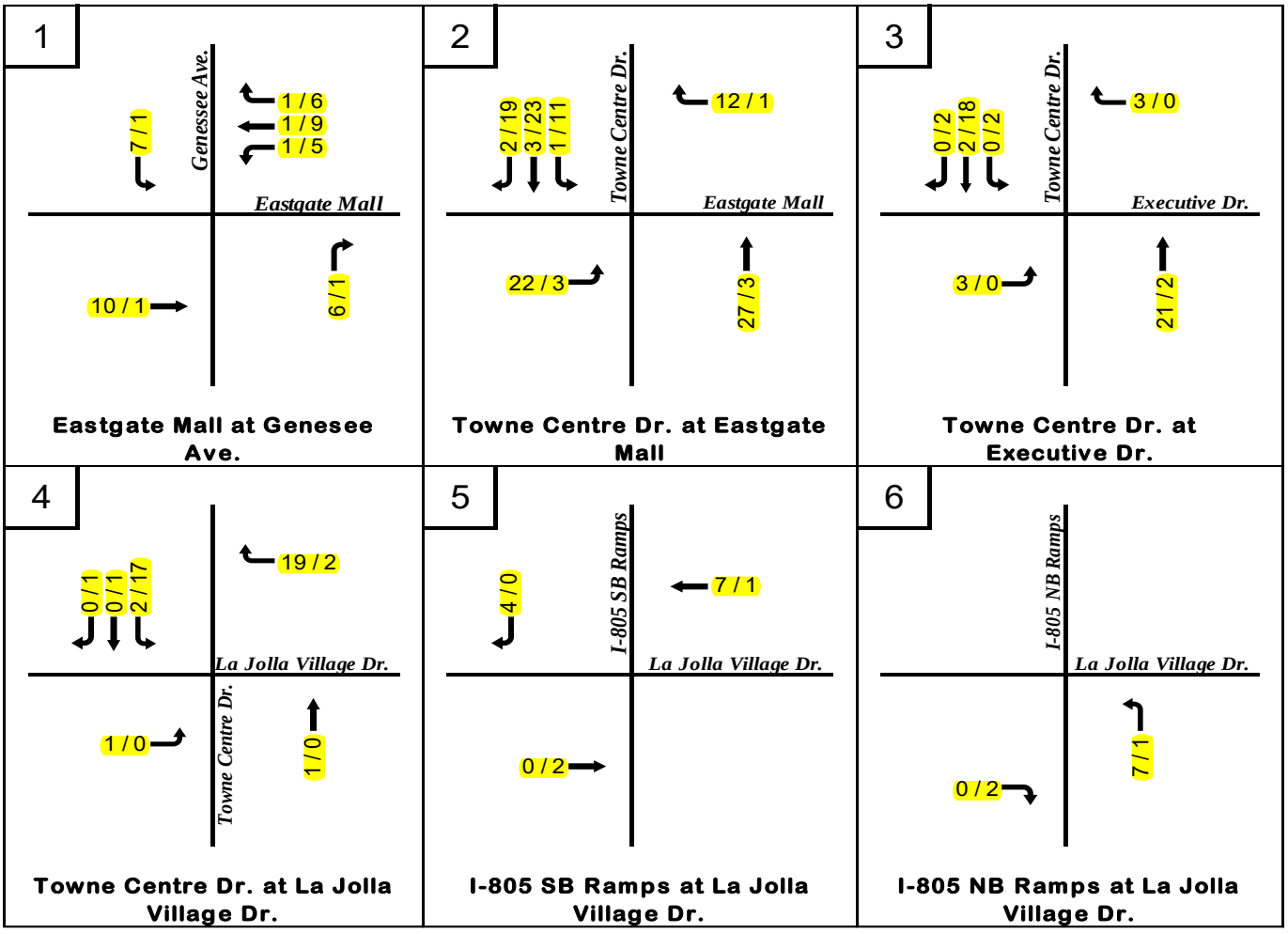


FIGURE 3-1

Project Only ADT / Project Distribution Percentages



XX / XX = AM / PM Peak hour volumes

FIGURE 3-2

Project Only AM / PM Peak Hour Traffic

TRAFFIC IMPACT ANALYSIS

For

9455 TOWNE CENTRE DRIVE

Prepared for

KILROY REALTY

Final Submittal: December 19, 2016



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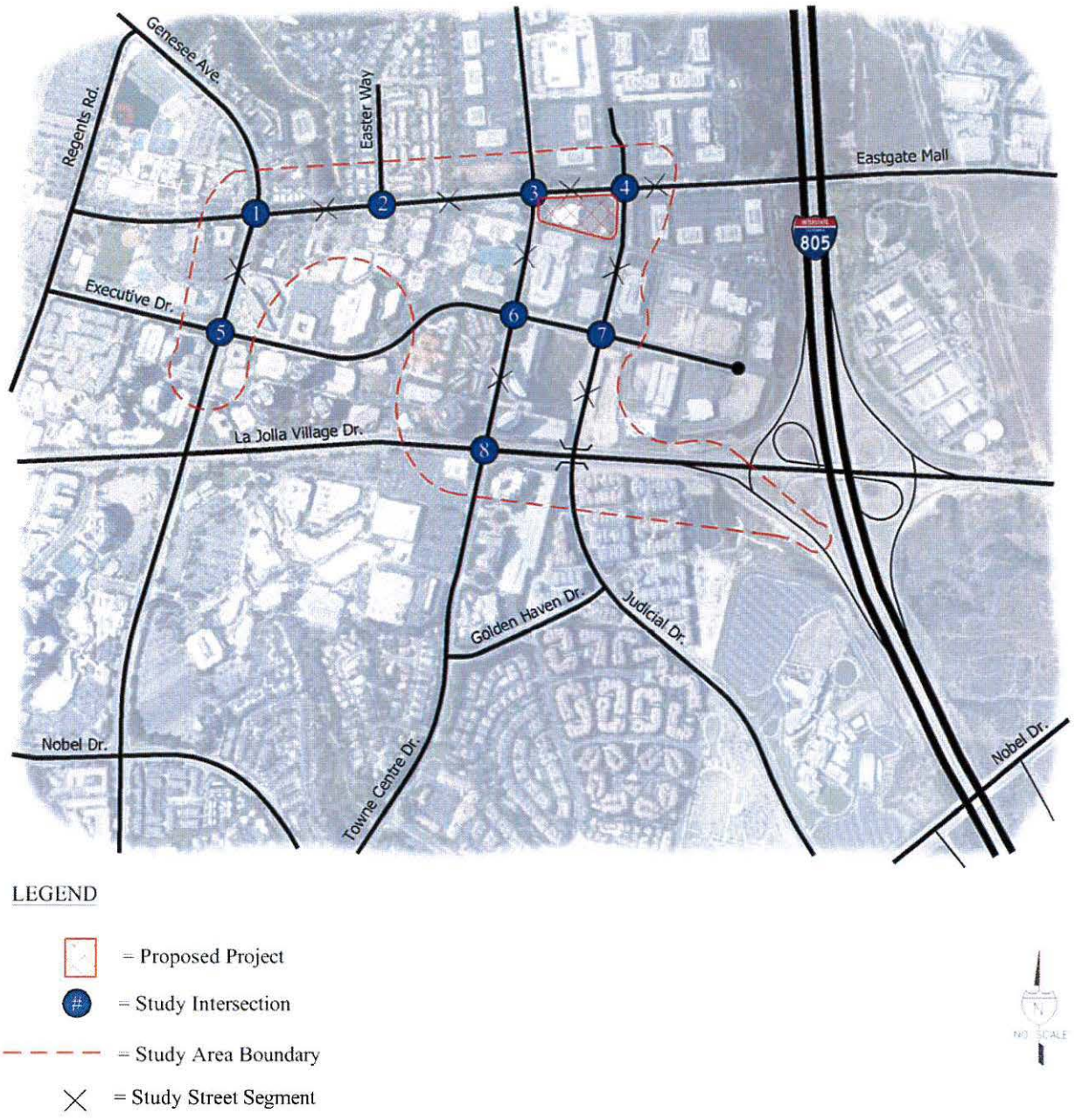

FIGURE 2-5

Study Area Boundary and Intersection Key

3. PROPOSED PROJECT

The proposed project plans to demolish the existing 47,091 square foot building vacant since April of 2009 and construct a new 150,000 square foot building for Regional and Corporate Headquarters (office) uses. A Community Plan Amendment is required to increase the density allocated to the project site. A Planned Development Permit and Site Development Permit are also being processed to support the project.

3.1 TRIP GENERATION

The proposed 150,000 SF Regional and Corporate Headquarters facility would generate 1,500 average daily trips (ADT) with 225 (203 inbound / 23 outbound) trips in the AM peak hour and 225 trips (23 inbound / 203 outbound) in the PM peak hour as shown in **Table 3-1**. No trip credit was taken for the existing building since it's been vacant for more than two years.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-1 shows the project only trip distribution percentages which were derived from a select zone analysis using SANDAG's Series 12 Traffic Model (TAZ 4683). Project only average daily traffic volumes found in **Figure 3-1** are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic. This traffic model was adjusted to include land uses for the proposed project. Due to access points on three different streets (Eastgate Mall, Judicial Dr., and Towne Centre Dr.), the model's distributions on these streets fronting the project were manually adjusted since the traffic model loaded all project trips to Eastgate Mall. Project traffic onto Eastgate Mall would travel 35% to the west and 10% to the east. Approximately 42.5% would travel on Judicial Drive and 34.5% on Towne Centre Drive. The adjustments due to multiple access points can be found in **Appendix A** along with the SANDAG Series 12 Select Zone plot. **Figure 3-2** shows the project's distribution at study intersections. **Figure 3-3** shows the project only AM and PM peak hour traffic volumes.

TABLE 3-1

9455 Towne Centre Drive Project Trip Generation Table

Proposed Project

Use	Amount		Trip	ADT	AM Peak Hour						PM Peak Hour					
					% *	#	In	:	Out	In	Out	% *	#	In	:	Out	In	Out
Corporate Headquarters	150,000	SF	10 /1,000 SF	1,500	15%	225	9	:	1	203	23	15%	225	1	:	9	23	203
Total				1,500		225				203	23		225				23	203

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

KSF = 1,000 Square Feet



FIGURE 3-1

Project Only Traffic Distribution & Average Daily Traffic Volumes

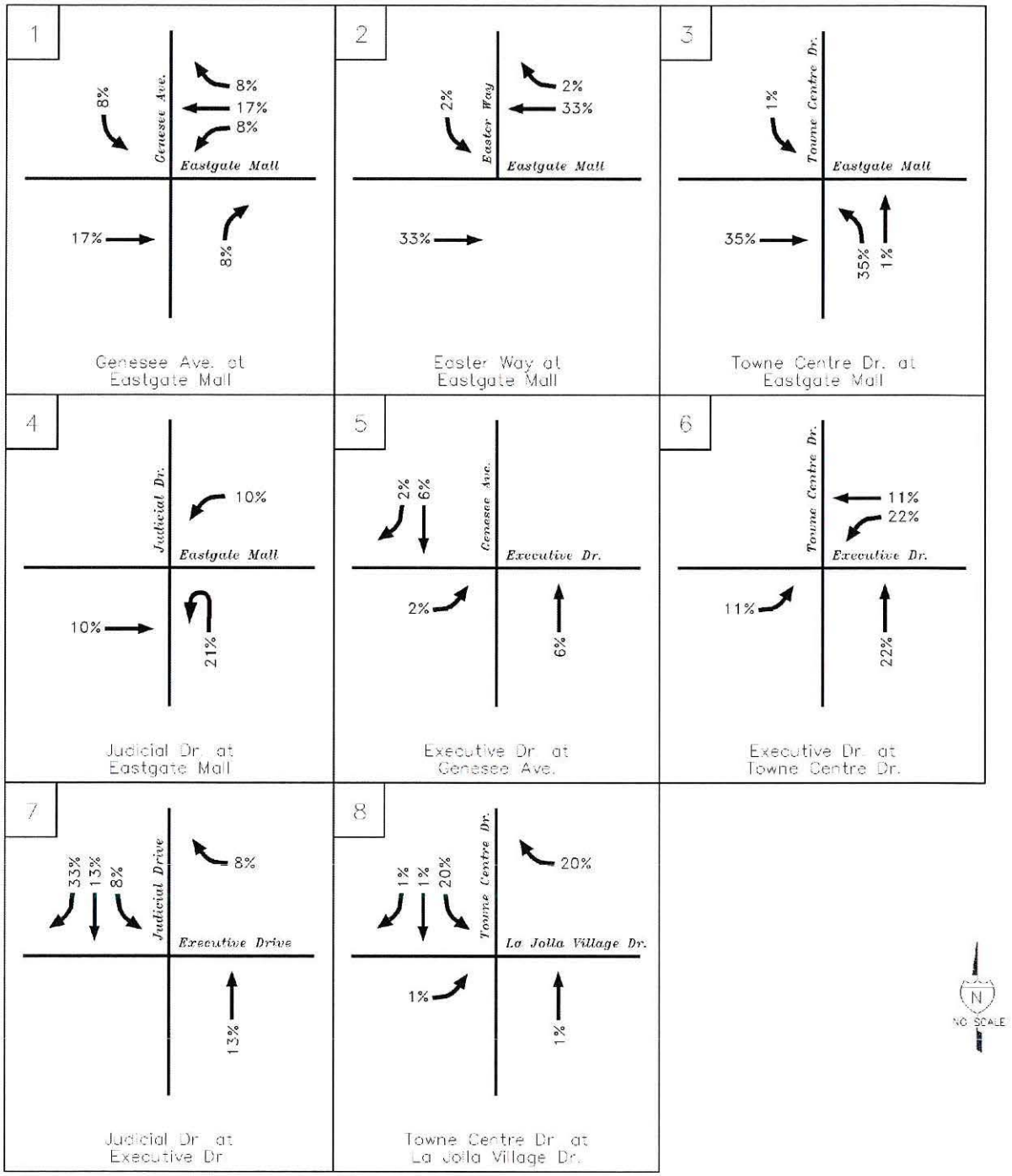

FIGURE 3-2

Project Only Traffic Distribution at Study Intersections

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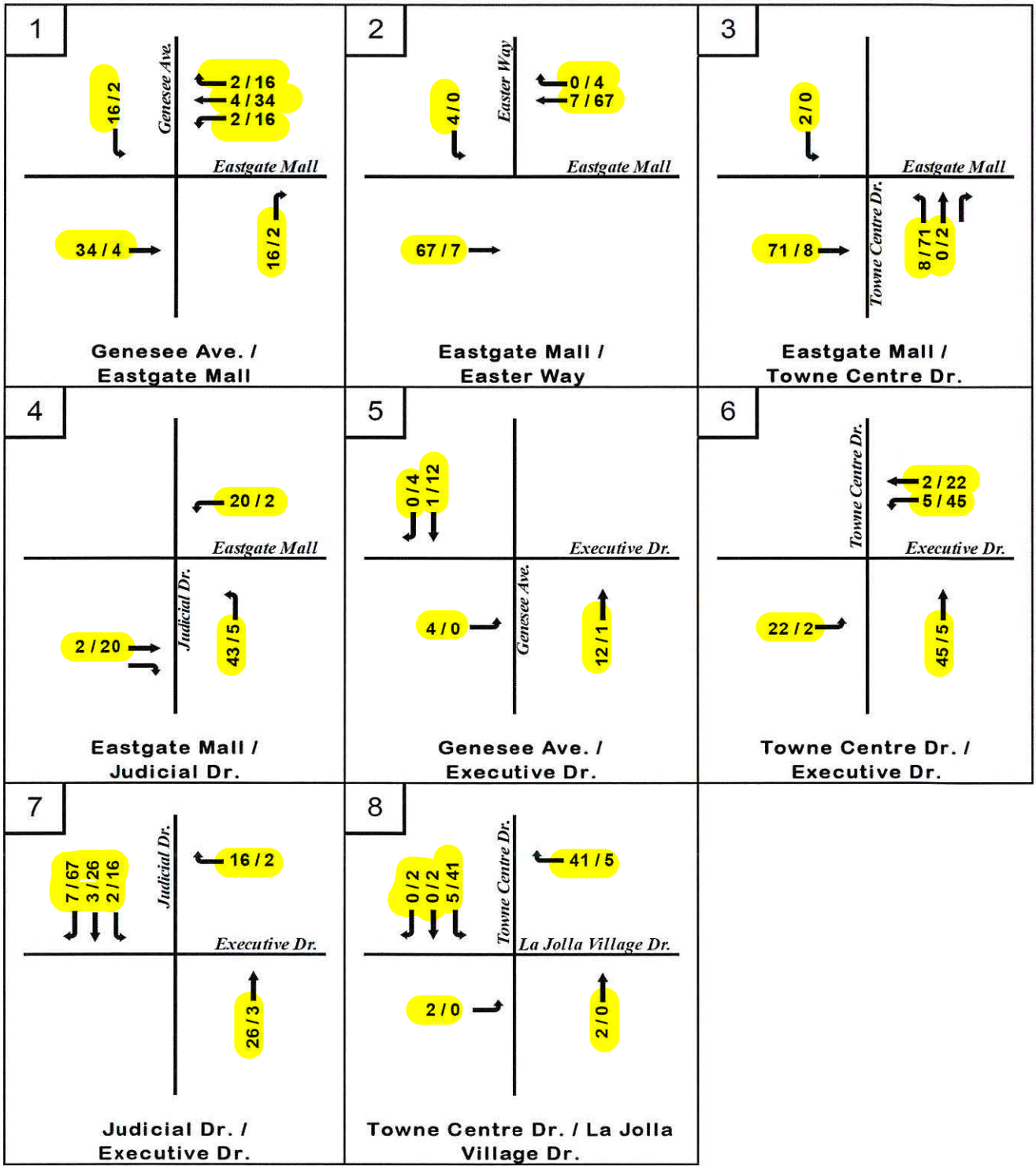

FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

TRAFFIC IMPACT ANALYSIS

For

9514 TOWNE CENTRE DRIVE

Prepared for

THE CITY OF SAN DIEGO

and

Coast Income Properties

SUBMITTAL DRAFT: August 13, 2010

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FIGURE 2-3

Study Area and Intersection Key

PROPOSED PROJECT

The project evaluated in this study proposes a development of 100,000 square feet of commercial office.

3.1 TRIP GENERATION

A trip generation table for the project was developed as shown in **Table 3-1**. As shown, the proposed project would generate 1,688 average daily trips (ADT). Existing entitlement includes 40,251 square feet of research and development which generates 322 ADT. After taking credit for the existing entitlement, the NET NEW trips for the development are **1,366** ADT with **168** trips in the AM peak hour and **191** trips in the PM peak hour.

3.2 PROJECT ONLY TRAFFIC

Figure 3-1 shows the project only trip distribution percentages which were derived from SANDAG Series 11 Traffic Model. The traffic model distributed project traffic 18% to the east, 49% to the west, 2% to the north, and 31% to the south. **Figure 3-2** shows the project only average daily traffic volumes which are based on the daily new traffic generation from **Table 3-1** and the distribution of project only traffic from **Figure 3-1**.

Figure 3-3 shows the AM/PM peak hour project only traffic volumes.

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TABLE 3-1

Project Trip Generation

Use	Amount	Trip		ADT	AM Peak Hour						PM Peak Hour					
					% *	#	In	:	Out	In	Out	% *	#	In	:	Out	In	Out
Commercial Office	100,000 SF	Log Formula		1,688	13%	219	9	:	1	197	22	14%	236	2	:	8	47	189
Existing Entitlement per City Calculations	40,251 SF	8	/KSF	322	16%	52	9	:	1	46	5	14%	45	1	:	9	5	41
NET NEW TRIPS				1,366		168				151	17		191				43	148

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

Log Formula: Ln(T) = 0.756Ln(x)+3.95

KSF = 1,000 square feet

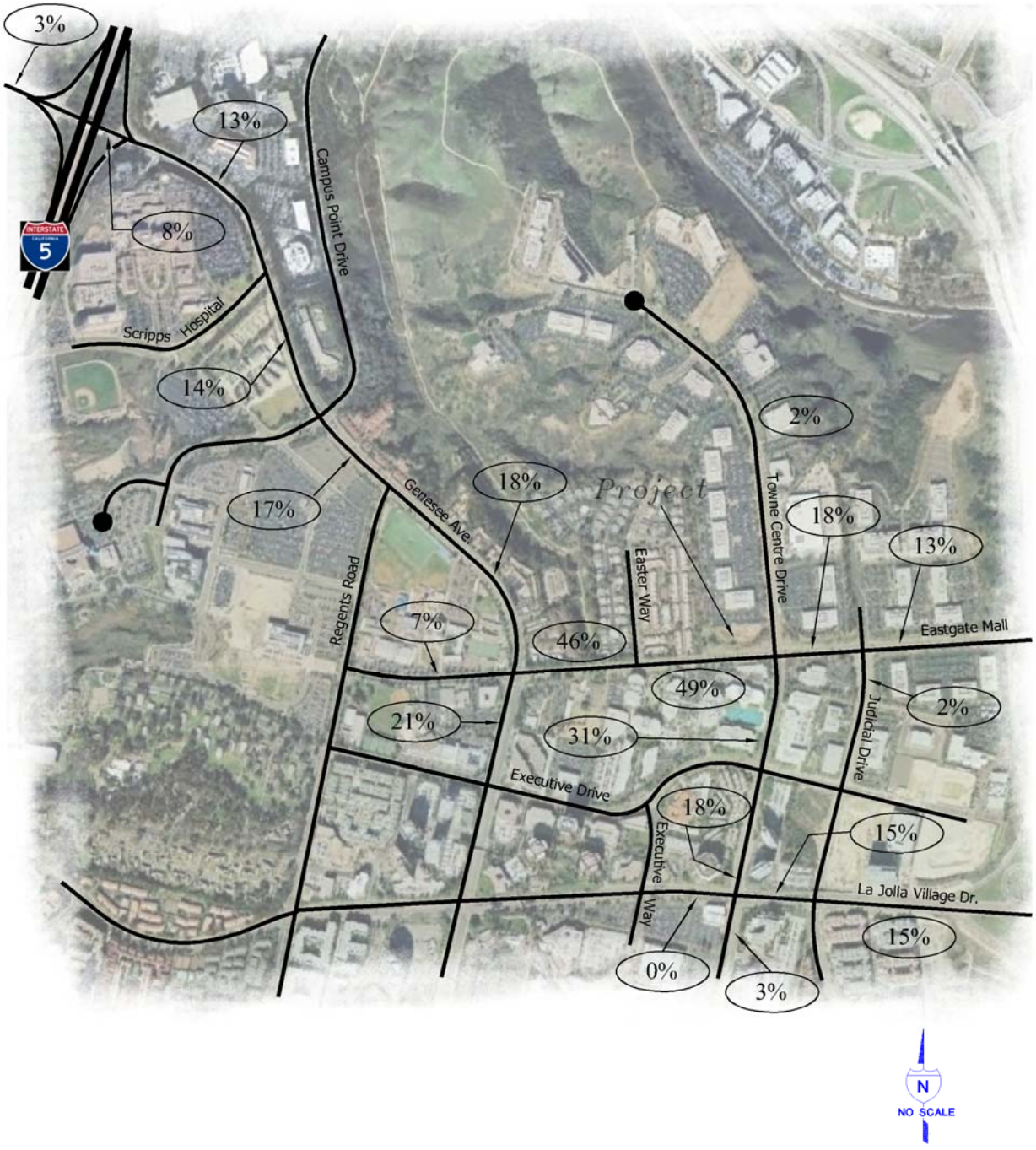

FIGURE 3-1

Project Only Traffic Distribution

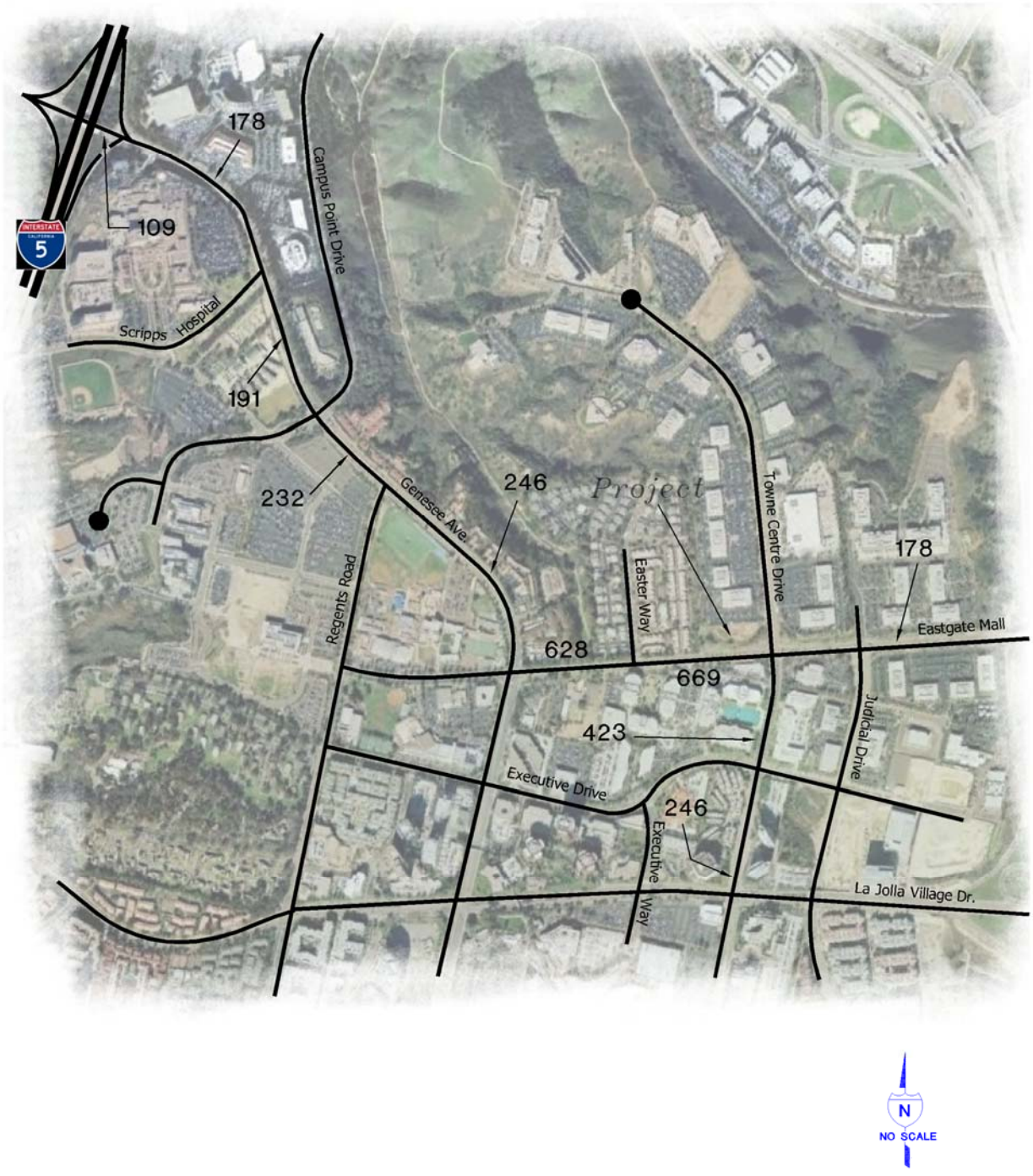

FIGURE 3-2

Project Only Average Daily Traffic

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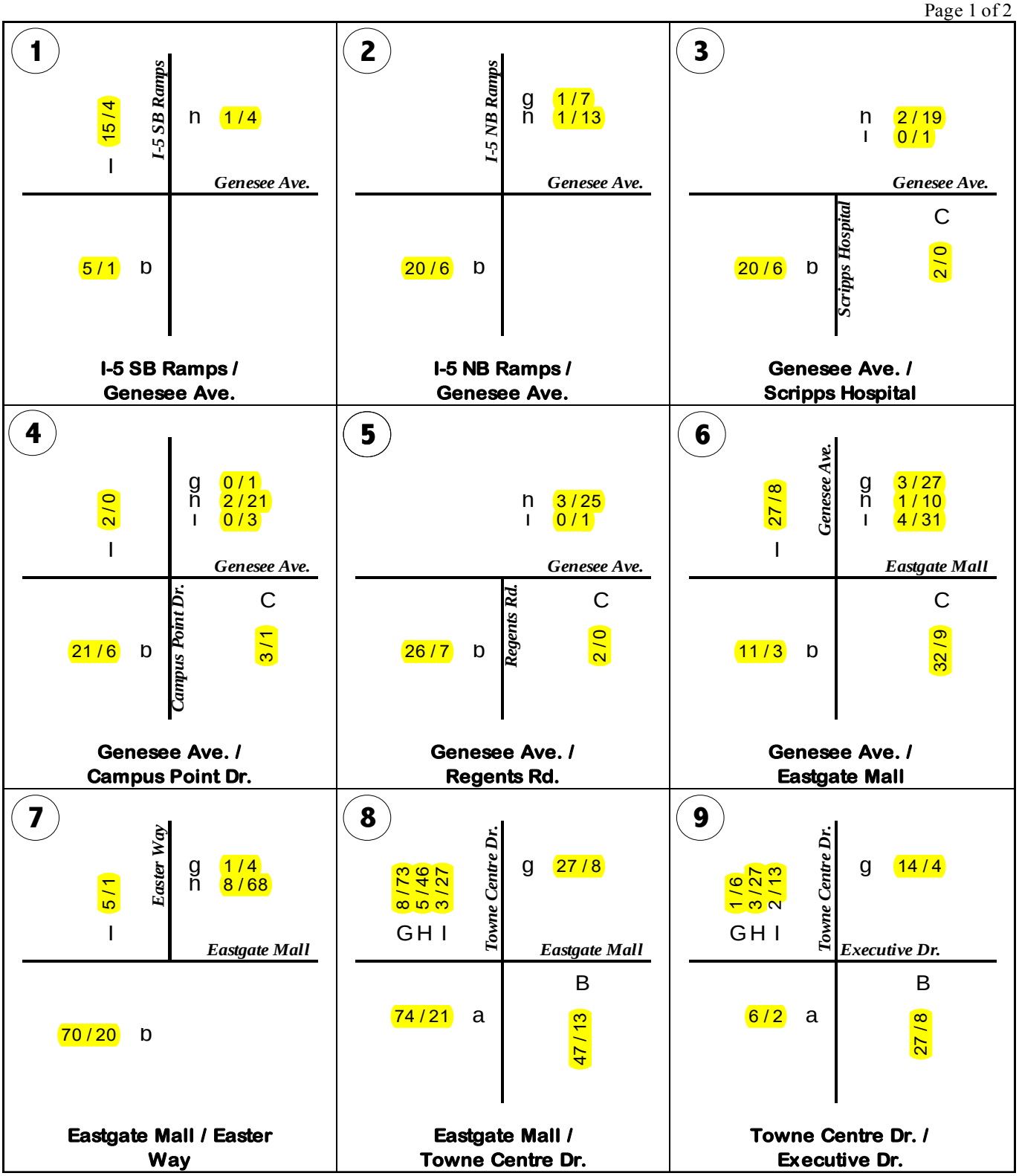


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

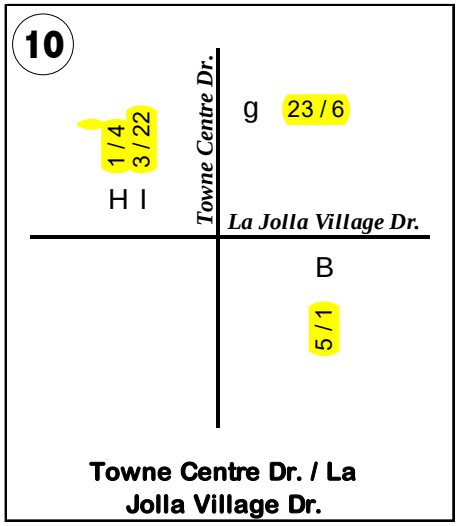


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

TABLE 8–1
PROJECT TRIP GENERATION

Land Use & Size	Daily Trip Ends (ADT) [a]		AM Peak Hour					PM Peak Hour				
	Rate	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
					In	Out	Total			In	Out	Total
Scientific Research and Development *360,000 SF*	*Trip Rate: 8 / KSF [b]*	2,880	16%	90:10	415	46	461	14%	10:90	40	363	403
Office *40,000 SF*	*Trip Rate: Ln Formula [c]*	845	13%	90:10	99	11	110	14%	20:80	24	94	118
Hotel *200 rooms*	*Trip Rate: 10 / Room [d]*	2,000	6%	60:40	72	48	120	8%	60:40	96	64	160
	Subtotal	*5,725*			*586*	*105*	*691*			*160*	*521*	*681*
	MXD Credit [e] (13% ADT, 10% AM, 13% PM)	*744*			*59*	*11*	*70*			*21*	*68*	*89*
	Total Primary Trips	***4,981***			***527***	***94***	***621***			***139***	***453***	***592***

Footnotes:

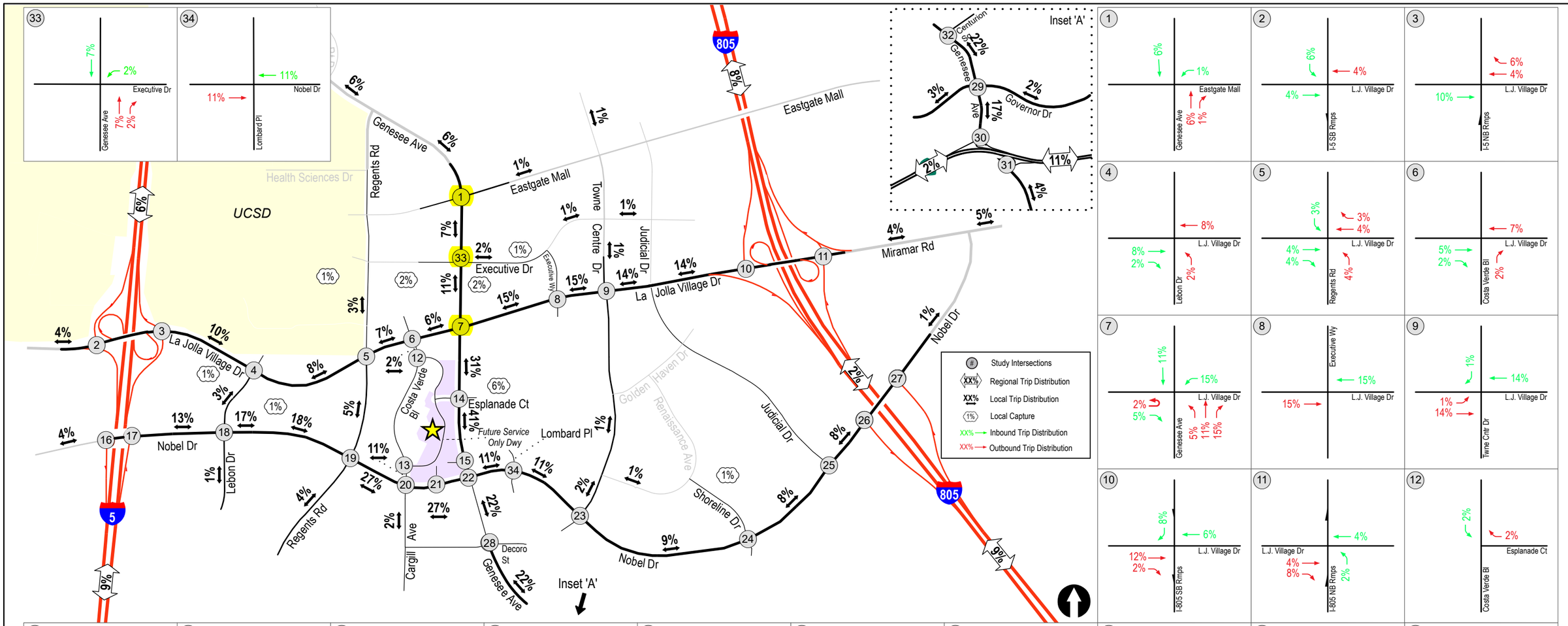
a. Trip-ends are one-way traffic movements, either entering or leaving.

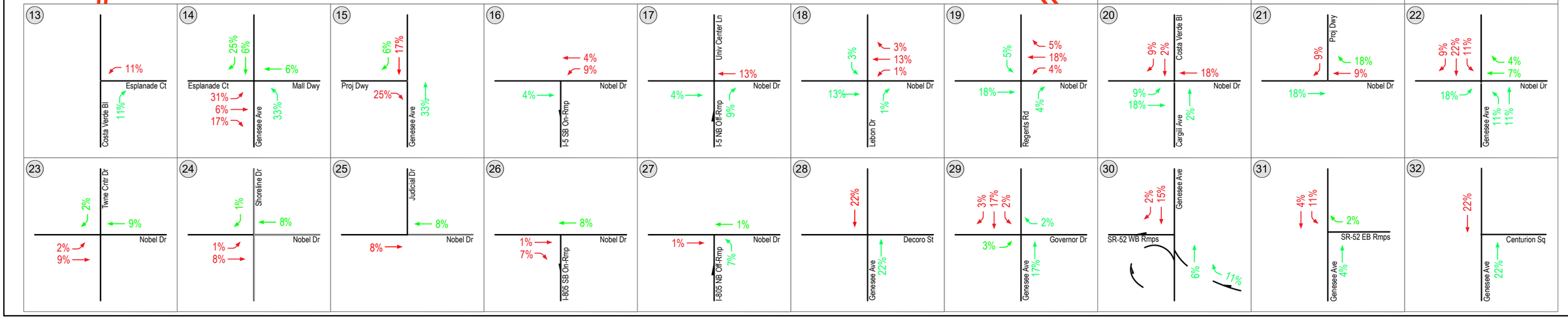
b. Per the City's Trip Generation Manual, the scientific research and development trip rate of 8 weekday trips/ KSF was used.

c. Per the City's Trip Generation Manual, the commercial office ln formula of Ln(T) = 0.756 Ln(x) + 3.95 was used, where X = office KSF and T = total trips.

d. Per the City's Trip Generation Manual, the hotel trip rate of 10 weekday trips/ room was used.

e. Per SANDAG MXD Model for the project site, 13% ADT, 10% AM and 13% PM credits were taken as shown in *Appendix G*.





LINSCOTT LAW & GREENSPAN engineers

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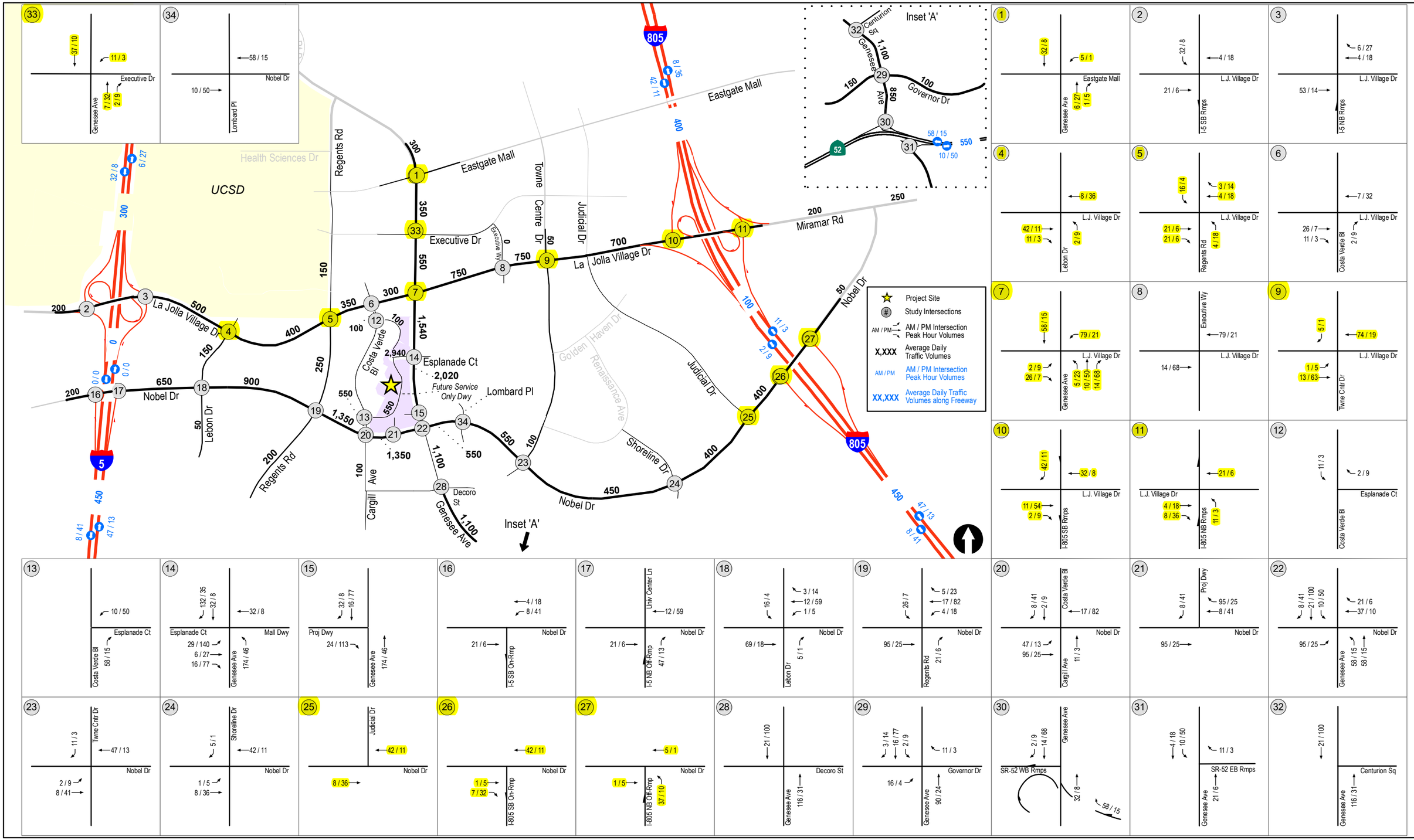
Date: 01/16/20

Figure 8-1

Project Trip Distribution

Costa Verde Center Revitalization Project



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Date: 01/16/20

LINSCOTT LAW & GREENSPAN engineers

Figure 8-2

Project Traffic Volumes

Costa Verde Center Revitalization Project

TRANSPORTATION ANALYSIS

for

SALK INSTITUTE MASTER PLAN

Prepared for

SALK INSTITUTE FOR BIOLOGICAL STUDIES

Submittal: September 20, 2006

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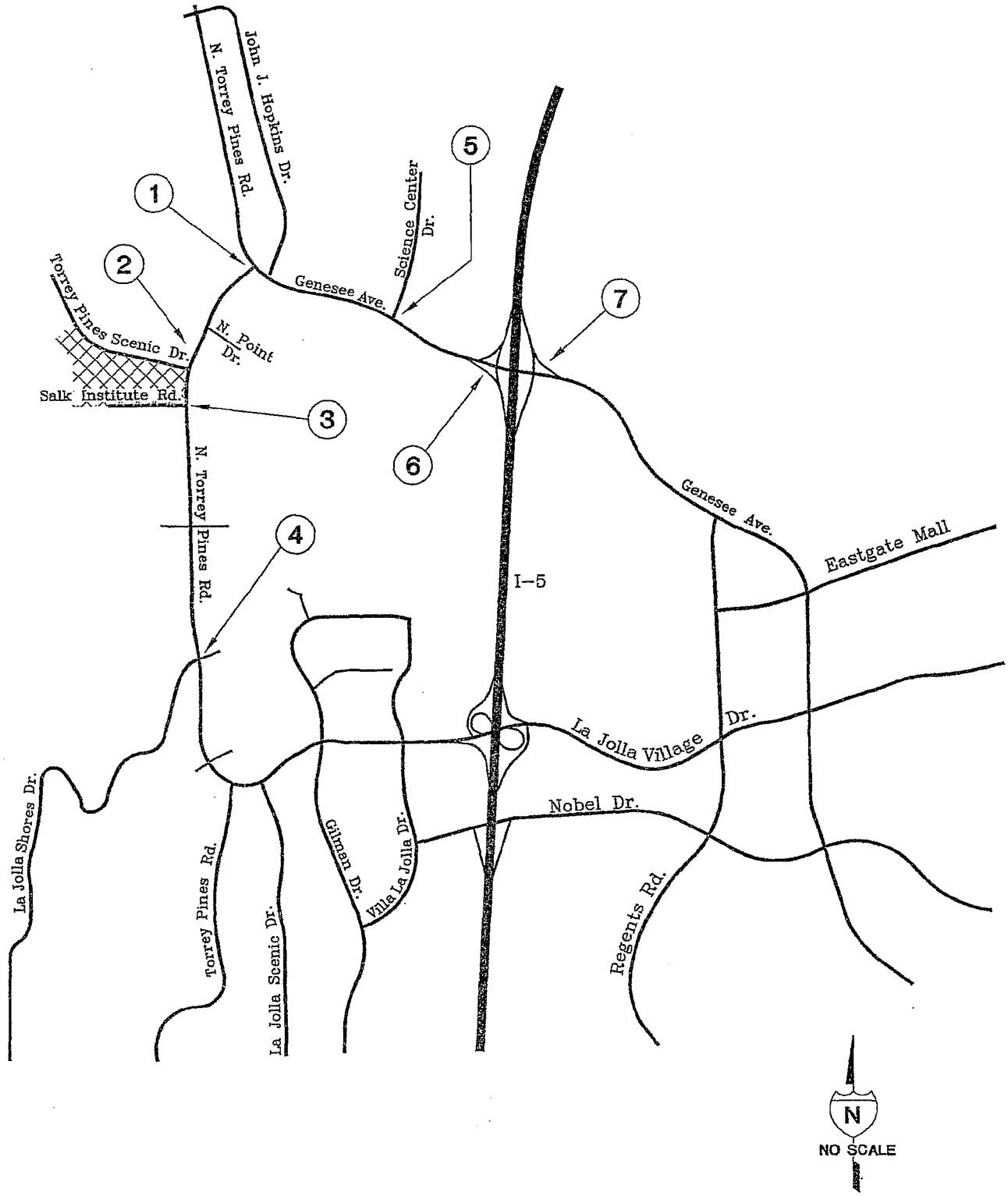

FIGURE 1-3

Project Intersection Key

4701-Graphics_H.dwg

2.0 PROPOSED PROJECT

The Salk Institute for Biological Studies is proposing to complete it's campus complex, as anticipated in the University Community Plan. The proposal calls for additional buildings generally in the areas designated in the original 1961 plan for the institute's development. The institute currently consists of 289,818 square feet of facilities. The Salk Institute will be demolishing 29,000 square feet of existing office and building 239,182 square feet of new office space, which is a net increase of 210,182 square feet, which is consistent with the Master Plan Update. The additional facilities and support structures consisting of: The Salk Community Center Building, a new research laboratory, greenhouses, a daycare facility and twelve residential units for visiting fellows, for a total of 500,000 square feet. **Figure 2-1** shows the approved 500,000 square foot land use for the Salk Institute from the University Community Plan, adopted on July 7, 1987, amended November 21, 2000.

2.1 TRIP GENERATION

The proposed facilities square footage allotments were obtained by USAI from the Salk Institute for Biological Studies proposed Master Plan Update. In order to determine the traffic generated by the proposed project, the City of San Diego's May 2003 Trip Generation Manual was used to create a trip generation table (**Table 2-1**) The trip generation table consists of three parts: Future Master Plan Buildout, Existing Buildings and Future Buildings based on maximum traffic.

As shown in the "Future Buildings Based on Maximum Traffic" component of **Table 2-1**, trip generation for the project and analyzed in this report is based on an increase in campus square footage of 210,182 SF. This is different from the 239,182 SF shown in the "Future Master Plan Buildout" portion of this table because 29,000 SF of existing office space will be demolished to build the additional 239,182 SF. Therefore, there will only be a net increase of 210,182 SF on the Salk Institute Campus. Please note that the 500,000 square feet of development is what was in the Community Plan assumptions shown in **Figure 2-1.**

TABLE 2-1

Project Trip Generation

Future Master Plan Buildout

Use	Amount	Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Residential Quarters	12 DU (12,000 SF)	8 trips / DU	96	8	8	2 : 8	2	6	10	10	7 : 3	7	3
Core Facility, Mechanical Room, Equipment[1]	0 SF	No New Trips											
Torrey East Science Complex	96,400 SF	8 trips / KSF	771	16	123	9 : 1	111	12	14	108	1 : 9	11	97
Day Care Facility[2]	12,000 SF	No New Trips											
Community Center	115,182 SF	8 trips /KSF	921	16	147	9 : 1	133	14	14	129	1 : 9	13	116
Greenhouses[3]	3,600 SF	No New Trips											
Total	**239,182 SF**		**1,788**		**278**		**246**	**32**		**247**		**31**	**216**

[1]The Core Facility is a housing area for Institute equipment which would serve researchers already on the Salk campus. The Mechanical Room and Equipment area are work areas containing tooling and machinery for facilities employees, as well as an area for objects which require storage.
[2]The Day Care Facility is provided as a service for employees who work on the Salk campus.
[3]Greenhouses are accessory facilities which would serve employees already on the campus.
KSF = 1,000 Square Feet

Existing to Be Demolished

Use	Amount	Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Demolish	29,000 SF	8 trips /KSF	232	16	37	9 : 1	33	4	14	32	1 : 9	3	29

4701-TAB2-1G.wpd

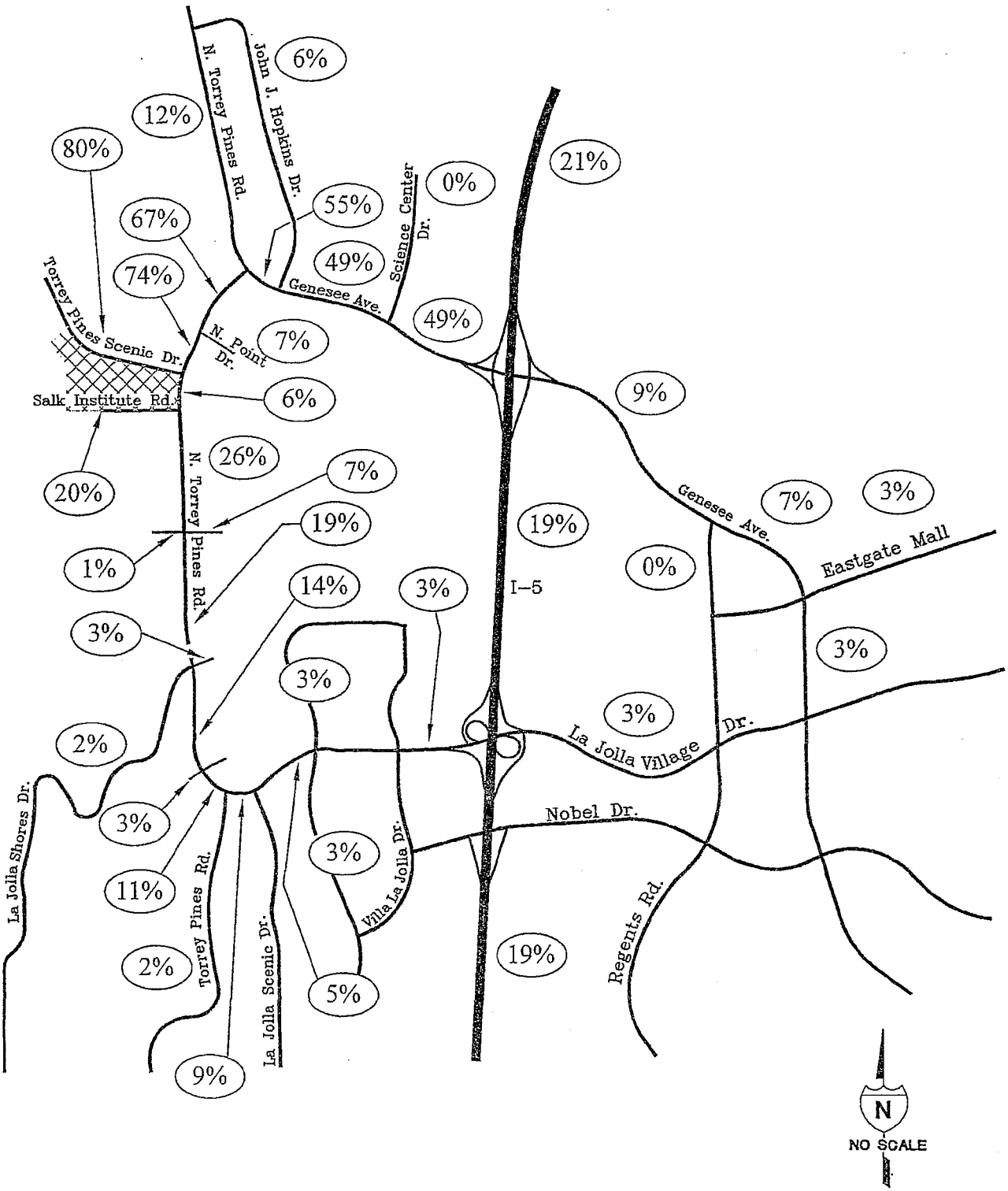

FIGURE 2-2

Project Distribution Percentages

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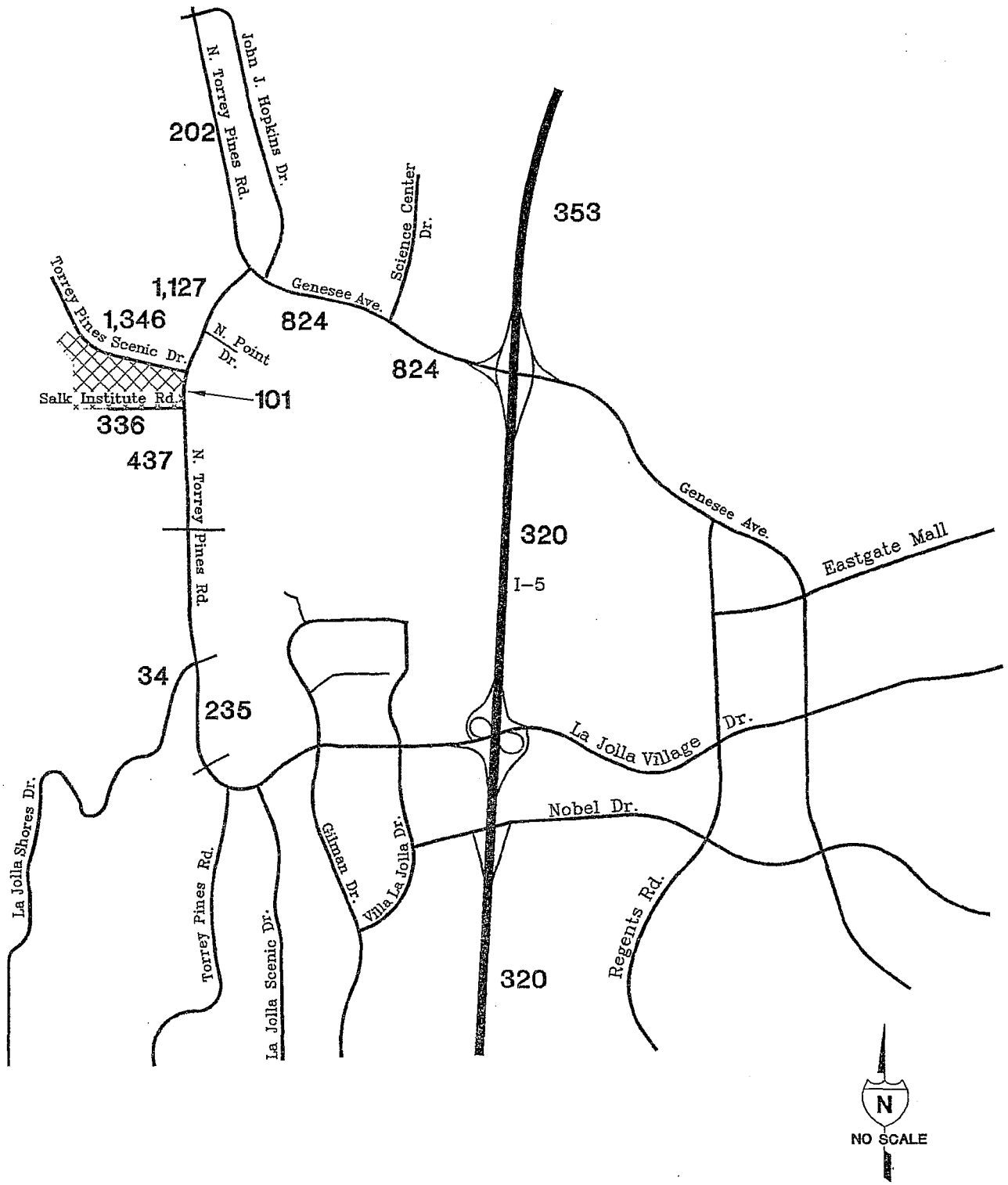

FIGURE 2-3

Project Only Average Daily Traffic

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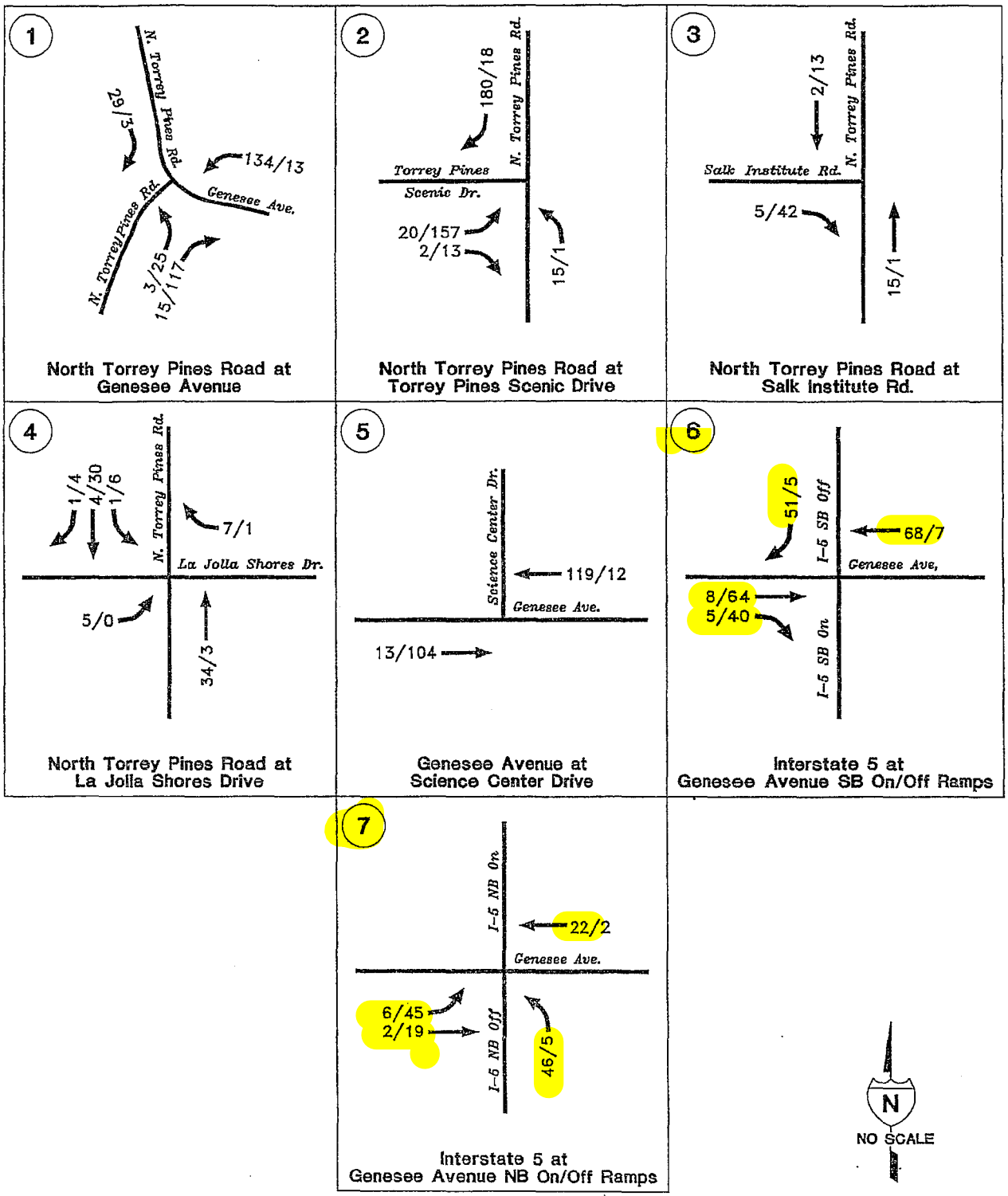

FIGURE 2-4

Project Only AM / PM Peak Hour Traffic

4701-Graphics_H.dwg

FINAL Traffic Impact Analysis

Monte Verde

Prepared by:
Kimley-Horn and Associates
517 Fourth Avenue, Suite 301
San Diego, CA 92101

Prepared for:
Costa Verde Hotel, LLC
8530 Costa Verde Blvd. - Office
San Diego, CA 92122

December 6, 2004

KHA NO. 095178004

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1.0 INTRODUCTION

This study evaluates the traffic-related impacts associated with the *Monte Verde* multi-family residential development proposal, located within the Costa Verde Specific Plan area, in the University City community of the City of San Diego. **Figure 1-1** depicts the location of the project in a regional context. The proposed project is situated on the block bounded by La Jolla Village Drive on the north, Private Drive A on the south, Costa Verde Boulevard on the west, and Genesee Avenue on the east.

Project Description

The project involves a shift in land use type and intensity within the Costa Verde Specific Plan area. This shift will be accomplished without increasing the traffic generation above the previously approved level. The City of San Diego adopted the Costa Verde Specific Plan in 1986. The approved Specific Plan included the following land uses:

- 178,000 square feet of retail development;
- 2,600 dwelling units (these dwelling units are calculated by the average daily trips for each unit within the Costa Verde Specific Plan); and
- A hotel with 400 rooms.

Of the uses authorized in the 1986 Specific Plan, the following are neither occupied nor under construction: (1) 420 dwelling units; and (2) 400-room hotel. The retail component of the Specific Plan has been fully constructed and is open for business. Regency Center operates the retail center. Of the 2,600 dwelling units approved for the residential portion of the Specific Plan, 2,180 dwelling units have been constructed and occupied or are currently under construction, resulting in the potential for construction of an additional 420 dwelling units pursuant to the Costa Verde Specific Plan. **Table 1-1** summarizes the status of projects built within the Costa Verde Specific Plan and **Figure 1-2** shows the projects located within the Costa Verde Specific Plan. The lots that are owned by the client are highlighted below in bold text.

TABLE 1-1
COSTA VERDE DEVELOPMENT SUMMARY

Lot(s)	Description	Intensity	Status
1, 2	North Village	651 DUs	Constructed and Occupied
3, 4, 5	South Village	606 DUs	Constructed and Occupied
6, 7, 8	La Jolla Village Towers	333 EDU	Constructed and Occupied
9	Open Space/Park	–	Under Construction
10, 11	The Towers at Costa Verde	590 DUs	Permitted and Being Constructed
12	Hotel	400 Rooms	Not Constructed
13, 14	Costa Verde Retail	178 KSF	Constructed and Occupied
–	Remaining Dwelling Units	420	Not Constructed

TABLE 4-1

SUMMARY OF PROJECT TRAFFIC GENERATION

APPROVED PROJECT WEEKDAY TRAFFIC GENERATION

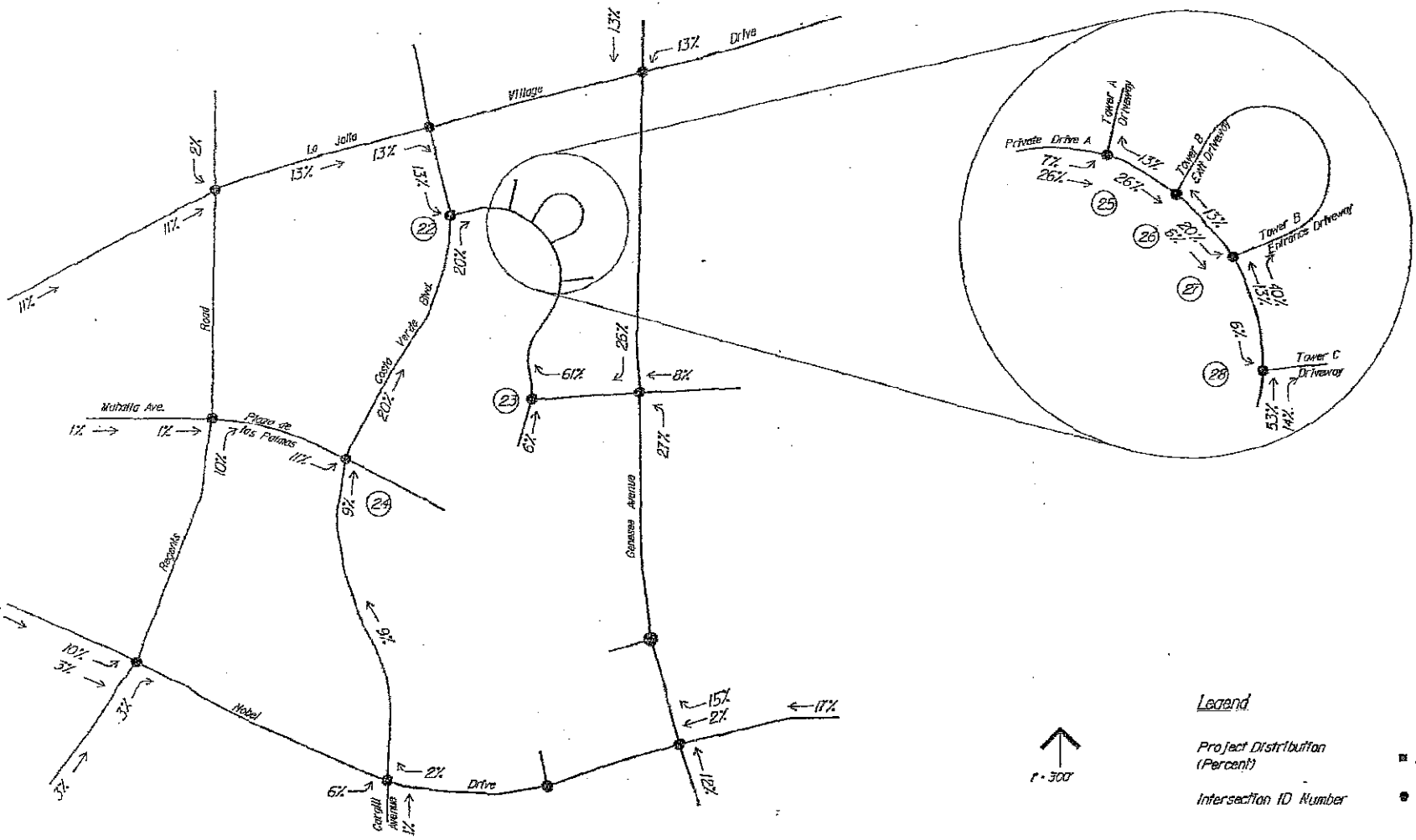
COSTA VERDE LAND USE*	STATUS	INTENSITY	TRIP GENERATION RATES*	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					TOTAL	IN	OUT	TOTAL	IN	OUT
Costa Verde (South Village)	Built	606 DU's	6.0 / DU	3,636	291	58	233	327	229	98
Costa Verde (North Village)	Built	651 DU's	6.0 / DU	3,906	312	62	250	352	246	105
Towers at Costa Verde	Under Construction	590 DU's	6.0 / DU	3,540	283	57	227	319	223	96
Costa Verde Hotel	Not Built	*400 Rooms*	*10.0 / ROOM*	*4,000*	*240*	*144*	*96*	*320*	*192*	*128*
*Remaing Dwelling Units***	Not Built	*420 DU's*	*6.0 / DU*	*2,520*	*202*	*40*	*161*	*227*	*159*	*68*
Total				17,602	1,328	362	967	1,544	1,049	495
Subtotal: Costa Verde Hotel + Remaining Dwelling Units + Units Under Construction				10,060	725	241	484	865	574	292
Subtotal: Costa Verde Hotel + Remaining Dwelling Units				6,520	442	184	257	547	351	196

PROPOSED PROJECT WEEKDAY TRAFFIC GENERATION

COSTA VERDE LAND USE	STATUS	INTENSITY	TRIP GENERATION RATES*	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					TOTAL	IN	OUT	TOTAL	IN	OUT
Costa Verde Condos and Apartments	Not Built	1,084 DU's	6.0 / DU	6,504	520	104	416	585	410	176
Costa Verde (South Village)	Built	606 DU's	6.0 / DU	3,636	291	58	233	327	229	98
Costa Verde (North Village)	Built	651 DU's	6.0 / DU	3,906	312	62	250	352	246	105
Towers at Costa Verde	Under Construction	590 DU's	6.0 / DU	3,540	283	57	227	319	223	96
Total				17,586	1,407	281	1,126	1,583	1,108	475

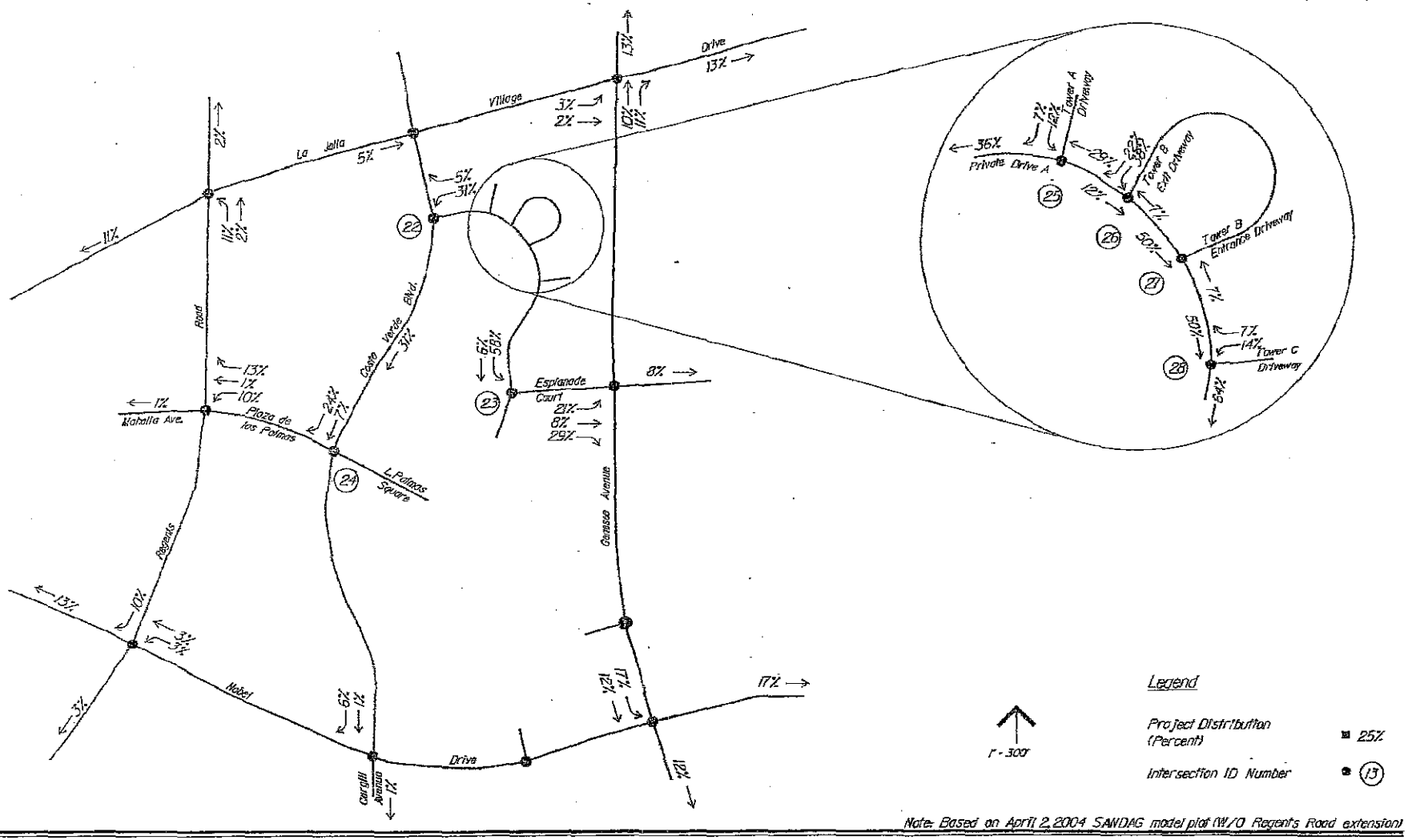
* Costa Verde Specific Plan allows for the development of 2,600 dwelling units and a 400 room hotel. The Hyatt Senior Tower has been allocated 332 equivalent dwelling units.

P:\PROJECTS\095150.S\095178004\Excel\December Final Submittal\[178004tg08.xls]Table 4-1 12/6/2004 10:13



Note: Based on April 2, 2004 SANDAG model plot (W/O Regents Road extension)

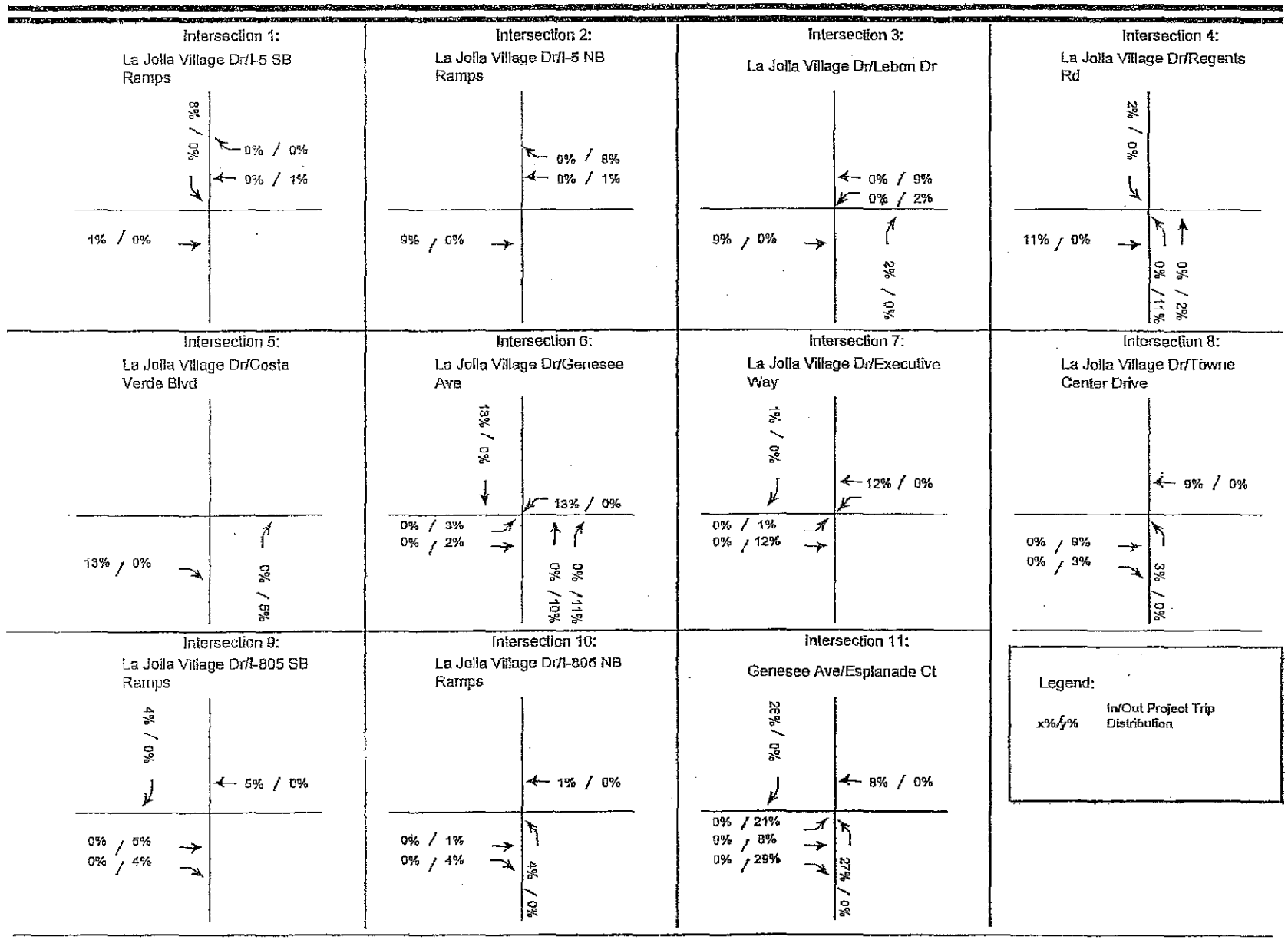
Figure 4-1.1



Note: Based on April 2, 2004 SANDAG model plot (W/O Regents Road extension)

Figure 4-1.2

Distribution of Monte Verde Project Traffic (Exiting)

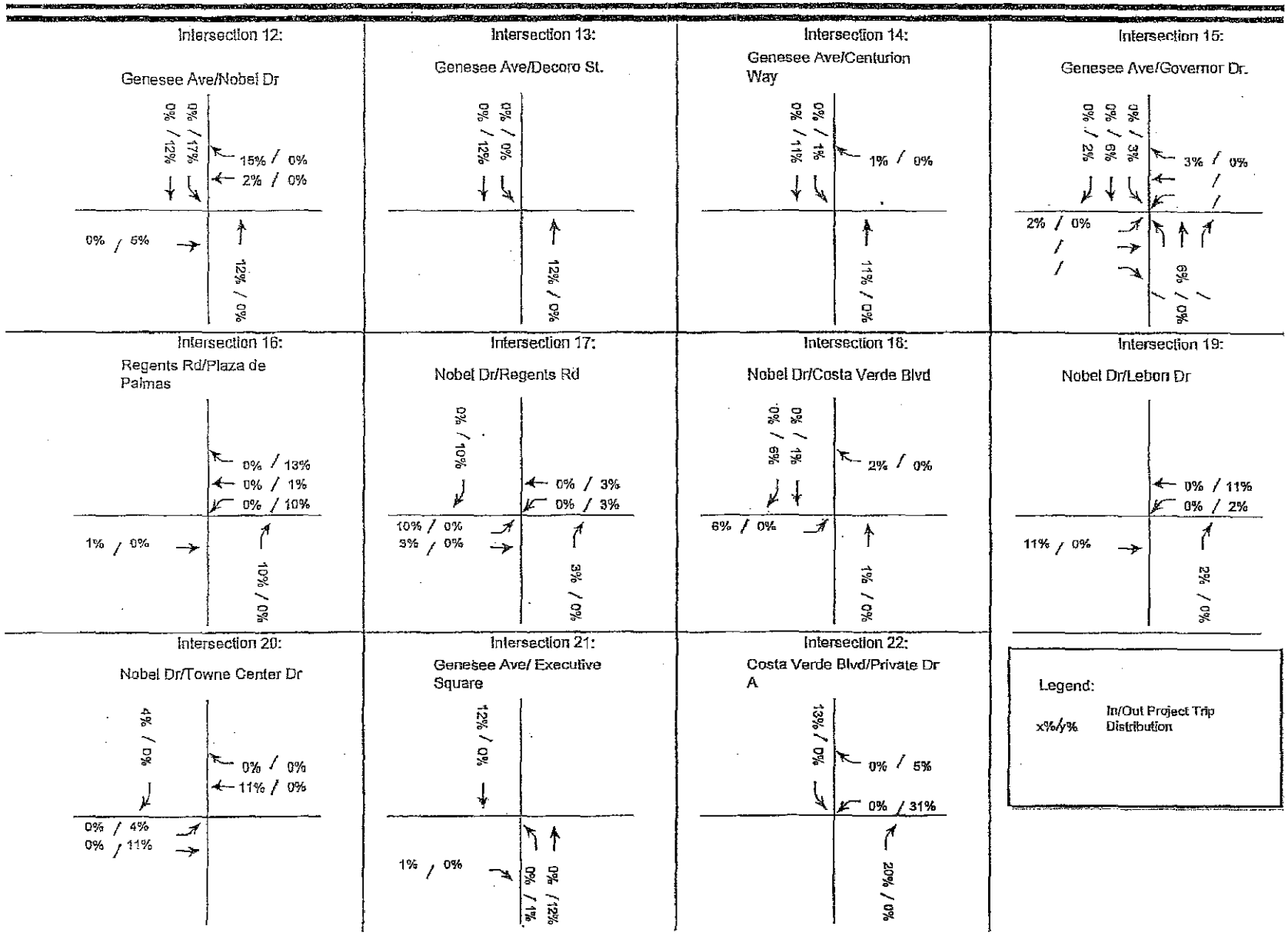


Project Trip Distribution - Study Intersections

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-1.3

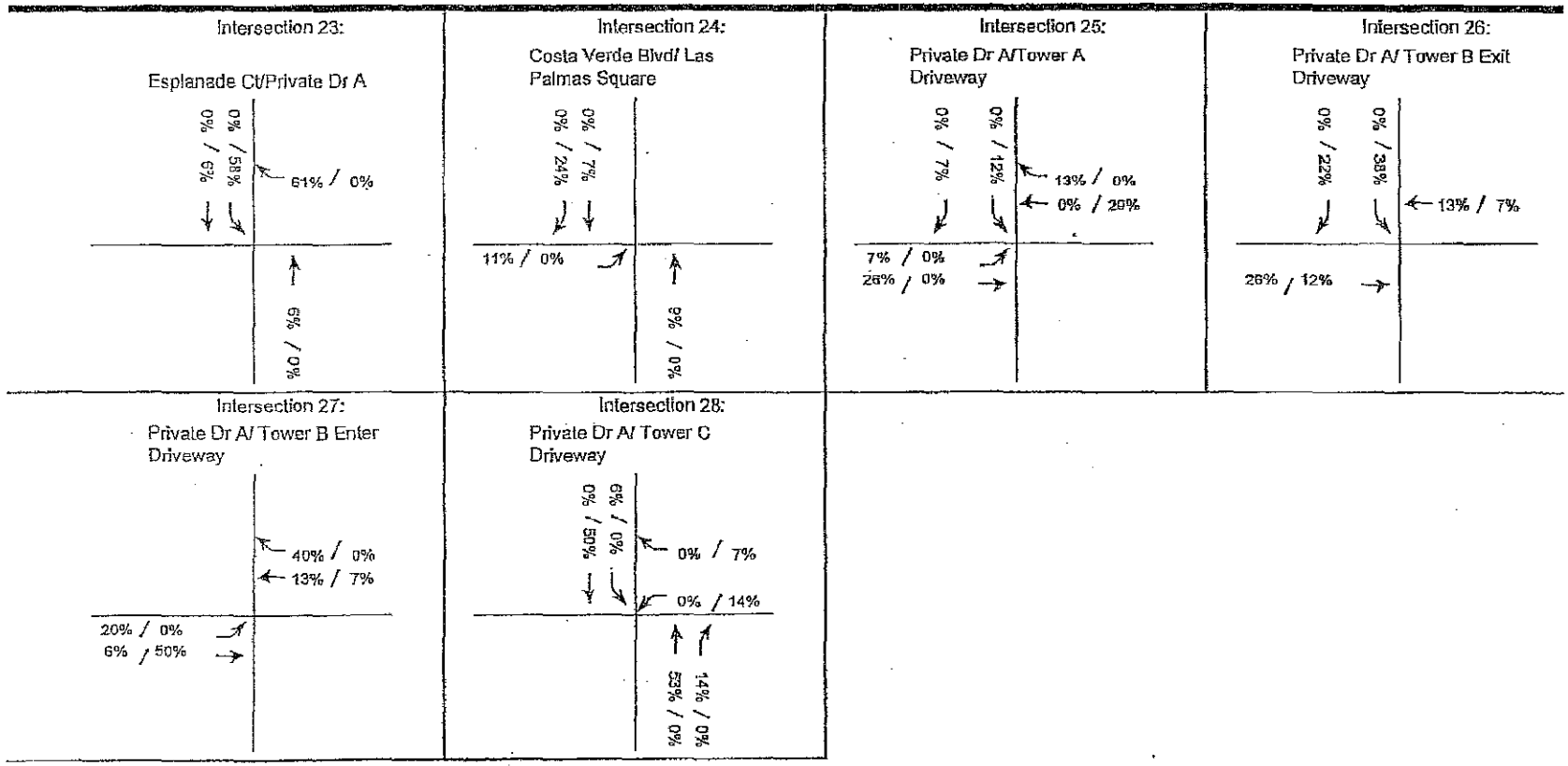


Project Trip Distribution - Study Intersections

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-1.4



Legend:

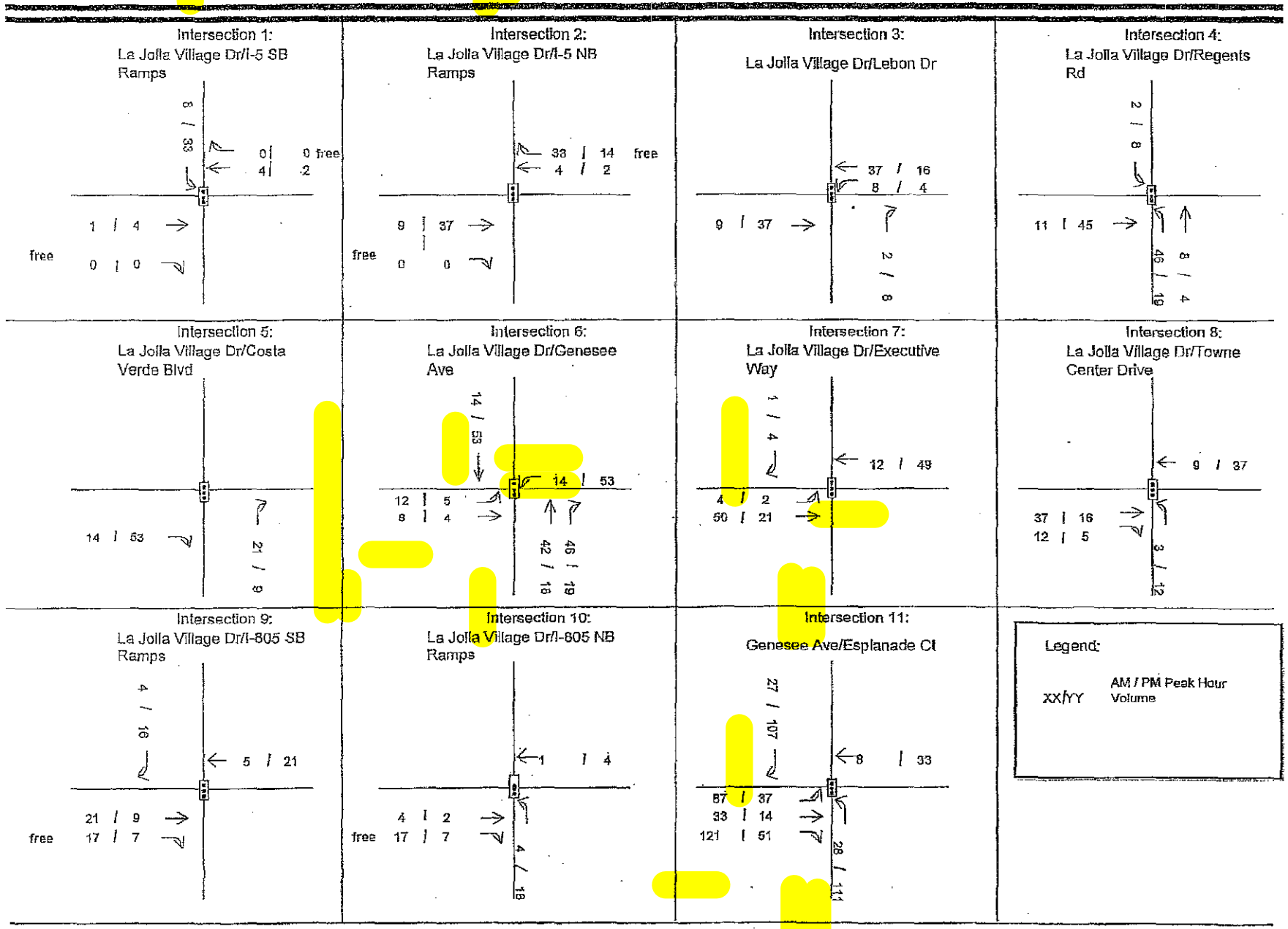
x%/y% In/Out Project Trip Distribution

Project Trip Distribution - Study Intersections

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-1.5

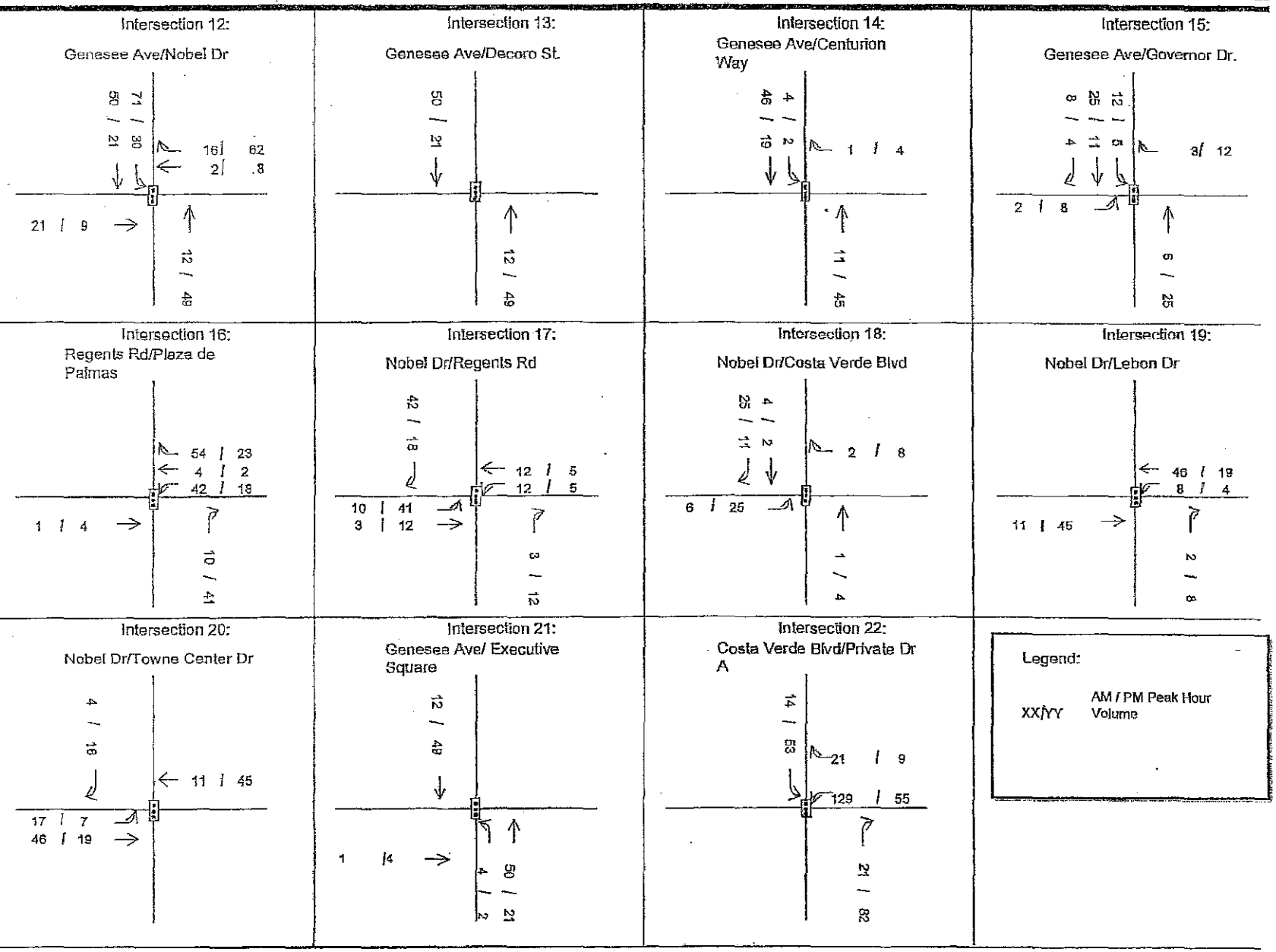


Monte Verde Project Trip Assignment

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-2

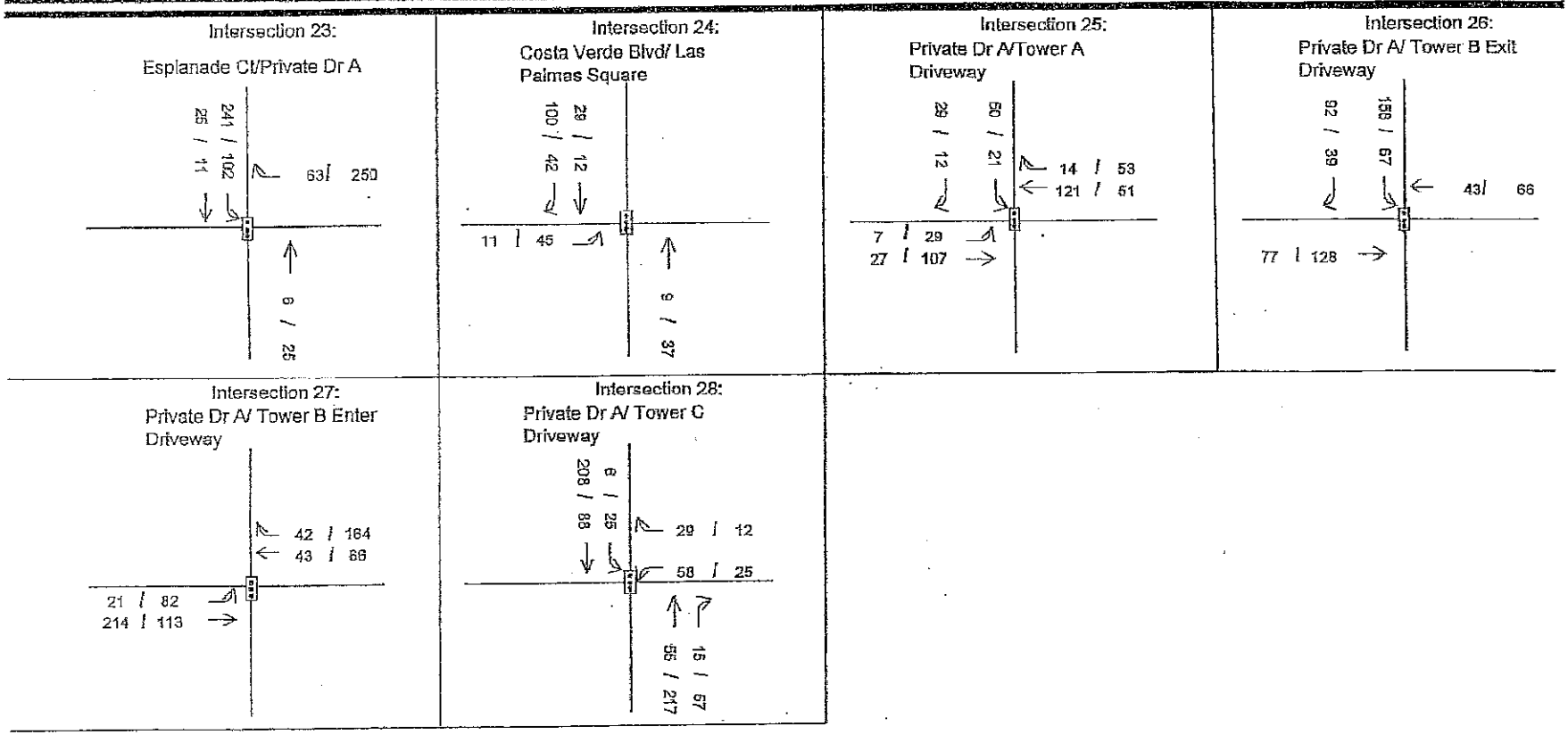


Monte Verde Project Trip Assignment

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-2.1

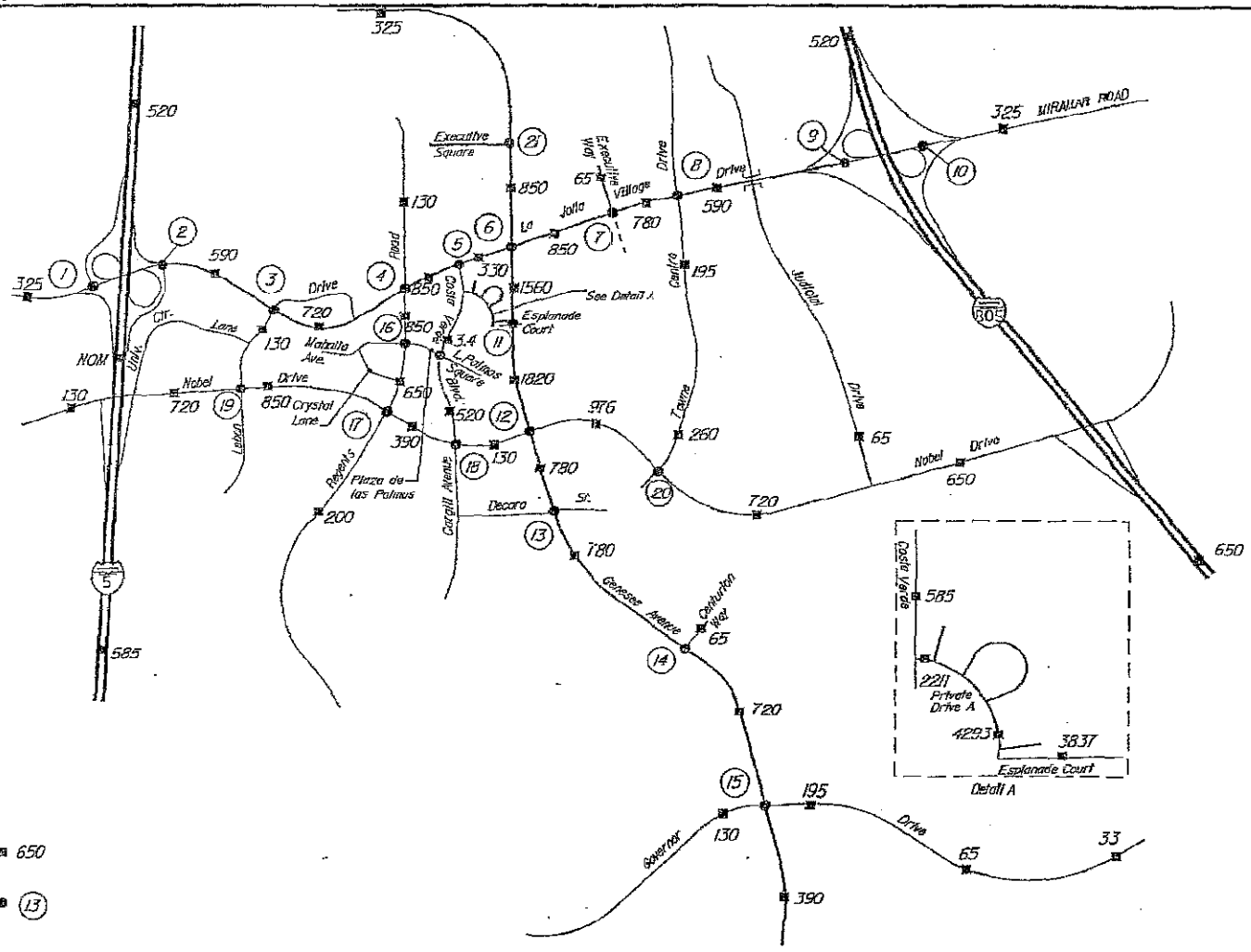


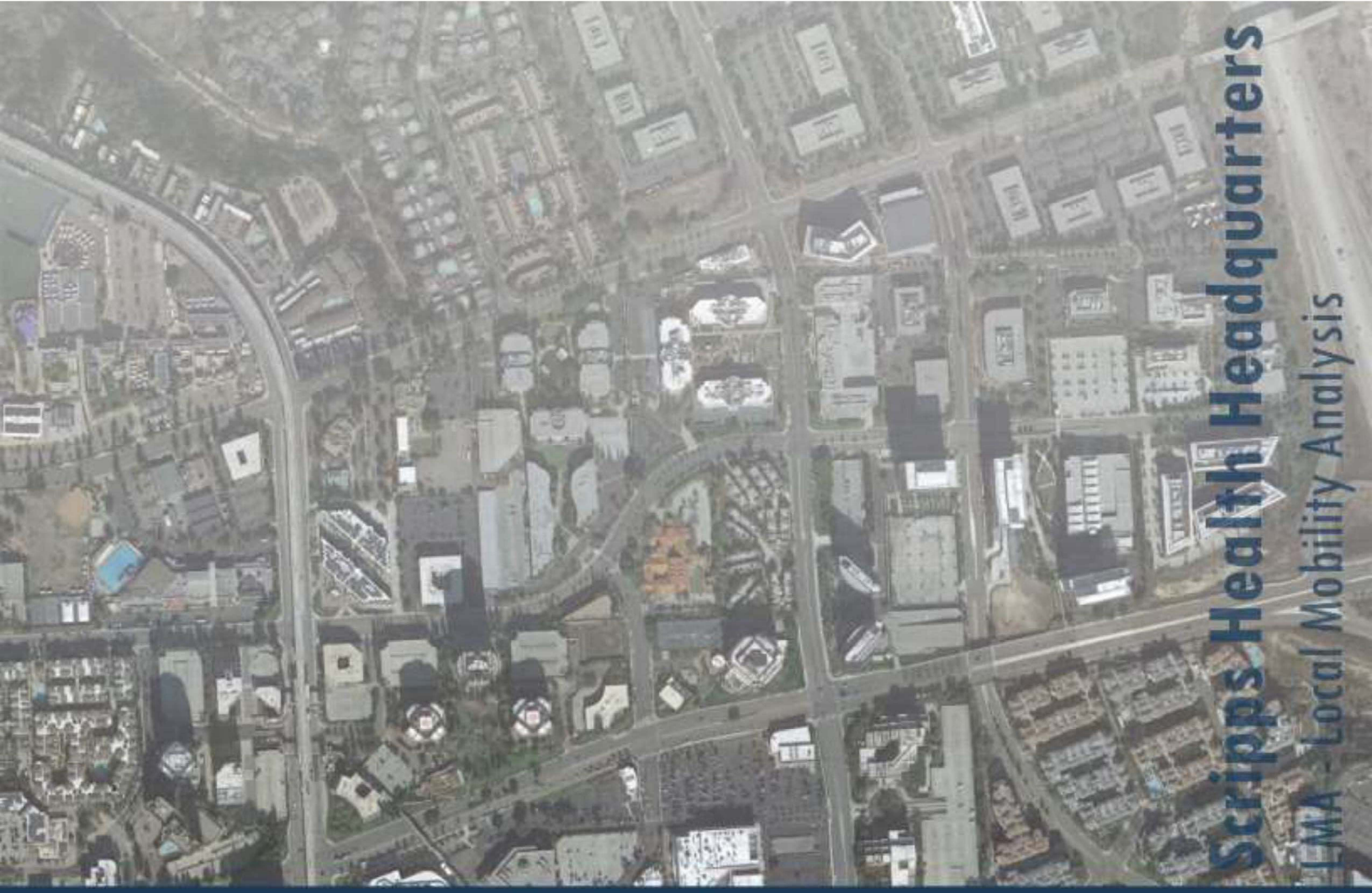
Monte Verde Project Trip Assignment

Kimley-Horn and Associates, Inc.

Monte Verde

Figure 4-2.2


Not to Scale
Executive Square
Executive Hill
Executive Drive
Village
La Jolla
Drive
Genesee Avenue
Governor
Drive
Nobel
Drive
Mirallar Road
Esplanade Court
See Detail A
Detail A
Private Drive A
Esplanade Court
Regents Road
Plaza de las Palmas
Decoro St.
Carroll Vista
Carroll Vista
Carroll Vista
Lebon
Nobel Drive
Crystal Lane
Mabalta Ave.
Lane
Drive
Drive
Drive



Scripps Health Headquarters

LMA - Local Mobility Analysis

Prepared For: The City of San Diego and Gensler

Project Number: 001721
Date: May 23, 2022
PTS# 686158

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2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project is located on a 3.79-acre lot consisting of two parcels that are located at 4555 Executive Drive and 9291 Executive Way in the University Community Planning Area. The project site is currently developed with one (1) building supporting the San Diego Braille Institute consisting of a building area of 30,221 SF. The Project is bound to the north by Executive Drive, to the west by Executive Way, to the south by an Embassy Suites parking structure, and to the east by a residential complex known as Devonshire Woods.

Regional access to the site is provided by the junctions of Interstate 5 with Genesee Avenue (1.5 miles path-of-travel-distance away from the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles path-of-travel-distance away from the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.2 miles path-of-travel- distance away from the project site). Direct access to the project site would occur along Executive Drive and Executive Way.

The site is in the RS-1-14 base zone within the University Community Planning Area. Additionally, the Nexus Technology Center Specific Plan (NTCSP, 1985), overlayed the site with the SR zone, which is now the IP-1-1 base zone.

2.2 Proposed Project

The Project proposes to redevelop the site through the demolition of the Braille Institute building consisting of approximately 30,221 SF of Educational uses and the construction of one (1) five-story 131,183 SF corporate headquarters/single-tenant building with a 25,522 SF basement (non-

trip generating space that includes 10,000 SF of amenities such as a 2,005 SF fitness space, and a 500 SF locker/shower/toilet space, and 15,522 SF of parking area for 33 vehicles). The project will also construct a four-story parking structure of 131,509 SF of area. Discretionary actions associated with the proposed Project consist of a Neighborhood Development Permit (NDP). The anticipated Opening Day of the project is estimated to be during Year 2023.

Figure 2-1 includes the project site plan.

2.3 Trip Generation

Trip Generation for the proposed Project is presented below. Using the City of San Diego Trip Generation Manual (May 2003) trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the existing site buildings that are proposed to be demolished and proposed to remain. To calculate the trip generation for the Existing uses, driveway counts were collected at the existing driveways on Thursday, February 18th, 2021 (included in **Appendix D**). The driveway counts result in the existing uses generating 19 average daily trips (ADT) with 5 (4 In / 1 Out) AM peak hour trips and 2 (0 In / 2 Out) PM peak hour trips. The Project is anticipated to generate approximately 1,312 daily unadjusted driveway trips with 197 (177 In / 20 Out) AM peak hour trips and 197 (20 In / 177 Out) PM peak hour trips. After transit reductions are applied to the trip generation, the Project is calculated to generate a net increase of approximately 1,240 ADT with 162 (146 In / 16 Out) AM peak hour trips and 165 (17 In / 148 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing Land Uses															
****Braille Institute	30.221 KSF	-	19	-	5	- : -		4	1	-	2	- : -		0	2
Existing Sub-Total			19		5			4	1		2			0	2
Proposed Land Uses															
Corporate Headquarters/ Single Tenant Office	131.183 KSF	10 /KSF	1,312	15%	197	90% : 10%		177	20	15%	197	10% : 90%		20	177
***Basement	26,522 KSF	Non-Trip Generating													
Parking Structure	119.500 KSF	Non-Trip Generating													
Proposed Sub-Total			1,312		197			177	20		197			20	177
**Transit Reduction to Proposed Land Uses															
Transit Reduction % (Corporate Headquarters / Single Tenant Office - Employment)			4%		15%			15%	15%		15%			15%	15%
Transit Reduction (Corporate Headquarters / Single Tenant Office - Employment)			52		30			27	3		30			3	27
Proposed Sub-Total With Transit Credit			1,259		167			150	17		167			17	150
Net Increase			1,240		162			146	16		165			17	148

Source:

*Trip Generation rates referenced from the City of San Diego Trip Generation Manual, May 2003

Note:

ADT= Average Daily Trips

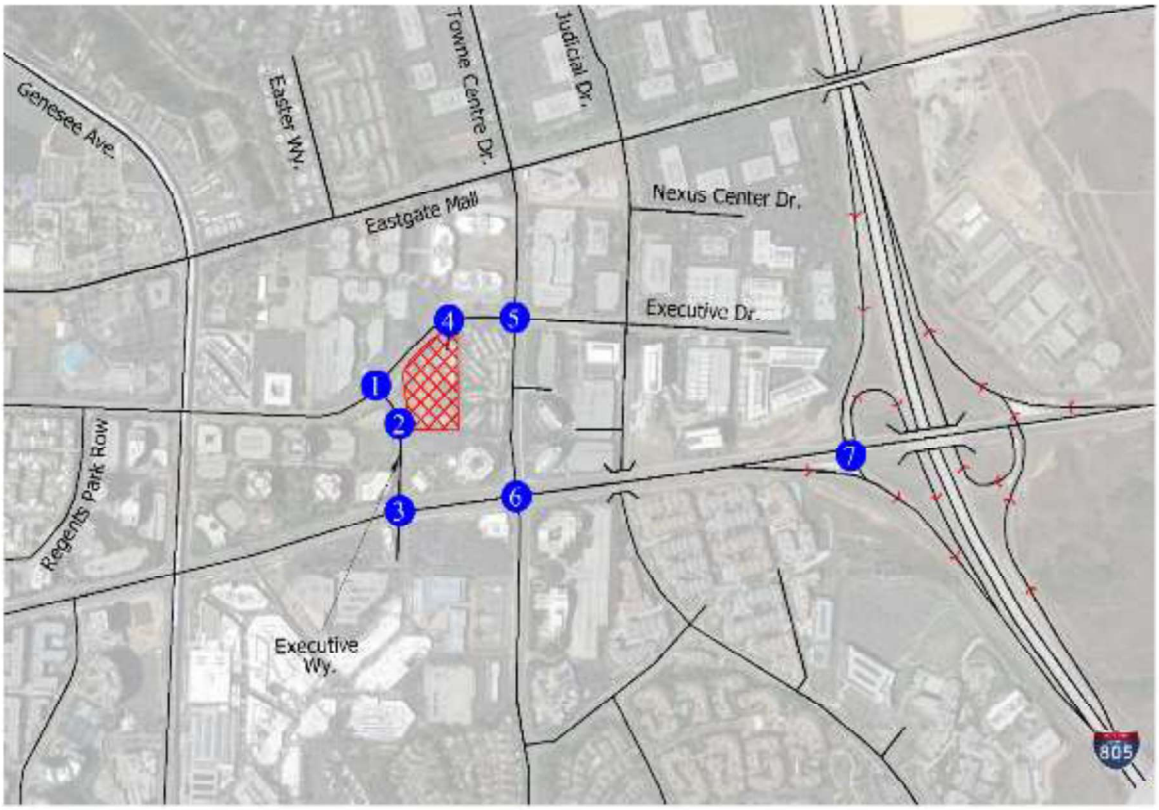
KSF = 1,000 Square Feet

**Trip reduction rates based on reduction criteria within City of San Diego Draft Transportation Study Manual (*9/29/2020*)

***Basement space consists of a fitness space (2,005 SF) lockers/showers/toilets (500 SF), and parking area (15,522 SF). The corporate headquarters/single-tenant building contains within its building space a kitchen space (1,198 SF), a coffee bar (250 SF), a servery (658 SF), a dining area (2,260 SF), and a service area (21,497 SF).

****Existing ADT and peak hour volumes have been approximated by conducting driveway counts at the existing driveways on Thursday February 18th, 2021. The referenced values represent the total ADT resulting from the collected traffic count data and the peak hour trips observed during the AM peak hour (8:00 AM - 9:00 AM) and PM peak hour (4:00 PM - 5:00 PM).

Figure 4-1: Project Study Area and Intersection Key



4.2 Project Trip Distribution and Trip Assignment

Trip distribution of project traffic will be based on a SANDAG Series 13 Year 2050 Select Zone Forecast. As shown in the Select Zone Forecast model (refer to **Appendix B**) that was requested of SANDAG for this project, the project is located within Traffic Analysis Zone (TAZ) 2250.

The SANDAG Series 13 Year 2050 Select Zone Forecast has been used as the primary source to establish the project trip distribution.

Although a project should typically use a select zone analysis for the model forecast year closest to the project opening year, trip distribution results of the Series 13 Year 2050 Select Zone Forecast are expected to be similar to a Series 13 Year 2025 Select Zone Forecast. The roadway network in the University Community dictates the travel behavior and distribution. The roadway network within the University Community is nearly identical between the two model years even considering the currently planned roadway connections in-place for the community; in particular, the northern side of the community within which the Project is located.

Previous comparisons of select-zone results for multiple forecast years did not yield significant differences in other projects. As an example, a comparison of a Series 14 ABM 2 Year 2025 select zone analysis versus a Series 13 Year 2050 select zone analysis for TAZ 2236 for another project in the immediate vicinity (PTS# 647676) was conducted. The land uses analyzed by the two select zone analysis models consist of office-scientific research and development uses. The Series 13 Year 2050 model for PTS#647676 is based on the intensification of existing office-scientific research and development uses with associated amenity spaces. For the Series 14 Year 2025 model for PTS#647676, the model is based on the demolition of two (2) existing scientific research

and development buildings and the construction of two (2) new scientific research and development buildings including accessory/amenity space. Since both select zone runs included office–scientific research and development uses, the distribution variable is isolated and the significant difference between the two model runs is the model series year.

Table 4-2 shows a roadway segment percentage distribution comparison of the Series 13 Year 2050 and the Series 14 ABM 2 Year 2025 select zone analysis models.

Table 4-2: SANDAG Series 13 Year 2050 and Series 14 ABM 2 Year 2025 SZA Comparison

Roadway Segment	S13 Y2050 SZA	S14 ABM 2 Y2025 SZA
La Jolla Village Dr. (W/O Regents Rd.)	9%	10%
La Jolla Village Dr. (W/O Towne Centre Dr.)	5%	7%
Executive Dr. (W/O Towne Centre Dr.)	9%	11%
Genesee Ave. (N/O Eastgate Mall)	9%	8%
Genesee Ave. (S/O Nobel Dr.)	5%	4%
La Jolla Village Dr. (E/O Towne Centre Dr.)	26%	27%
Eastgate Mall (E/O I-805 Overpass)	15%	17%
Miramar Rd. (E/O Eastgate Mall)	14%	16%
I-805 (S/O Nobel Dr.)	12%	14%

As shown in **Table 4-2** model localized distortions are not present in segments that are not adjacent to the analyzed TAZ. The variance from the two models is generally within 2% and no model presents predominantly higher or lower percentages of traffic throughout the roadway segments. Therefore, it is anticipated that results between the Series 13 Year 2050 TAZ 2250 forecast used for this project and the appropriate Series 14 ABM 2 Year 2050 TAZ 2250 forecast would also be similar and no magnitude adjustments are necessary.

As shown in the forecast, three loading points connect the site to the adjacent roadway network; these loading points connect the project site to Executive Drive (loading 4% of project traffic), Executive Way (loading 38% of project traffic), and Towne Centre Drive (loading 58% of project traffic). The project is proposing two access driveways; one driveway along Executive Way and another driveway along Executive Drive, which renders the loading point connecting the project site with Towne Centre Drive as not representative of the proposed project access driveways.

An adjustment of the distribution of project traffic shown on the forecast has been made to account for the project traffic (58%) that is shown in the forecast to connect the site with Towne Centre Drive. The project traffic shown along Towne Centre Drive has been rerouted throughout the existing roadway network to distribute east of the intersection of Towne Centre Drive at La Jolla Village Drive as shown in the model, but taking into consideration the two (2) proposed project access points. Therefore, the 58% of project traffic loaded onto Towne Centre Drive has been rerouted to access and egress the site through Executive Drive (with an additional 26% of project traffic for a total of 30%) and Executive Way (with an additional 32% of project traffic for a total of 70%).

Refer to **Appendix B** for the SANDAG Series 13 Year 2050 Select Zone Analysis model for the Project, for the SANDAG Series 13 Year 2050 Select Zone Analysis model for PTS#647676, and SANDAG Series 14 ABM 2 Year 2025 Select Zone Analysis model for PTS#647676.

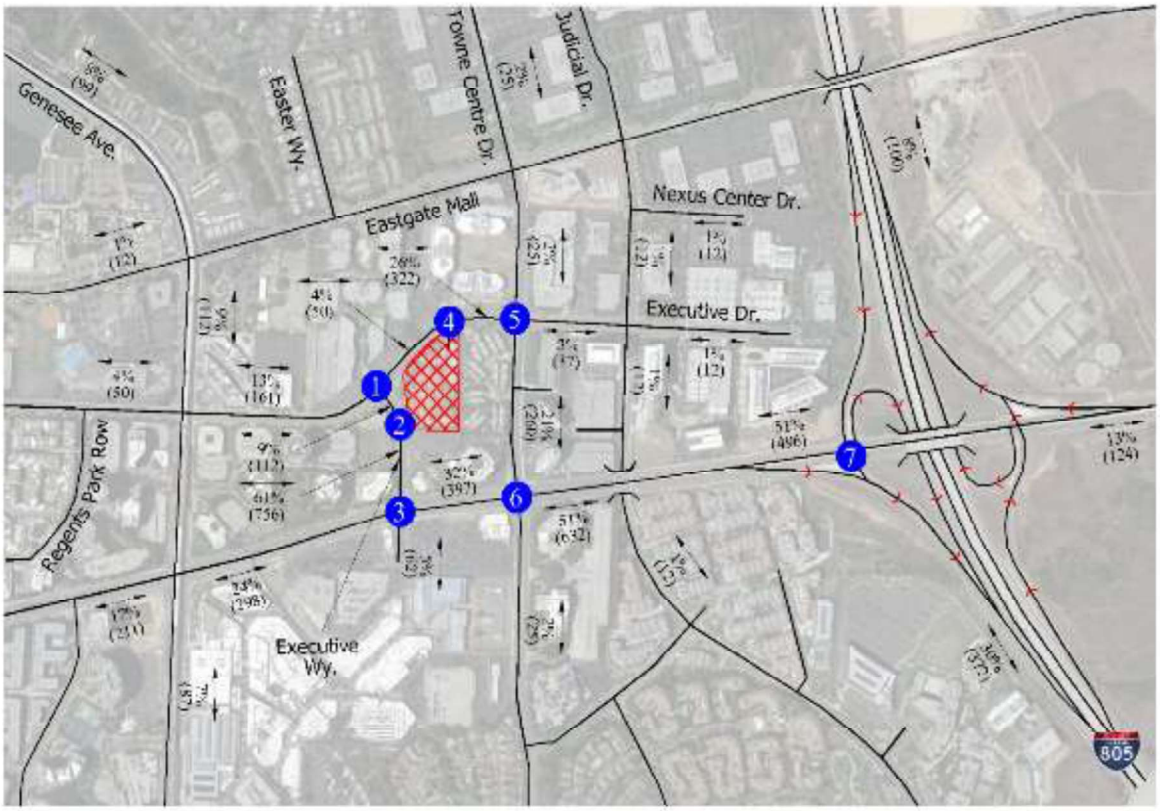
Figure 4-2 shows the Project Only trip distribution percentages and ADT.

Figure 4-3 shows the Project Only trip assignment for inbound Project traffic.

Figure 4-4 shows the Project Only trip assignment for outbound Project traffic.

Figure 4-5 shows the Project Only AM and PM peak hour traffic volumes assigned to the local street system.

Figure 4-2: Project Only Trip Distribution Percentages and ADT



Legend

= Project Location

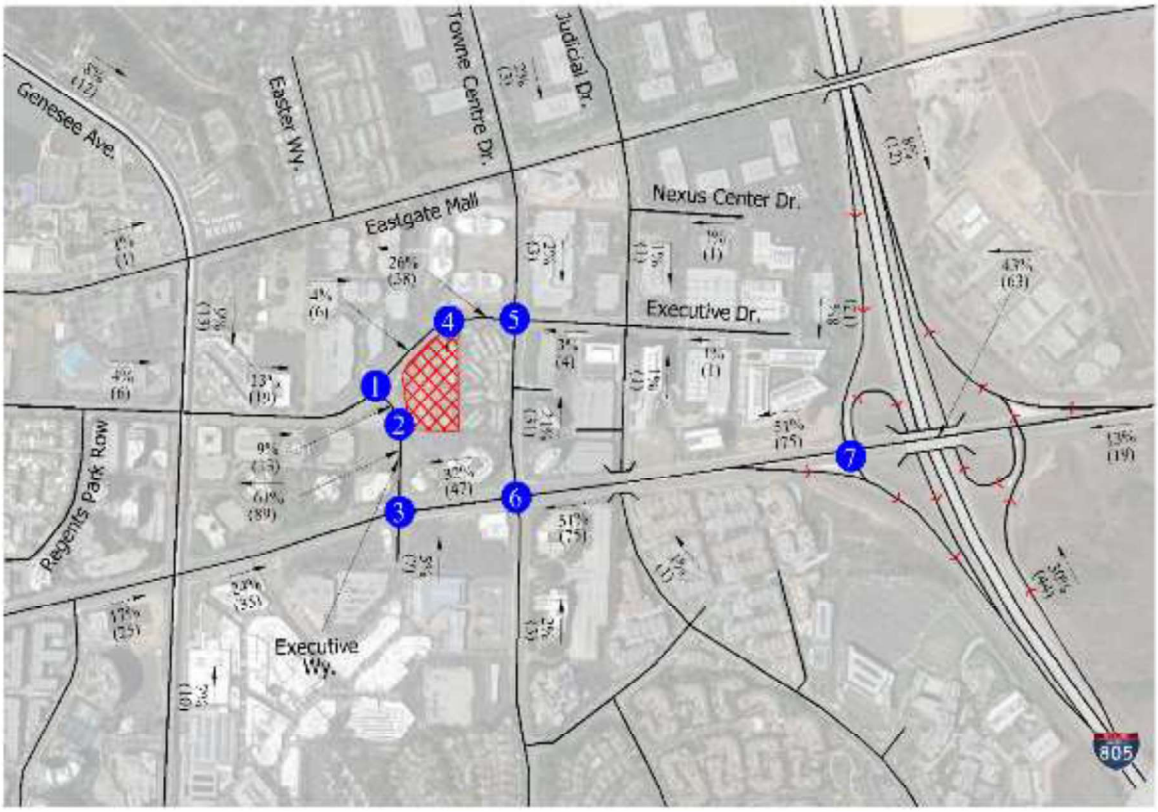
= Study Intersection

XX% = Trip Distribution Percentage

(XX,XXX) = Project Only ADT

N
NO SCALE

Figure 4-3: Project Only Inbound Trip Assignment Percentages



Legend

= Project Location

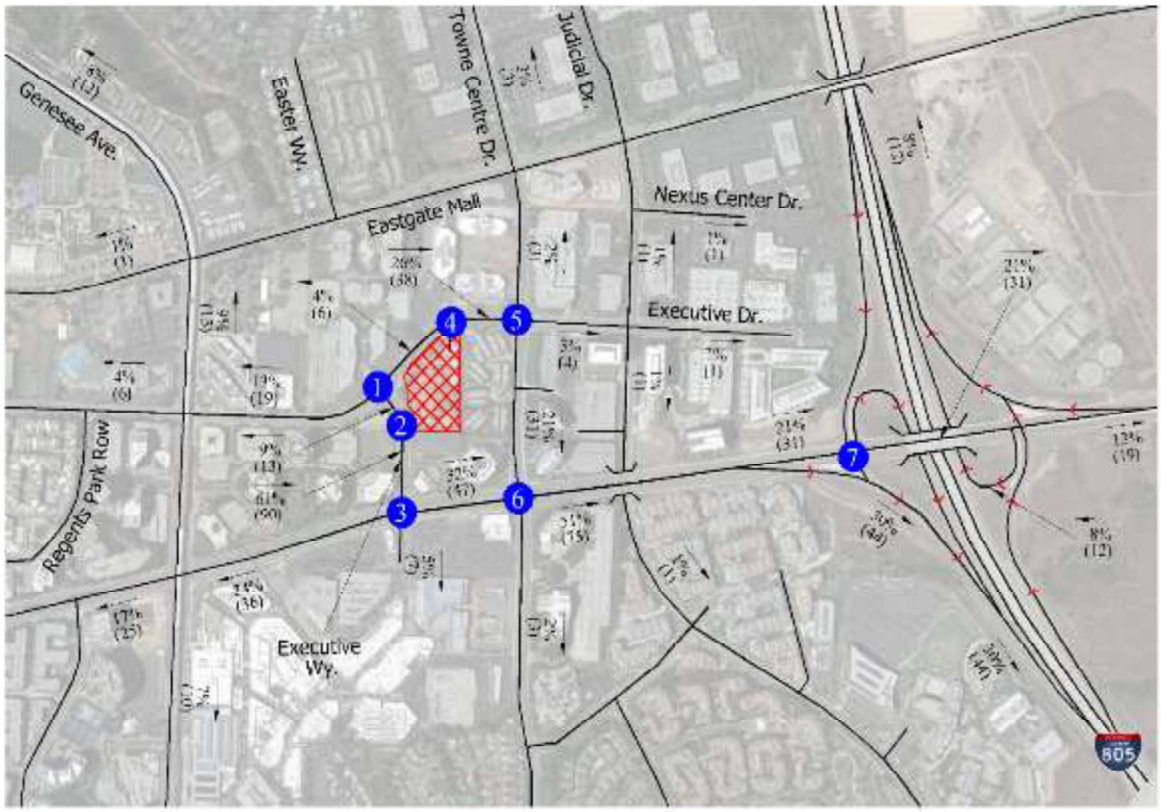
= Study Intersection

XX% = Trip Assignment (Inbound) Percentage

(XX,XXX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages



Legend

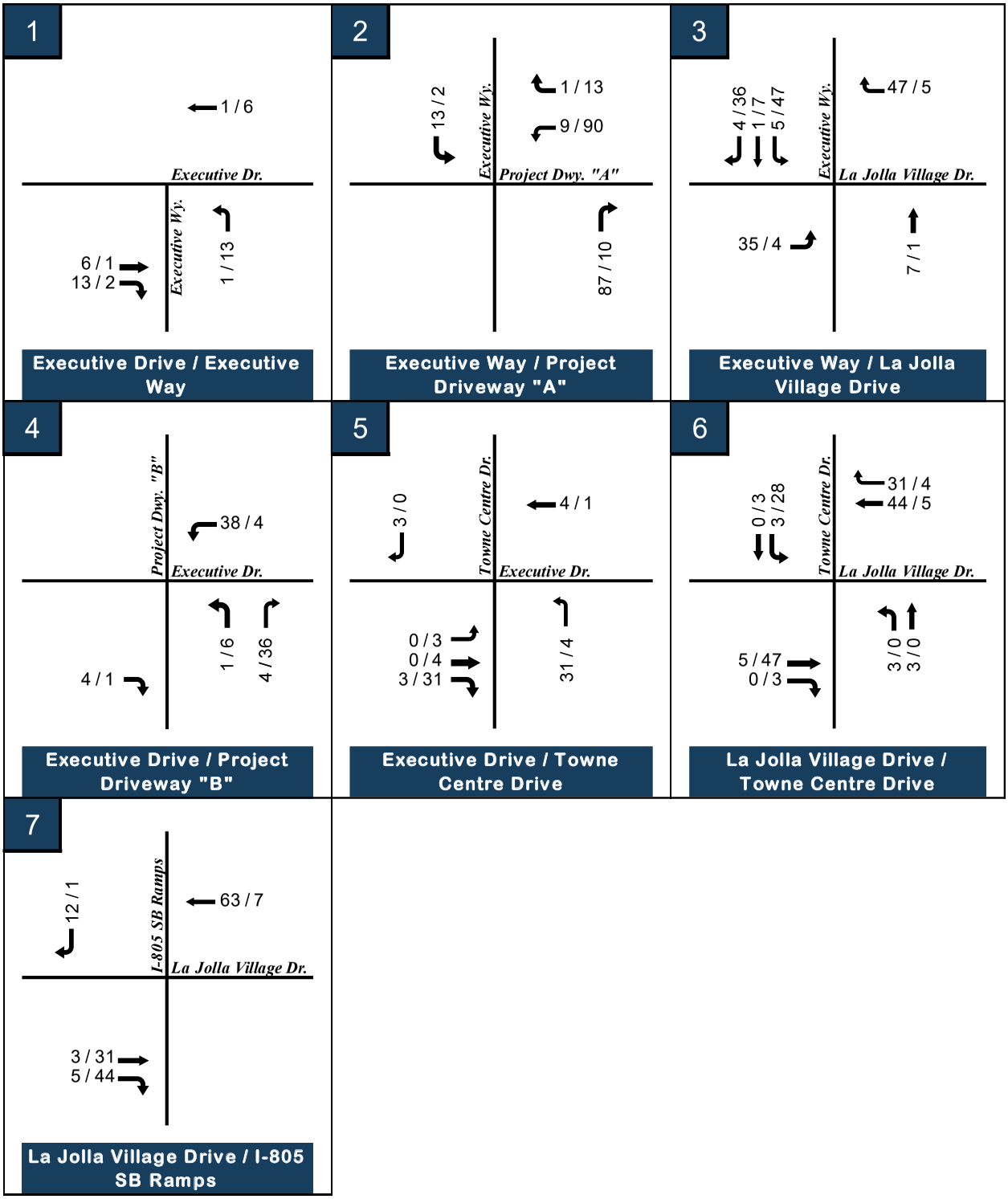
= Project Location

= Study Intersection

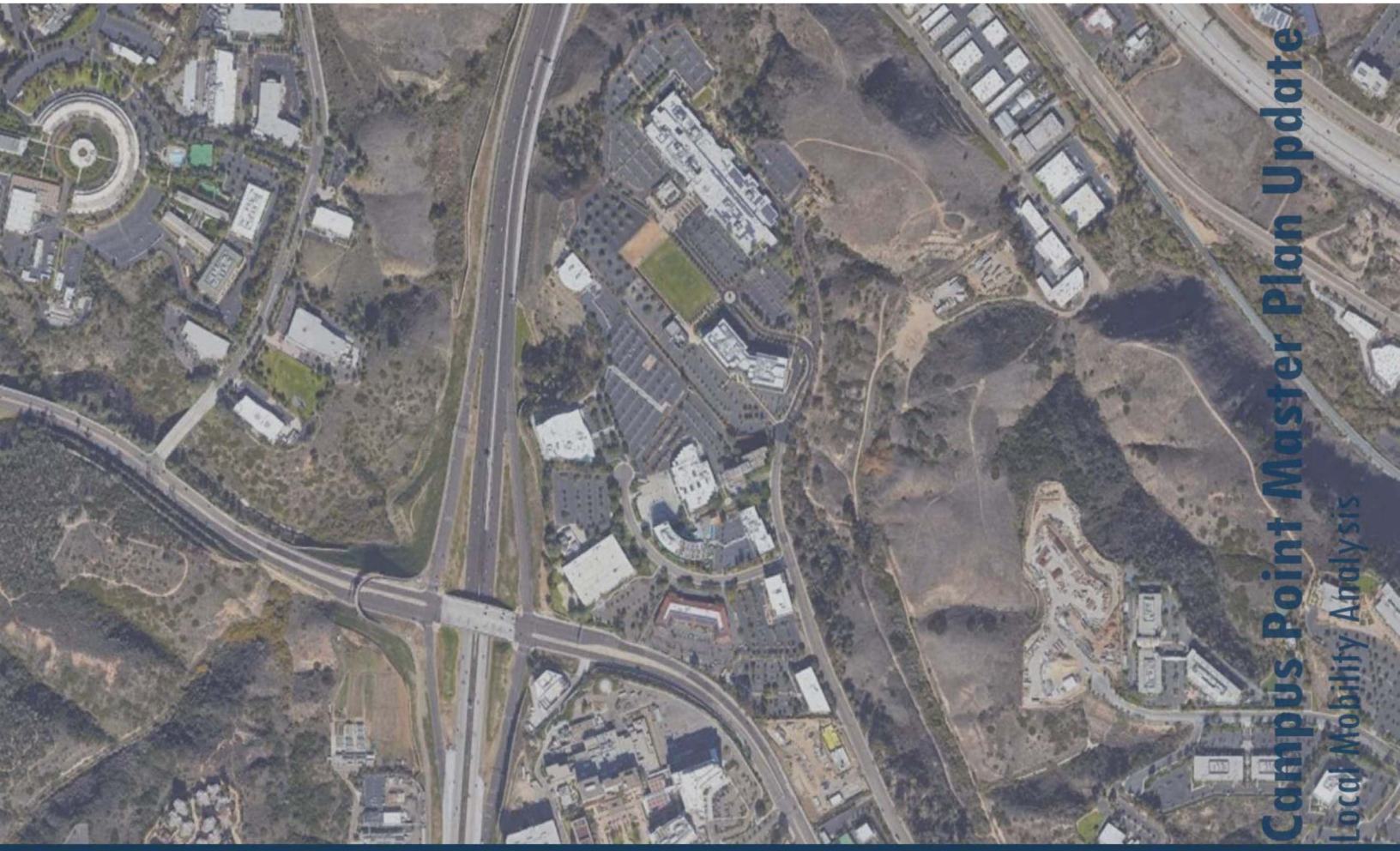
XX% = Trip Assignment (Outbound) Percentage

(XX,XXX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

Figure 4-5: Project Only AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes



Campus Point Master Plan Update

Local Mobility Analysis

Prepared For: The City of San Diego and LPA Design Studios

Project Number: 003719
PTS# 651935
Date: April 11th, 2022

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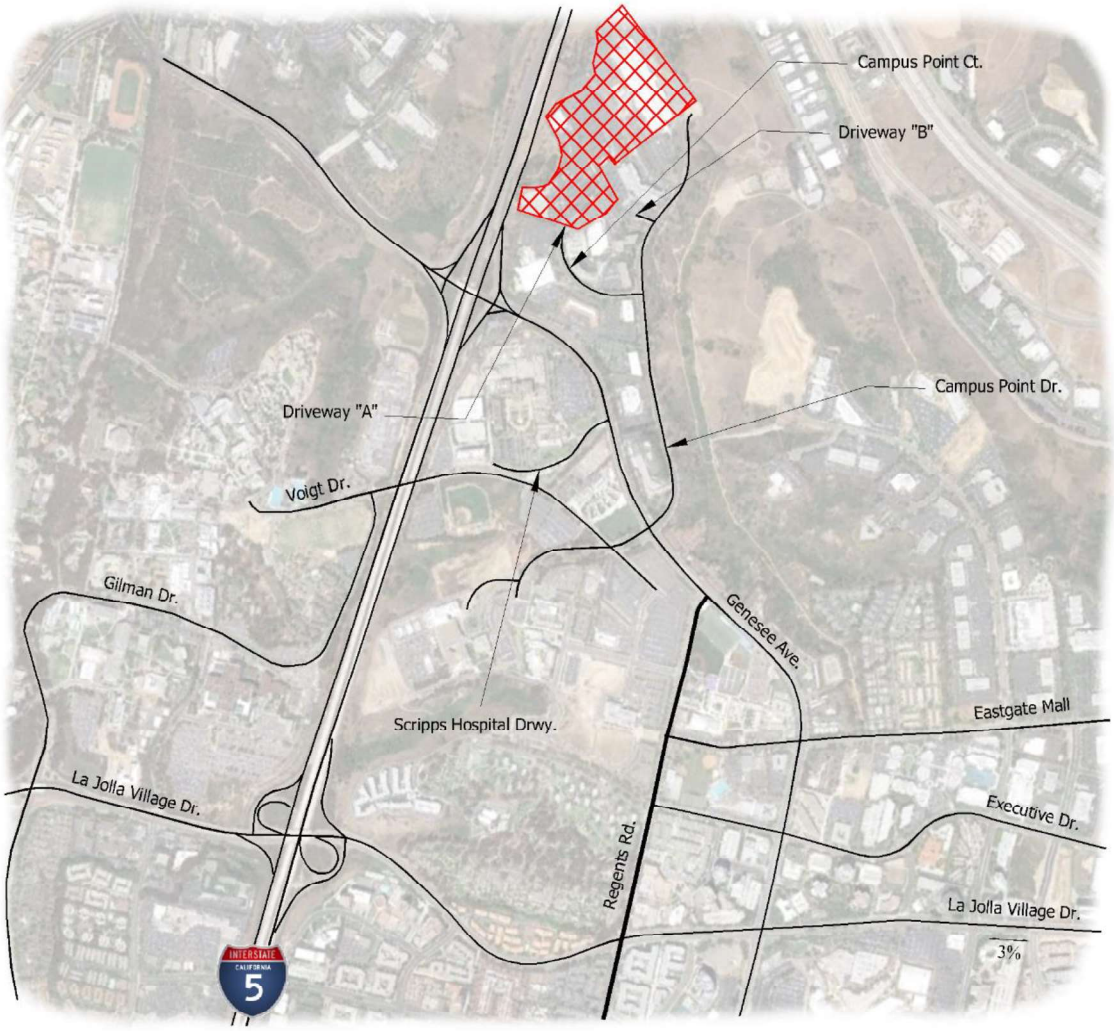
Figure 1-2: Project Location Map



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2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project site encompasses 84.79 acres and is currently developed with nine (9) buildings supporting 1,345,250 SF of scientific research and development uses and two (2) utility / central plant structures. Situated in the northwest portion of the University Community Planning Area, the project site is bounded to the south by Campus Point Court, to the east by Campus Point Drive, and to the northeast, north, and west by open space. The Accident Potential Zone (APZ) II Transition Zone traverses the project site in a north-south direction.

Regional access to the site is provided through the junction of Interstate 5 with Genesee Avenue, located southwest of the project site. The junction of Interstate 5 and Genesee Avenue is located approximately one-mile path-of-travel-distance away from the project site. Primary vehicle access to the project site would occur at two (2) existing driveways located along Campus Point Court and Campus Point Drive respectively.

The Project site is identified as a site with an industrial land use designation. The site is located in the University Community Planning Area and is zoned with three (3) separate zones, which include an Industrial Park IP-1-1 zone comprising the majority of the project site area, two small areas on the west side of the project site identified with a Residential Base RS-1-14 zone, and one area on the northeast side of the project site identified with a Residential Base RS-1-7 zone. The City of San Diego Municipal Code (SDMC) §131.0602 describes an IP-1-1 zone as a zone that allows research and development uses with some limited manufacturing. For the residential base zones, the SDMC describes under §131.0403 residential base zones as zones with the purpose to provide

appropriate regulations for the development of single dwelling units but also intended to provide for flexibility in development regulations that allow reasonable use of the property while minimizing adverse impacts to adjacent properties. Residential Base zones are differentiated based on the minimum lot size and based on the location of the premises. An RS-1-14 zone is a zone that is located either in a Planned Urbanized Community or a Proposition "A" Land and is characterized by a lot of minimum 5,000 square feet. An RS-1-7 zone is a zone that is located in an Urbanized Community and is characterized by a lot of minimum 5,000 square feet.

The project site was originally evaluated in Year 2016 as part of the *Campus Pointe Master Plan* (PTS #336364). This evaluation consisted of the increase of density of the 41.67 gross acre Campus Point site by adding a 10-level building totaling approximately 318,383 SF of scientific research (referred to as "CP3"). The project also consisted of a 10,000 SF building (referred to as "CP4") east of "CP3" which planned to house various amenity spaces (8,000 SF) and a small manufacturing space (2,000 SF micro-brewery). Additionally, the project proposed a six-level parking structure constructed along the southern boundary of the project site planned to accommodate a total of 1,439 parking stalls. The 2016 *Campus Pointe Master Plan* (PTS #336364) study calculated a trip generation net increase of approximately 2,555 ADT with 410 AM (369 in/ 41 out) peak hour trips and 359 PM (36 in/ 323 out) peak hour trips.

The project site is comprised of eight (8) parcels with an existing combined development intensity of 1,673,633 square feet (SF) of gross floor area (GFA) that consist of the following:

- Parcels A & B 1,060,108 SF of GFA
- Parcel C 44,795 SF of GFA
- Parcel D 163,817 SF of GFA
- Parcel E 106,664 SF of GFA
- Parcel F 98,088 SF of GFA
- Parcel G 135,180 SF of GFA
- Parcel H 64,981 SF of GFA

➢ **Total Development Intensity** = 1,673,633 SF of GFA

Figure 2-1 below shows an existing conditions site diagram that provides the address, legal description, assessor's parcel number (APN), areas, permit condition, and zoning information for the eight (8) parcels of which the project site consists. Note that the property includes areas recently entitled by Alexandria Real Estate Equities (Campus Point Master Plan – PTS# 336364; Permit No. 1388122).

The site currently supports 1,345,250 SF of GFA comprising nine (9) existing buildings plus two utility / central plant structures. These buildings include the following:

- Building "CP1" 463,791 SF of GFA 2-Story, Multi-Tenant Building
- Building "CP2" 267,934 SF of GFA 4-Story, Single-Tenant Building
- Building "10260" 106,664 SF of GFA 6-Story, Multi-Tenant Building
- Building "4110" 44,795 SF of GFA 2-Story, Multi-Tenant Building
- Building "4161" 163,817 SF of GFA 3-Story, Single-Tenant Building
- Building "CPS1" 128,163 SF of GFA 7-Story, Multi-Tenant Building
- Building "CPS2" 64,981 SF of GFA 3-Story, Multi-Tenant Building
- Building "CPS3" 98,088 SF of GFA 2-Story, Multi-Tenant Building
- Building "CPS4" 7,017 SF of GFA 1-Story, Amenity Building
- Building "CP1-1" 9,044 SF of GFA 1-Story, Central Plant Building (*excluded from GFA*)
- Building "CP2-1" 7,310 SF of GFA 1-Story, Central Plant Building (*excluded from GFA*)

➢ **Total of Existing Buildings** = 1,345,250 SF of GFA

Currently, there are another 245,607 SF of GFA that will be processed under a separate ministerial permit and are part of the overall ownership but would not be modified with this Master Plan update. The buildings associated with this separate process include the following:

- Building "CP4" 210,607 SF of GFA 5-Story over 1-Level Subterranean Parking Multi-Tenant Building
- Building "P1" 35,000 SF of GFA Accessory Amenity Space 6-Levels over 1-Level Subterranean Parking

  - **Total of Proposed New Buildings Processed Under Separate Permit** = 245,607 SF of GFA

The project site is therefore currently entitled to an existing combined development intensity of 1,673,633 SF, which consists of 1,345,250 SF plus the 245,607 SF being processed under a separate permit. This results in a remaining entitlement development of 82,776 SF of undeveloped area.

2.2 Proposed Project

The Project proposes to redevelop the site through the increase of development intensity of the site by 227,980 SF of GFA over the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF. This will be accomplished with the demolition of three (3) existing scientific research and development buildings that consists of Building "10260", Building "CP2", and Building "4161", which are currently in operation and have a total building area of 315,276 SF of GFA. These three (3) buildings will be replaced with five (5) new buildings supporting scientific research and development uses totaling 621,032 SF of GFA and accessory amenity uses consisting of 5,000 SF of GFA and consisting of the following:

- Building "CP3" 103,559 SF of GFA 4-Story over 1-Level Subterranean Parking Multi-Tenant Building
- Building "CP5" 99,481 SF of GFA 3-Story over 2-Levels Subterranean Basement Single-Tenant Building
- Building "CP6" 136,500 SF of GFA 4-Story over 1-Level Subterranean Parking Multi-Tenant Building
- Building "CP7" 211,792 SF of GFA 7-Story over 2-Levels Subterranean Parking Multi-Tenant Building
- Building "P2" 69,700 SF of GFA 5 Levels over 2 Levels Subterranean Parking (1,251 parking spaces)
  5,000 SF of GFA Accessory Amenity Space

➢ **Total of Proposed New Buildings** = 626,032 SF of GFA

The new project buildings under the Campus Point Master Plan update consist of 621,032 SF of GFA of scientific research and development space and 5,000 SF of GFA of accessory amenity space totaling 626,032 SF of GFA of new building space. The accessory amenity uses are planned to provide food service or specialty retail services to the site.

As a result of the planned project development, **this will result in a net increase in development intensity of 227,980 SF resulting from the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF**.

The project will be built in two (2) separate phases. Phase 1 of the project consists of the construction of two (2) parking structures that are considered non-trip generating space. Phase 2 of the project consists of the construction of the five (5) new buildings supporting scientific

research and development uses and accessory amenity uses. The anticipated Opening Day of the project is estimated to be during Year 2023. Discretionary actions associated with the project include an amendment to the Neighborhood Development Permit and Site Development Permit (Permit No/ 1388122, PTS# 336364).

Figure 2-2 includes the project site plan.

As shown in the project site plan in **Figure 2-2**, access to the project site will consist of an existing driveway at the cul-de-sac western terminus of Campus Point Court and an existing driveway at the cul-de-sac northern terminus of Campus Point Drive. Both access driveways will provide users with full access to and from the Project. The existing access driveway along Campus Point Drive will remain unchanged, while the existing access driveway along Campus Point Court will be reconstructed to current City standards.

At buildout of the Campus Point Master Plan, parking will consist of a total supply of 4,864 vehicle parking spaces, 10 off-street loading spaces, 85 motorcycle spaces, and 305 (224 short-term and 81 long-term) bicycle spaces. A detailed breakdown of the Project's parking supply and facilities is discussed under Section 10.

The Project will provide features supporting mobility for bicycling, walking, and transit based on the City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements. Per the Project's CAP Consistency Checklist, the Project will provide the following:

A. More short-term bicycle parking than required by the SDMC.
    - *200 spaces required*
    - 224 spaces provided
B. More long-term bicycle parking than required by the SDMC.
    - *10 spaces required*
    - 81 spaces provided
C. Employee showers and lockers per the CAP Consistency Checklist.
D. Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles per the CAP Consistency Checklist.
    - *At least 10% of the total number of parking spaces (486 spaces required)*
    - 355 carpool/low emission parking spaces + 292 electric vehicle supply equipment (EVSE) spaces = 647 spaces provided
E. Transportation Demand Management (TDM) Program
    - The Project will implement a TDM Program for the Project's employees as discussed in Section 11.

2.3 Trip Generation

The project site is currently entitled to an existing combined development intensity of 1,673,633 SF, which consists of 1,345,250 SF plus the 245,607 SF being processed under a separate permit. This results in a remaining entitlement development of 82,776 SF of undeveloped area. The proposed project involves the demolition of 315,276 SF of GFA of scientific research and development area and the construction of 621,032 SF of scientific research and development uses and 5,000 SF of accessory amenity space totaling 626,032 SF of GFA of new building space. This results in a development intensity net increase of 227,980 SF of GFA.

Trip generation estimates for the Campus Point Master Plan Project are based on the land-use assumptions discussed above.

Using *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the project trip generation is expected to generate approximately 4,968 average daily trips (ADT) with 795 trips (715 inbound / 79 outbound) in the AM peak hour and 695 trips (70 inbound / 625 outbound) in the PM peak hour. Accounting for the existing uses planned to be demolished, and the remaining entitlement development intensity, the Project's net trip generation is calculated to generate a net increase of approximately **1,784** average daily trips (ADT) with **285** (257 In / 28 Out) AM peak hour trips and **250** (26 In / 224 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing (To Be Demolished)															
Scientific Research (10260 CPD)	106.664 KSF	8 /KSF	853	16%	137	90% : 10%		123	14	14%	119	10% : 90%		12	108
Scientific Research (4110 CPC)	44.795 KSF	8 /KSF	358	16%	57	90% : 10%		52	6	14%	50	10% : 90%		5	45
Scientific Research (4161 CPC)	163.817 KSF	8 /KSF	1,311	16%	210	90% : 10%		189	21	14%	183	10% : 90%		18	165
Total Existing Uses	315.276 KSF		2,522		404			363	40		352			35	318
Remaining Entitlement															
Scientific Research	82.776 KSF	8 /KSF	662	16%	106	90% : 10%		95	11	14%	93	10% : 90%		9	83
Proposed															
Proposed Scientific Research (Building CP3)	103.559 KSF	8 /KSF	828	16%	133	90% : 10%		119	13	14%	116	10% : 90%		12	104
Proposed Scientific Research (Building CP5)	99.561 KSF	8 /KSF	796	16%	127	90% : 10%		115	13	14%	112	10% : 90%		11	100
Proposed Scientific Research (Building CP6)	136.500 KSF	8 /KSF	1,092	16%	175	90% : 10%		157	17	14%	153	10% : 90%		15	138
Proposed Scientific Research (Building CP7)	211.792 KSF	8 /KSF	1,694	16%	271	90% : 10%		244	27	14%	237	10% : 90%		24	213
Proposed Scientific Research (Building P2)	69.620 KSF	8 /KSF	557	16%	89	90% : 10%		80	9	14%	78	10% : 90%		8	70
Amenity Space** (Building P2)	5.000 KSF														
Total Proposed	626.032 KSF		4,968		795			715	79		695			70	625
Remaining Entitlement + Buildings To Be Demolished			3,184		510			458	51		445			44	401
Net Increase Trips			1,784		285			257	28		250			26	224

Source:

* Rates taken from the City of San Diego Trip Generation Manual, May 2003

** Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would capture internal trips and not be expected to generate external ADT.

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

Table 4-1: Study Intersections

Number	Intersection
1	Genesee Ave. / I-5 SB Ramps
2	Genesee Ave. / I-5 NB Ramps
3	Genesee Ave. / Scripps Hospital Dwy.
4	Genesee Ave. / Campus Point Dr.
5	Genesee Ave. / Regents Rd.
6	Genesee Ave. / Eastgate Mall
7	Genesee Ave. / Executive Dr.
8	Genesee Ave. / La Jolla Village Dr.
9	Campus Point Dr. / Campus Point Ct.
10	Campus Point Dr. / Project Dwy. "B"
11	Campus Point Ct. / Project Dwy. "A"

Table 4-2: Study Street Segments

Road	Segment
Campus Point Dr.	Project Dwy. "B" - Campus Point Ct.
Campus Point Dr.	Campus Point Ct. - Genesee Ave.
Campus Point Ct.	Project Dwy. "A" - Campus Point Dr.
Genesee Ave.	I-5 SB Ramps - I-5 NB Ramps
Genesee Ave.	I-5 NB Ramps - Scripps Hospital Dwy.
Genesee Ave.	Scripps Hospital Dwy. - Campus Point Dr.
Genesee Ave.	Campus Point Dr. - Regents Rd.
Genesee Ave.	Regents Rd. - Eastgate Mall
Genesee Ave.	Eastgate Mall - Executive Dr.
Genesee Ave.	Executive Dr. - La Jolla Village Dr.

Figure 4-2: Project Only Trip Distribution Percentages

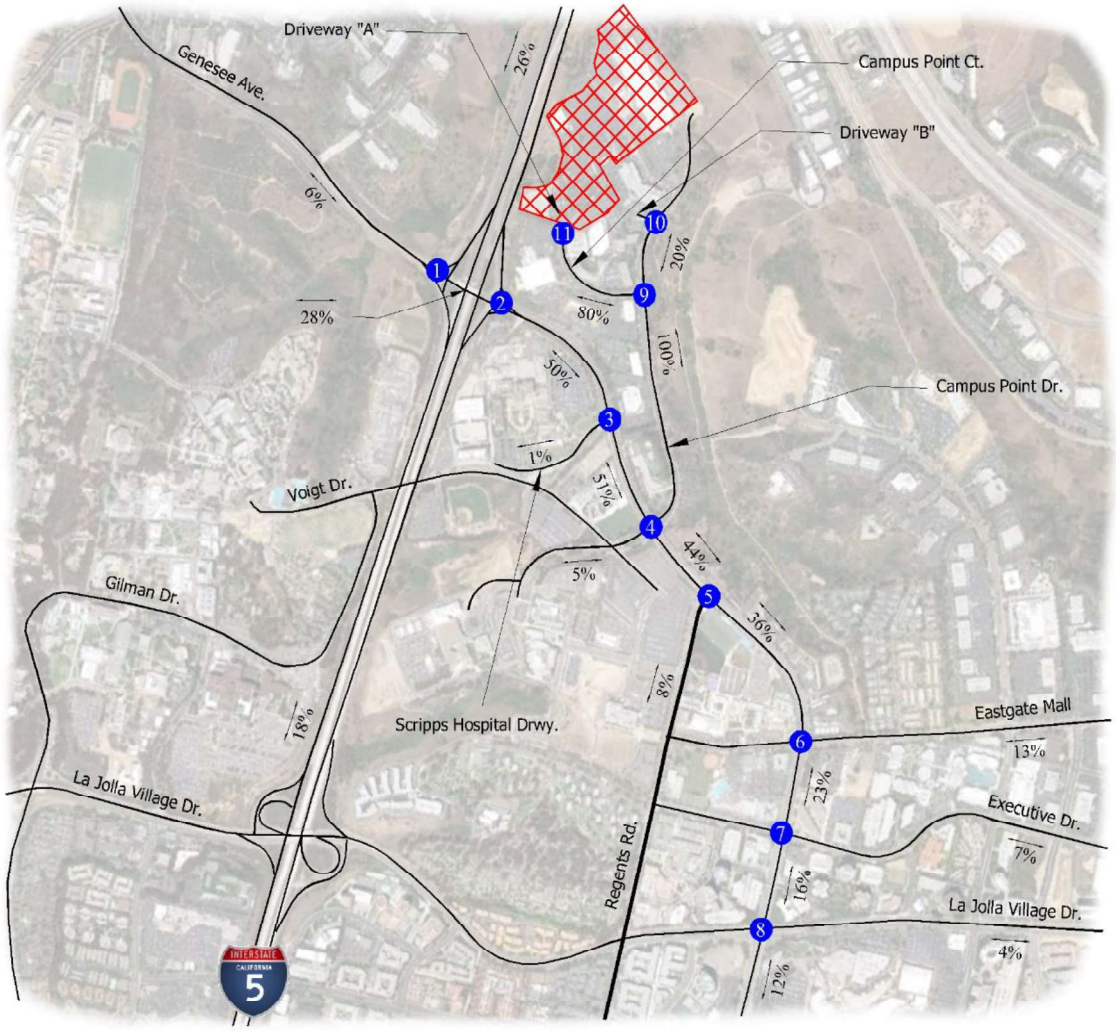
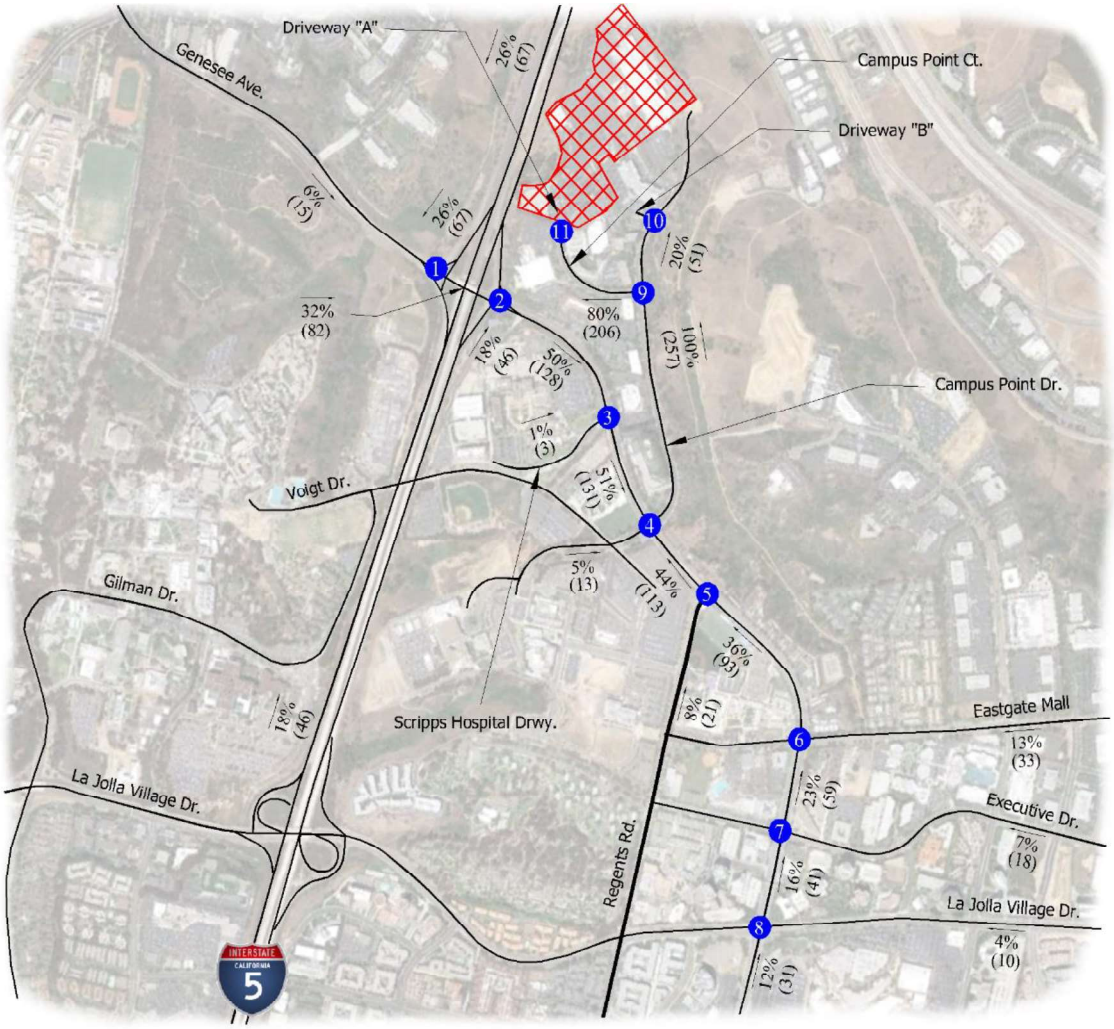


Figure 4-3: Project Only Inbound Trip Assignment Percentages



Legend

= Project Location

= Studied Intersection Location

XX% = Inbound Trip Assignment Percentage

(XX) = Inbound Trip Assignment Peak Hour Volume

N
NO SCALE

Figure 4-4: Project Only Outbound Trip Assignment Percentages

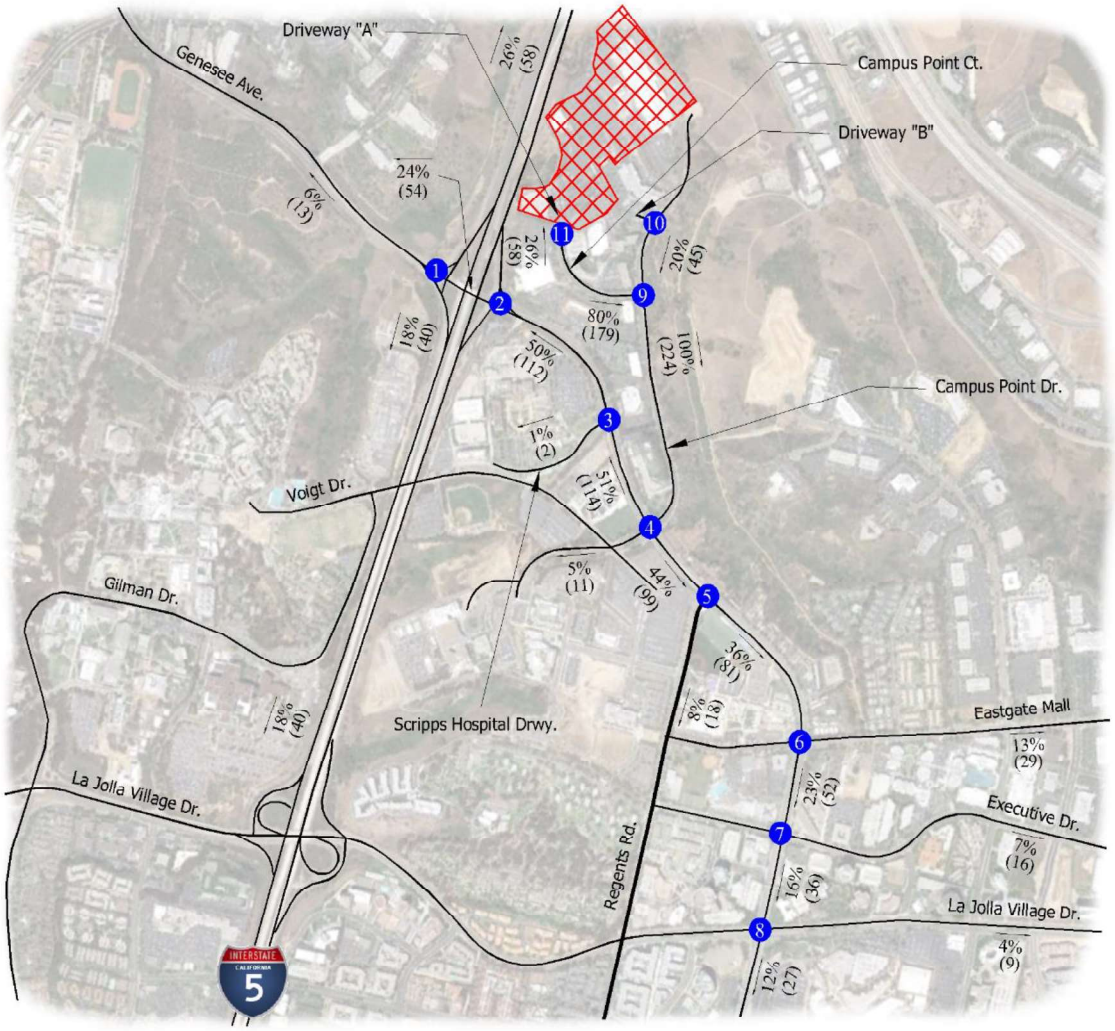
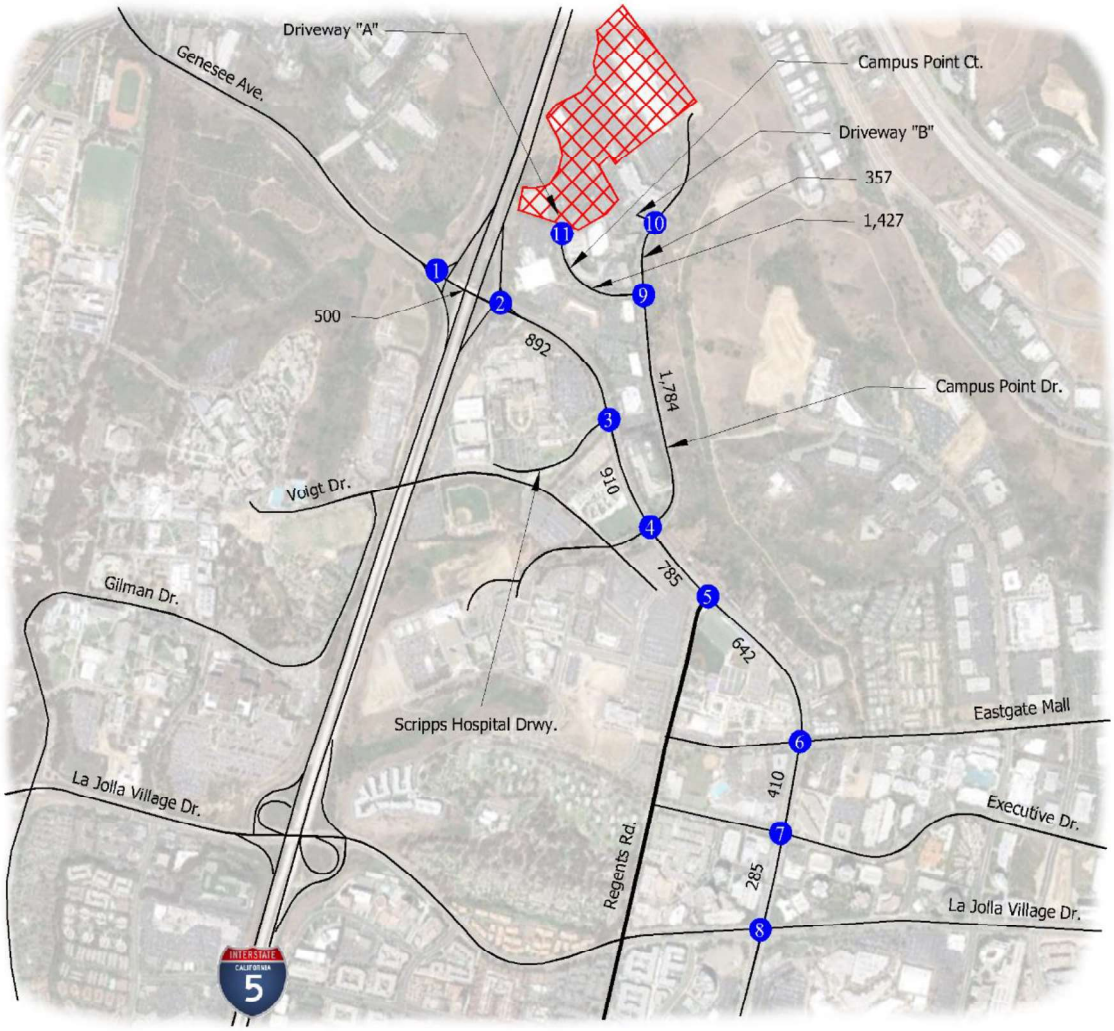


Figure 4-5: Project Only Average Daily Traffic



Legend

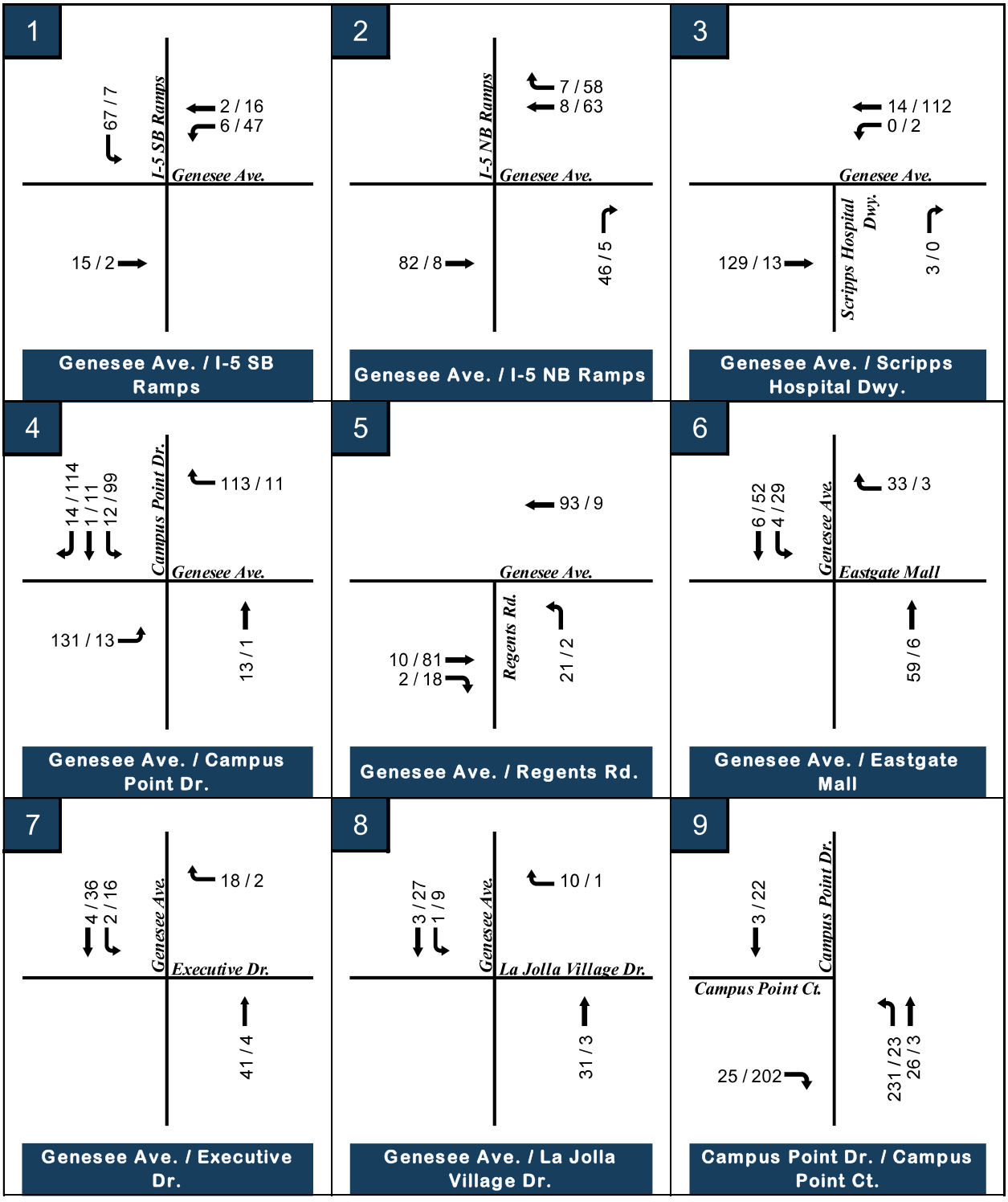
= Project Location

= Studied Intersection Location

XX,XXX = ADT

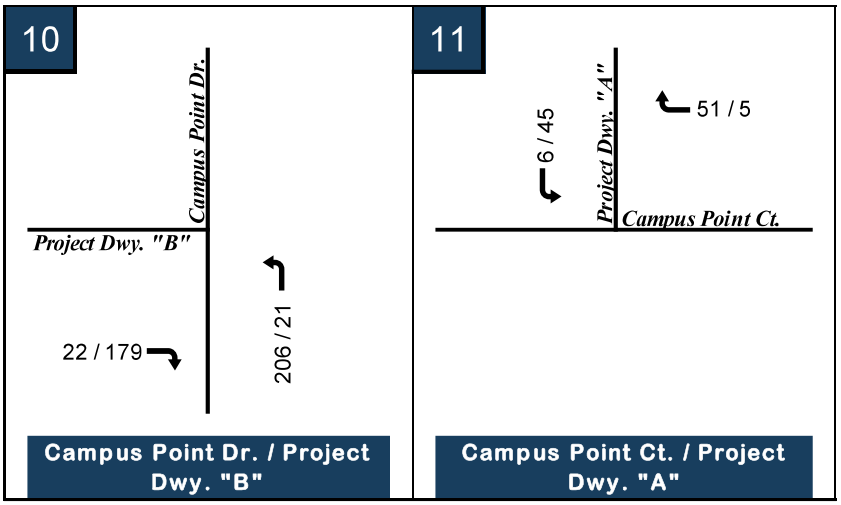
N
NO SCALE

Figure 4-6: Project AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

TRAFFIC IMPACT ANALYSIS

For

CAMPUS POINTE MASTER PLAN

Prepared for

THE CITY OF SAN DIEGO

and

ALEXANDRIA REAL ESTATE EQUITIES, INC.

Final: March 31, 2016



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3.0 PROPOSED PROJECT

The proposed project is located on a private driveway off the northern end of Campus Point Drive (10300 Campus Point Drive) (See **Figure 2-1**). The proposed project plans to increase the density of the 40.28 acre Campus Pointe site currently containing an existing two-story 463,791 square foot (SF) multi-tenant building (referred to as "CP1") as well as a 267,934 SF scientific research building which is currently undergoing tenant improvements (referred to as "CP2").. The existing buildings have utility structures associated with them, 9,044 SF and 7,310 SF respectively, which will be retained in the future. The proposed project would add a third building totaling approximately 318,383 SF of scientific research ("CP3"). The project also proposes a 10,000 SF building (referred to as "CP4) east of CP3 which would house various amenity spaces (8,000 SF) and a small manufacturing space (1,000 SF micro-brewery). At full build-out, the total floor area would be a total of 1,060,018 SF of scientific research (including the two existing buildings). The proposed project is expected to generate up to 2,555 average daily trips (ADT) with 410 (369 in/41 out) trips in the AM peak hour and 359 trips (36 in/323 out) in the PM peak hour.

3.1 TRIP GENERATION

A trip generation table for the project was developed as shown in **Table 3-1**. As shown, the proposed project would generate approximately 2,524 ADT with 404 AM (364 in/ 40 out) peak hour trips and 354 PM (35 in/ 318 out) peak hour trips at full project buildout

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Figure 3-2 shows the project only trip distribution percentages, which were derived from a select zone analysis using SANDAG's Series 11 Traffic Model (TAZ 4606). This model reflects estimated build-out conditions for the adopted North University City Community Plan. This traffic model was adjusted to include land uses for the proposed project. Please refer to **Appendix A** for SANDAG Series 11 traffic model information.

Figure 3-1 shows the traffic model distributed project traffic. **Figure 3-2** shows the project only average daily traffic volumes, which are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic from **Figure 3-1**. **Figure 3-3** shows the AM/PM peak hour project only traffic.

TABLE 3-1

Alexandria Campus Pointe Project Trip Generation

Use	Amount	Rate[1]	ADT	AM Peak Hour						PM Peak Hour					
				%	#	In	: Out	In	Out	%	#	In	: Out	In	Out
Existing (to remain)															
Scientific Research (CP1)	463,791 SF	8 /KSF	3,710	16%	594	9	: 1	535	59	14%	519	1	: 9	52	467
Scientific Research (CP2)	267,934 SF	8 /KSF	2,143	16%	343	9	: 1	309	34	14%	300	1	: 9	30	270
Proposed															
Scientific Research (CP3)	318,383 SF	8 /KSF	2,547	16%	408	9	: 1	367	41	14%	357	1	: 9	36	321
Manufacturing (CP4)	2,000 SF	4 /KSF	8	20%	2	9	: 1	2	0	20%	2	2	: 8	0	2
Amenity Space (CP4)[2]	8,000 SF	Non-Traffic Generating													
Total Proposed Net Increase			2,555		410			369	41		359			36	323

Notes:

[1] = Source: City of San Diego Trip Generation Manual, May 2003

ADT=Average Daily Trips

SF = Square Feet

KSF= 1,000 Square Feet

[2]= Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would internalize trips and not be expected to generate external ADT

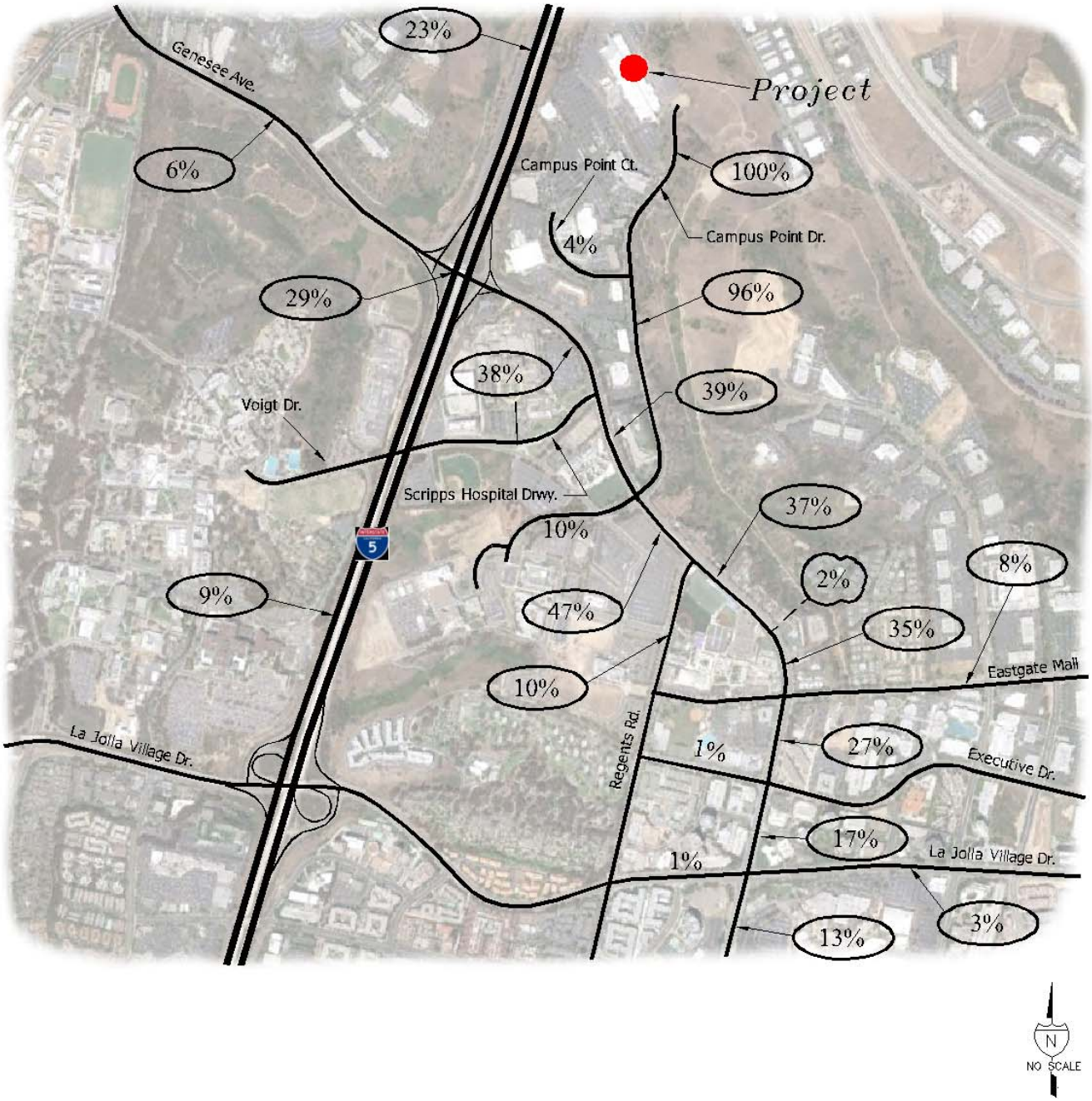


FIGURE 3-1

Project Only Traffic Distribution

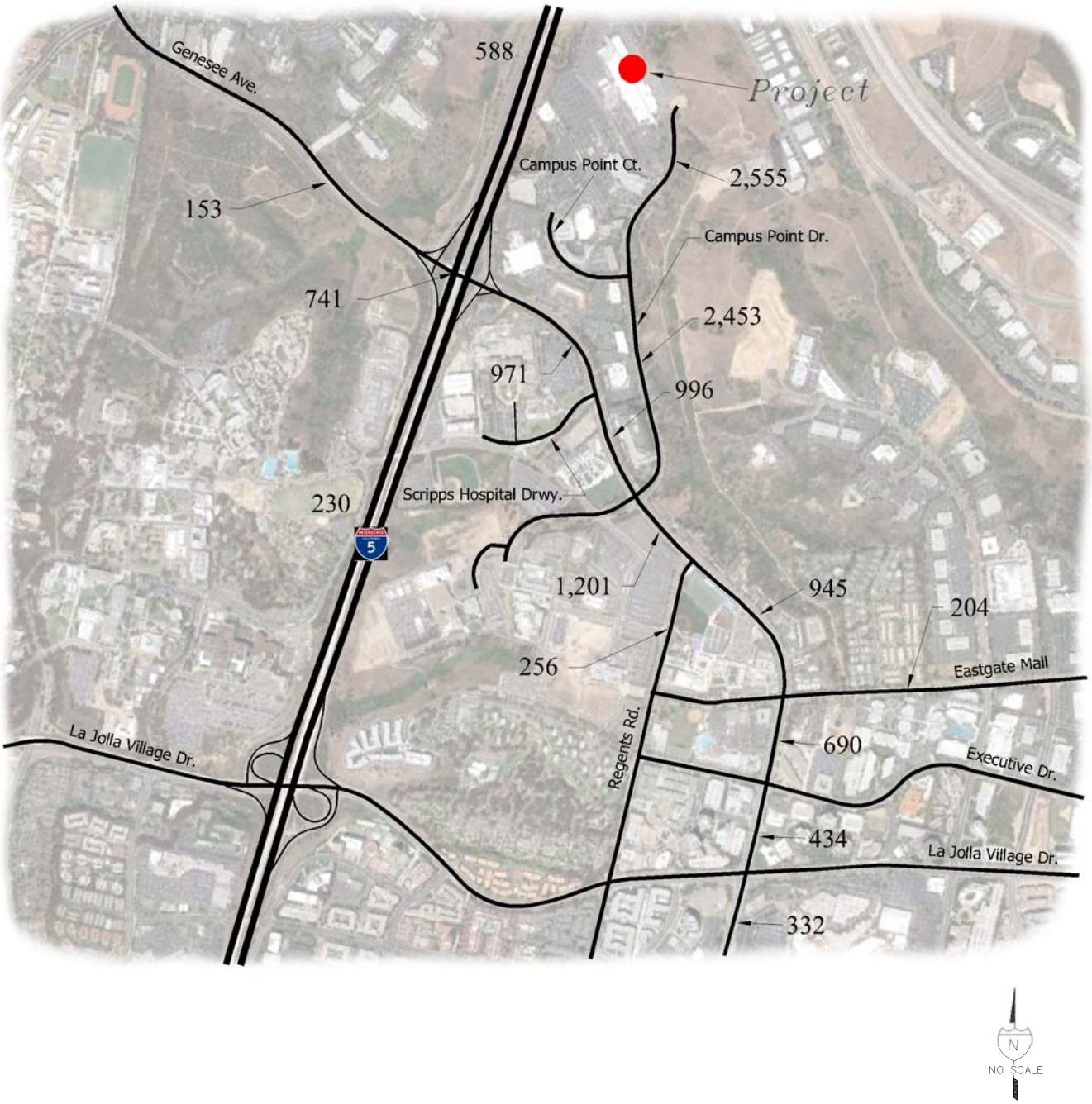


FIGURE 3-2

Project Only Average Daily Traffic

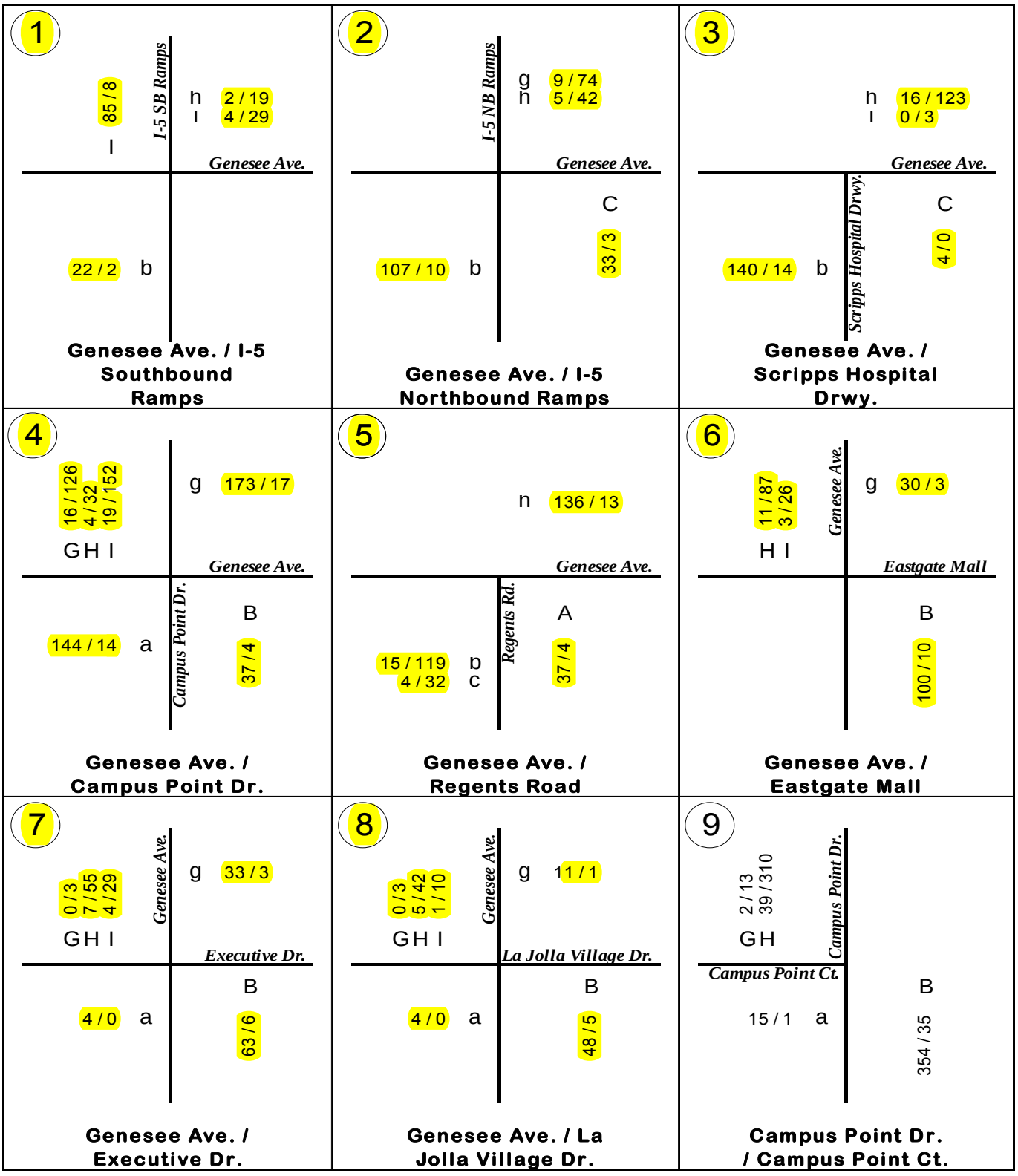
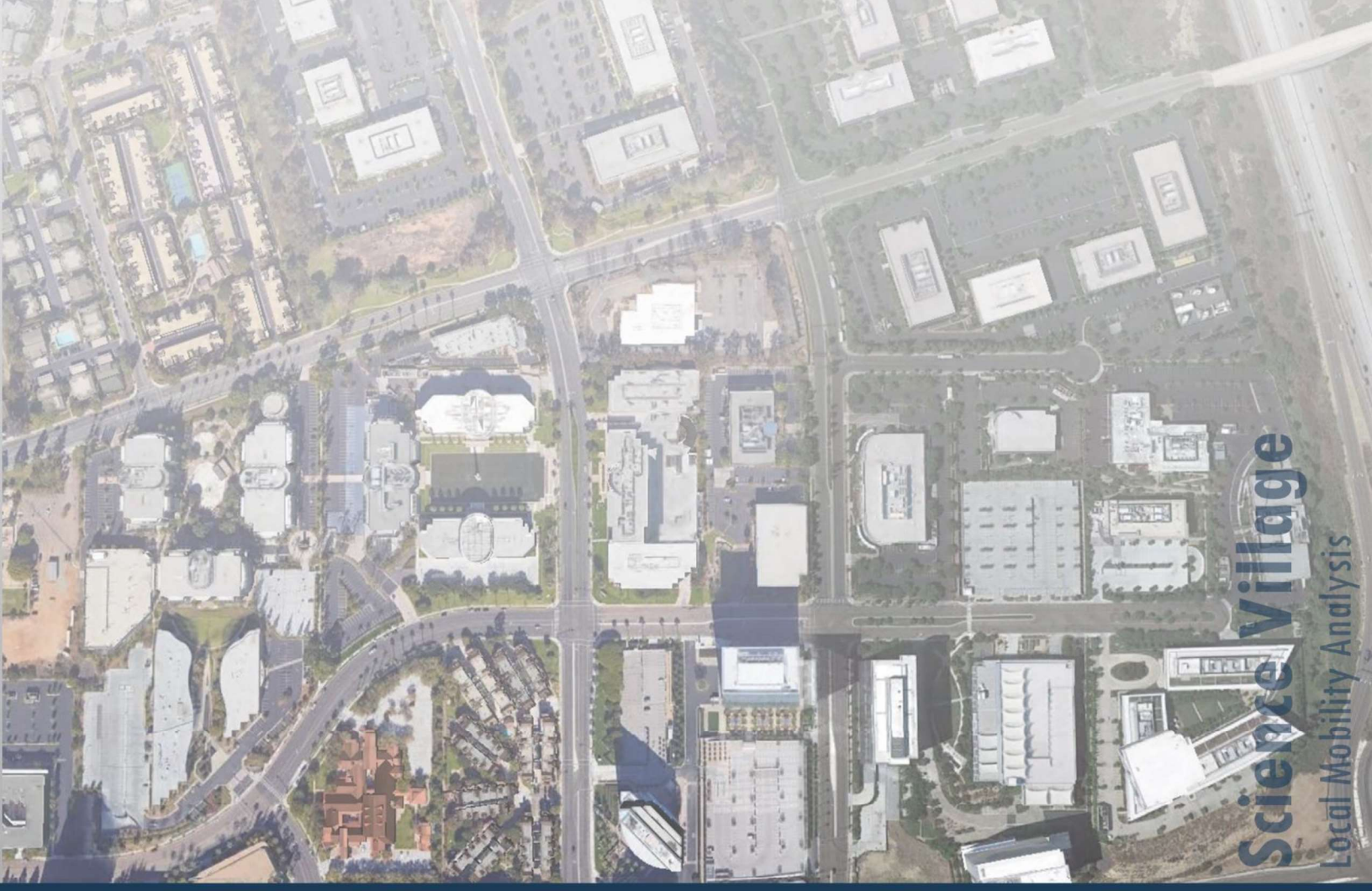


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic



Science Village

Local Mobility Analysis

Prepared For: The City of San Diego and Miller Hull

Project Number: 002219
PTS# 647676
September 8, 2022

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Figure 1-2: Project Location Map



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2.0 PROJECT DESCRIPTION

2.1 Existing Setting

The Project is located on a 4-acre site located at 9363, 9373, and 9393 Towne Centre Drive in the University Community Planning Area of the City of San Diego. The project site is bound by 9455 Towne Centre Drive to the north, Towne Centre Drive to the west, Executive Drive to the south, and 4690 and 9380 Judicial Drive to the east. The project site can be accessed through Towne Centre Drive to the west and Executive Drive to the south.

Regional access to the project site is provided by several locations that include the junction of Interstate 5 with Genesee Avenue (1.6 miles northwest of the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles southeast of the project site), the junction of Interstate 805 with Nobel Drive (1.2 miles southeast of the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.4 miles southwest of the project site). Local access to the project site is provided through the intersection of Towne Centre Drive and Eastgate Mall (0.2 miles north of the project site) and the intersection of Towne Centre Drive and Executive Drive (fronting the southwest corner of the project site). Primary vehicle access to the project site will occur through three (3) access driveways; two (2) driveways along Towne Centre Drive and one (1) driveway along Executive Drive.

The project site has an "Industrial Public / Semi-Public" land use designation in the current University Community Plan. The Project site is zoned RS-1-14 (Residential Single Unit).

The project site is currently developed with two (2) existing three-story scientific research and development buildings consisting of approximately 138,400 square feet (SF) of gross floor area (GFA) and a partially below-grade parking structure.

2.2 Proposed Project

The Project will entail the demolition of two (2) existing three-story scientific research and development buildings consisting of approximately 138,400 square feet (SF) of gross floor area (GFA) and the demolition of the partially below-grade parking structure for the construction of two (2) new four-story scientific research and development buildings that will be connected by two (2) two-level bridge connectors. These two (2) new buildings will consist of a total building area of two-level bridge connectors. These two (2) new buildings will consist of a total building area of 369,878 SF and are proposed as scientific research and development uses. Within the proposed uses, accessory/amenity spaces will be built, which will consist of a 7,655 SF market, a 563 SF food and beverage space, a 23,397 SF fitness center, and a 27,847 SF conference space. The accessory/amenity space will consist of a combination of retail, drinking, and eating areas. The Project will be constructed in one phase over a three-story below-grade parking structure.

The anticipated Opening Day of the Project is estimated to be during Year 2023.

Figure 2-1 includes the Project site plan.

As shown in the project site plan in **Figure 2-1**, access to the project site will be provided through three (3) driveways, providing access to the below-grade parking structure. Two (2) driveways will be located along Towne Centre Drive and one (1) driveway will be located along Executive Drive.

The driveway along Towne Centre Drive (referred to as the "southwest driveway") will be configured as a 20 feet-wide one-way right-in-only driveway.

The driveway along Towne Centre north of the southwest driveway (referred to as the "northwest driveway") will be configured as a 30 feet-wide two-way right-in/right-out driveway. This driveway is proposed to deviate from the maximum permitted width of 25 feet that is established in the San Diego Municipal Code (SDMC) for two-way driveways in parking impact areas. This deviation from the standard is proposed to accommodate the turning radius into the site for large semi-trucks (WB-65) for deliveries. The deviation will allow semi-trucks entering the site to fit in between the planned driveway curbs and to lessen the need to cross multiple turn lanes while turning into the driveway.

The driveway along Executive Drive (referred to as the "southeast driveway") will be configured as a 25-feet wide one-way right-out driveway. This driveway is proposed to deviate from the maximum permitted width of 20 feet that is established in the SDMC for one-way driveways in parking impact areas. This deviation from the standard is proposed to accommodate the egress turning radius from the site for large semi-trucks (WB-65).

At full buildout of the Project, parking will consist of a total supply of 938 vehicle parking spaces, 19 motorcycle spaces, and 121 bicycle spaces. A detailed breakdown of the Project's parking supply and facilities is discussed under **Chapter 12.0**.

TDM measures as required by the City of San Diego Climate Action Plan (CAP) Consistency Checklist Strategy 3, Item 7, will be provided as a TDM Program which will consist of the following:

A. Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development.
B. Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees.
C. Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, and gyms, either onsite or within 1,320 feet (1/4 mile) of the structure/use.
D. Flexible or Alternative Work Hours

The Project will implement additional TDM measures as discussed in **Chapter 13.0**.

Discretionary actions required by the Project include a Specific Plan Amendment (SPA) to the Nexus Technology Centre Specific Plan, a Planned Development Permit (PDP), a Rezone, and a Community Plan Amendment (CPA). The Project proposes a Rezone from a Residential Base (RS-1-14) zone to an Employment Mixed-Use (EMX-2) zone, in which the proposed scientific research and development land use is permitted.

2.3 Trip Generation

Trip Generation for the Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the remaining site entitlement. Existing uses onsite have been calculated to generate 1,107 daily unadjusted driveway trips with 177 (159 In / 18 Out) AM peak hour trips and 155 (16 In / 140 Out) PM peak hour trips. The Project is anticipated to generate approximately 2,959 daily unadjusted driveway trips with 473 (426 In / 47 Out) AM peak hour trips and 414 (41 In / 373 Out) PM peak hour trips. The Project is calculated to generate a net increase of approximately **1,778** average daily trips (ADT) with **252** (227 In / 25 Out) AM peak hour trips and **220** (22 In / 198 Out) PM peak hour trips.

Table 2-1 includes the project trip generation.

Table 2-1: Project Trip Generation

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
Existing Land Uses															
Scientific Research and Development	138.4 KSF	8 /KSF	1,107	16%	177	90% : 10%		159	18	14%	155	10% : 90%		16	140
Existing Sub-Total			1,107		177			159	18		155			16	140
Proposed Land Uses															
Scientific Research and Development	369.878 KSF	8 /KSF	2,959	16%	473	90% : 10%		426	47	14%	414	10% : 90%		41	373
Proposed Sub-Total			2,959		473			426	47		414			41	373
Transit Reductions															
Transit Reduction % (Scientific Research and Development - Industrial)*			4%		15%			15%	15%		15%			15%	15%
Transit Reduction (Scientific Research and Development - Industrial) of Existing Uses			44		27			24	3		23			2	21
Transit Reduction (Scientific Research and Development - Industrial) of Proposed Uses			118		71			64	7		62			6	56
Existing Sub-Total With Transit Credit			1,063		151			136	15		132			13	119
Proposed Sub-Total With Transit Credit			2,841		402			362	40		352			35	317
Net Increase			1,778		252			227	25		220			22	198

Source:

*Rates taken from the City of San Diego Trip Generation Manual, May 2003

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

T = Trips

X = GFA in 1,000 Square Feet

*Transit Reduction Credits referenced from Table 1 of City of San Diego Transportation Study Manual (09/29/2020)

**The Project includes Specialty Retail amenities that are treated as non-trip generating space. These amenities consist of a 5,748 SF coffee shop, a 2,097 SF market, and 16,411 SF of common rooms (conference rooms, lounges, etc.) consistent with the current University Community Plan, these uses will be non-freestanding and oriented towards the interior of the project.

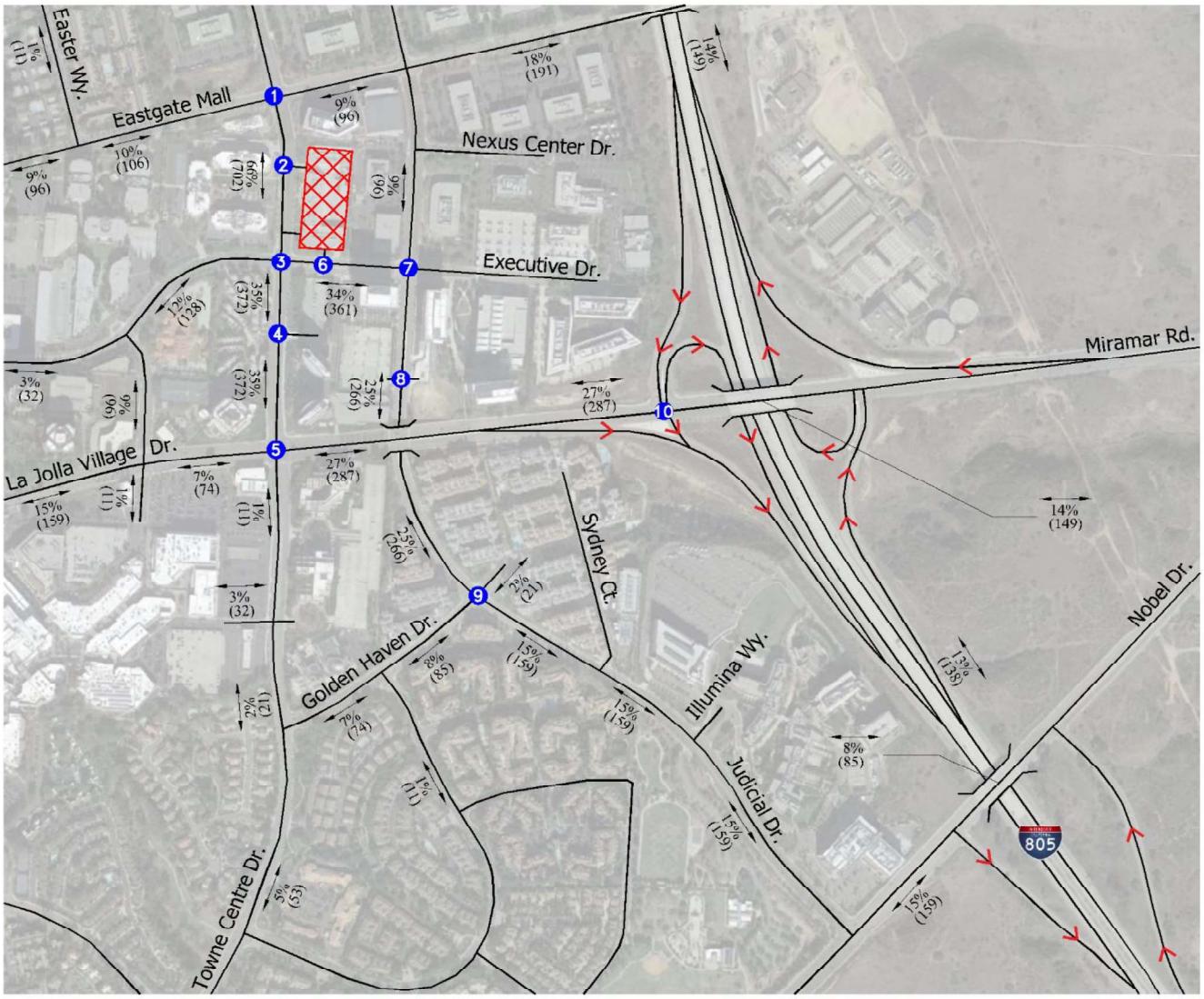
Table 4-1: Study Intersections

Number	Intersection
1	Towne Centre Drive / Eastgate Mall
2	Towne Centre Drive / Project Driveway "A"
3	Towne Centre Drive / Executive Drive
4	Towne Centre Drive / Towne Centre Driveway
5	Towne Centre Drive / La Jolla Village Drive
6	Executive Drive / Project Driveway "B"
7	Judicial Drive / Executive Drive
8	Judicial Drive / Judicial Driveway
9	Judicial Drive / Golden Haven Drive / Brook Lane
10	La Jolla Village Drive / Miramar Road / I-805 SB Ramps

Table 4-2: Study Roadway Segments

Road	Segment
Towne Centre Drive	Eastgate Mall - Project Driveway "A"
Towne Centre Drive	Project Driveway "A" - Executive Drive
Towne Centre Drive	Executive Drive - Towne Centre Driveway
Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive
Judicial Drive	Executive Drive - Judicial Driveway
Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane
Executive Drive	Towne Centre Drive - Judicial Drive
Executive Drive	Towne Centre Drive - Judicial Drive

Figure 4-2: Existing Uses Trip Distribution Percentages



Legend

= Project Location

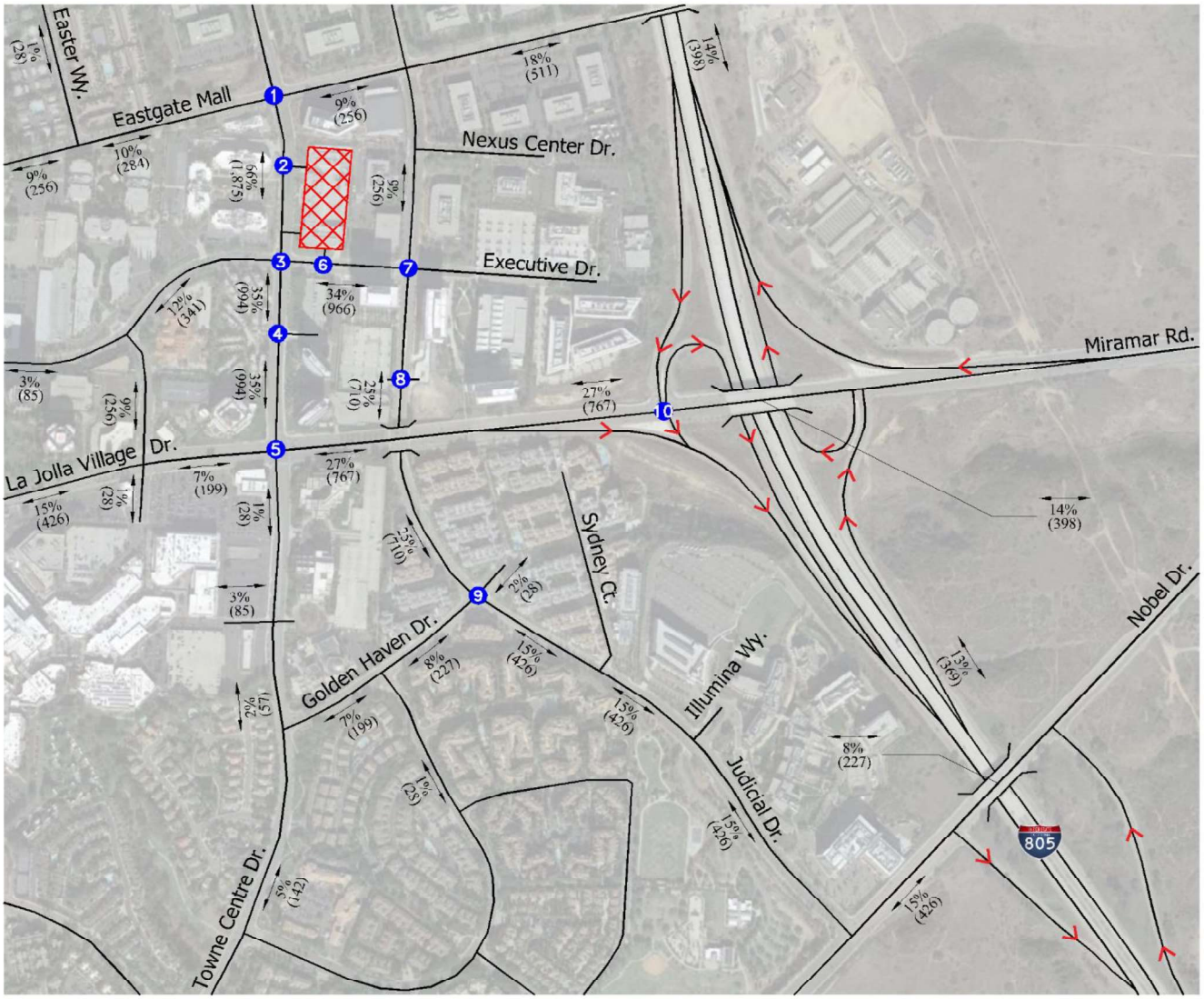
XX% = Existing Uses Trip Distribution Percentage

(XX,XXX) = Existing Uses ADT

= Study Intersection

N
NO SCALE

Figure 4-3: Project Only Trip Distribution Percentages



Legend

= Project Location

XX% = Project Only Trip Distribution Percentage

(XX,XXX) = Project Only ADT

= Study Intersection

N
NO SCALE

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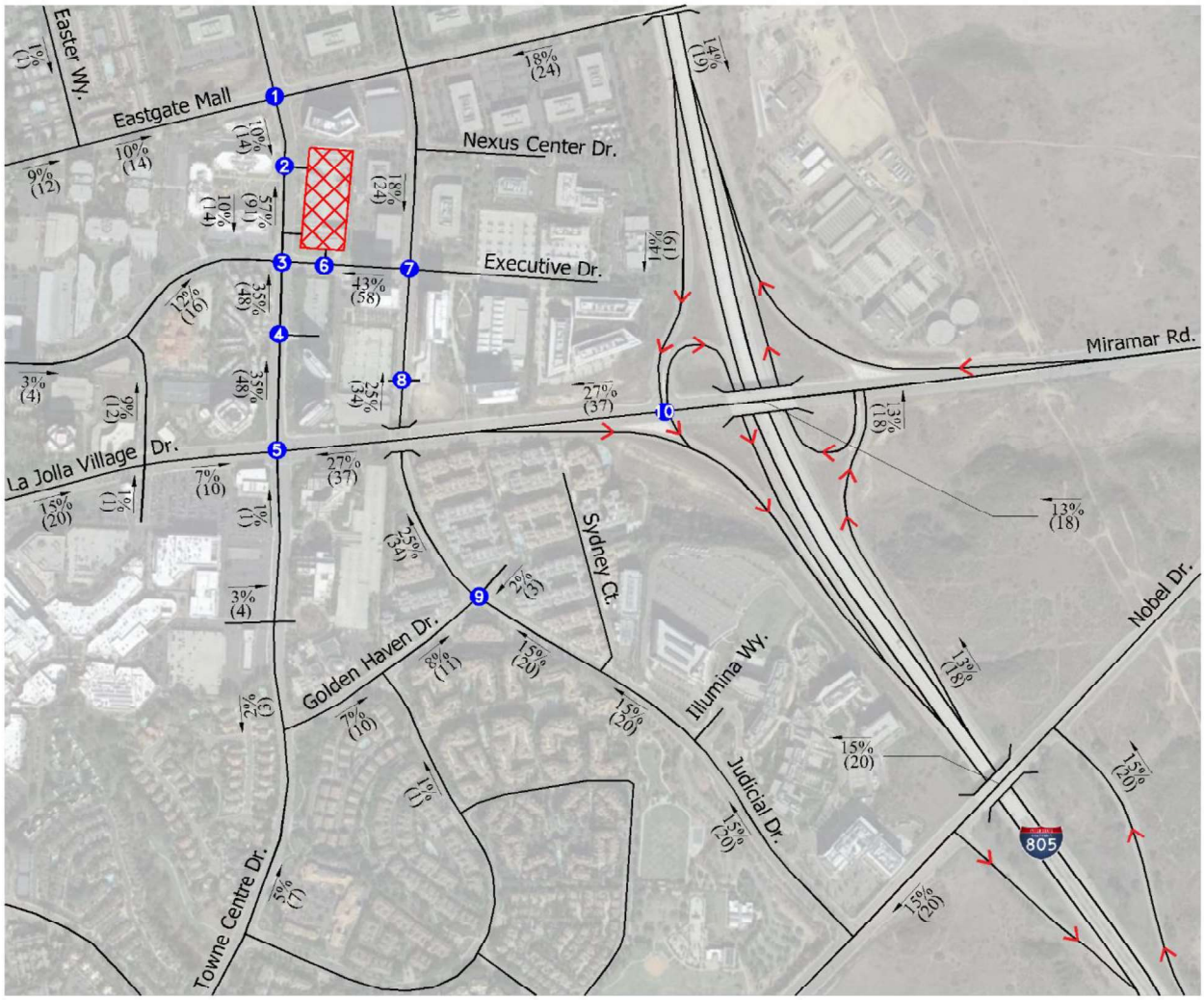
Figure 4-4: Existing Uses Inbound Trip Assignment Percentages



Legend

= Project Location

XX% = Existing Uses Trip Assignment (Inbound – AM Peak Hour)

= Study Intersection

N NO SCALE

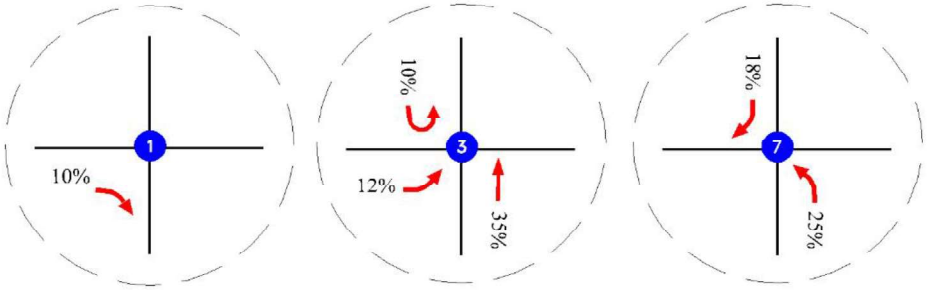


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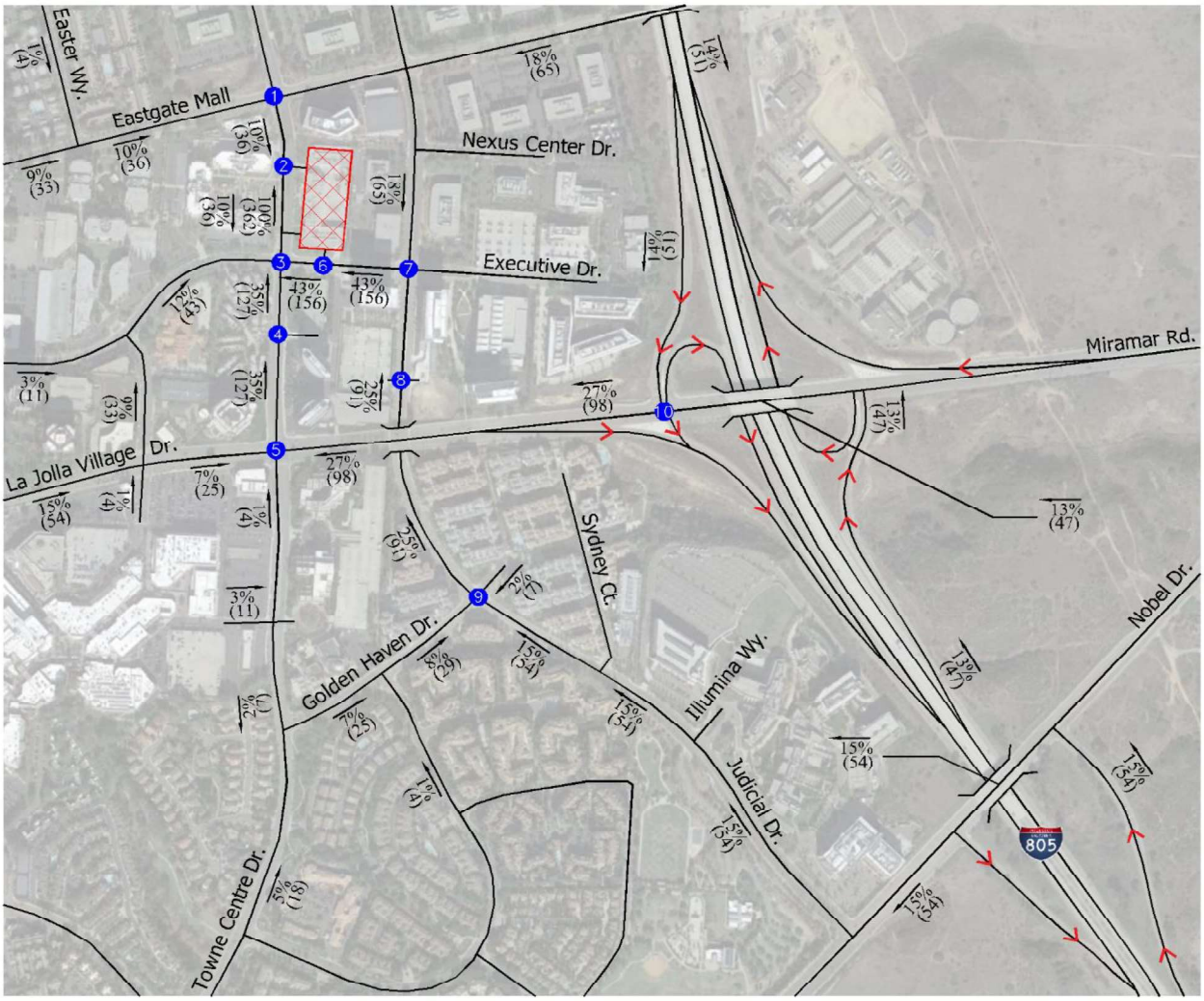
Figure 4-5: Project Only Inbound Trip Assignment Percentages



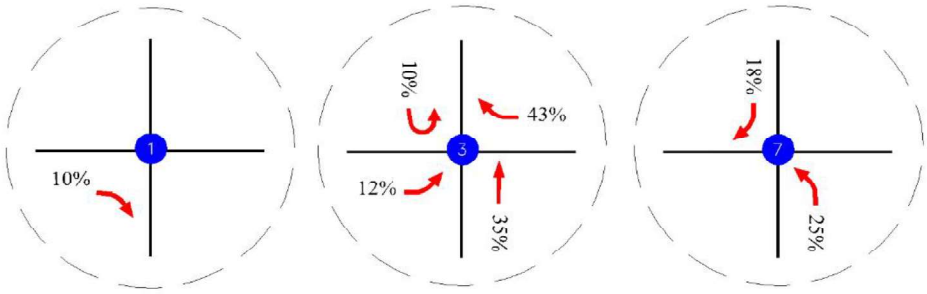
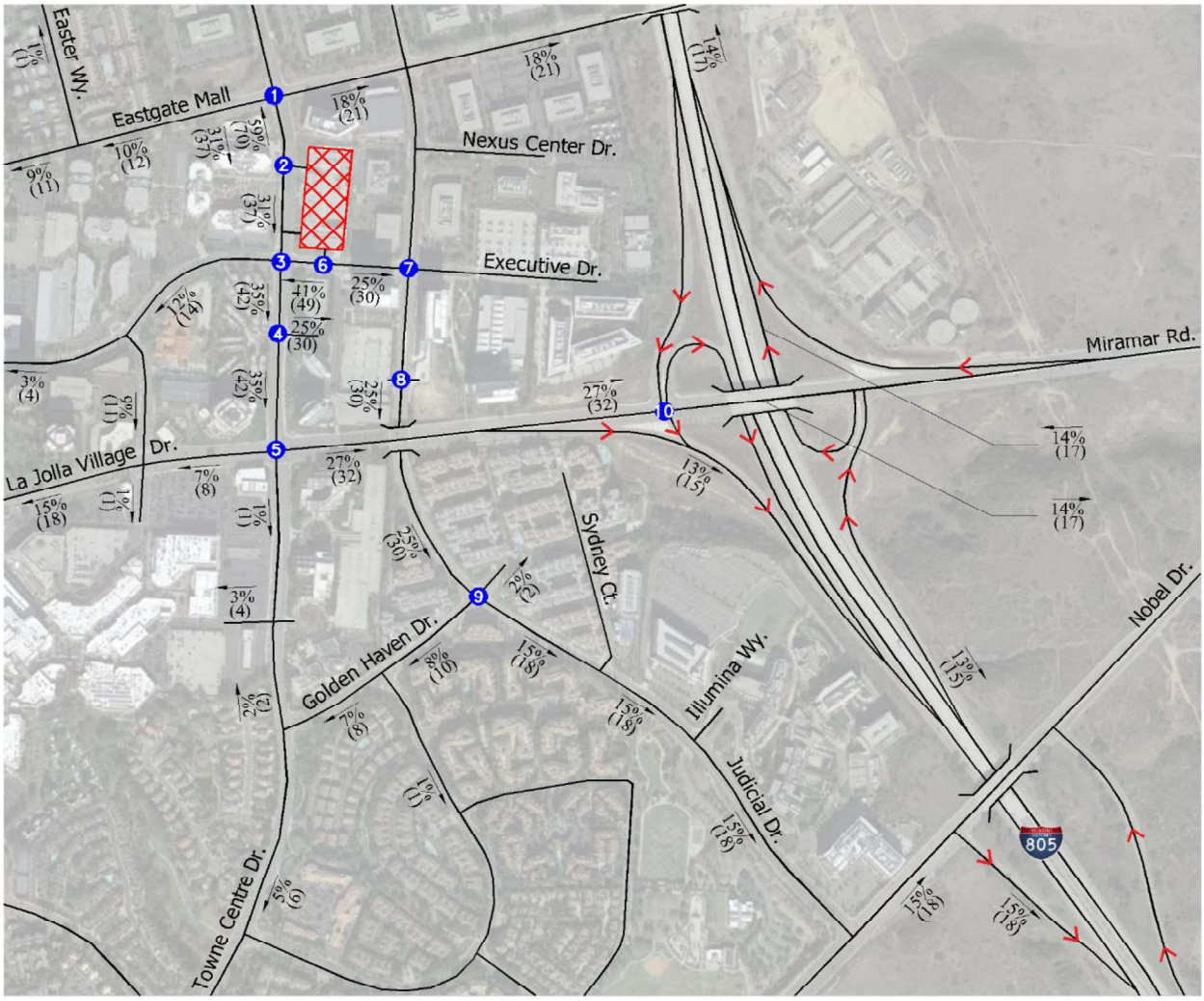


Figure 4-6: Existing Uses Outbound Trip Assignment Percentages



Legend

= Project Location

XX% = Existing Uses Trip Assignment (Outbound – PM Peak Hour)

= Study Intersection

N NO SCALE

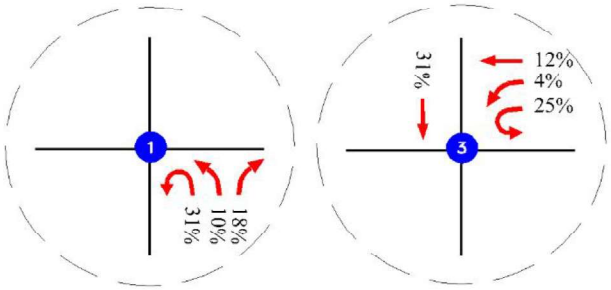


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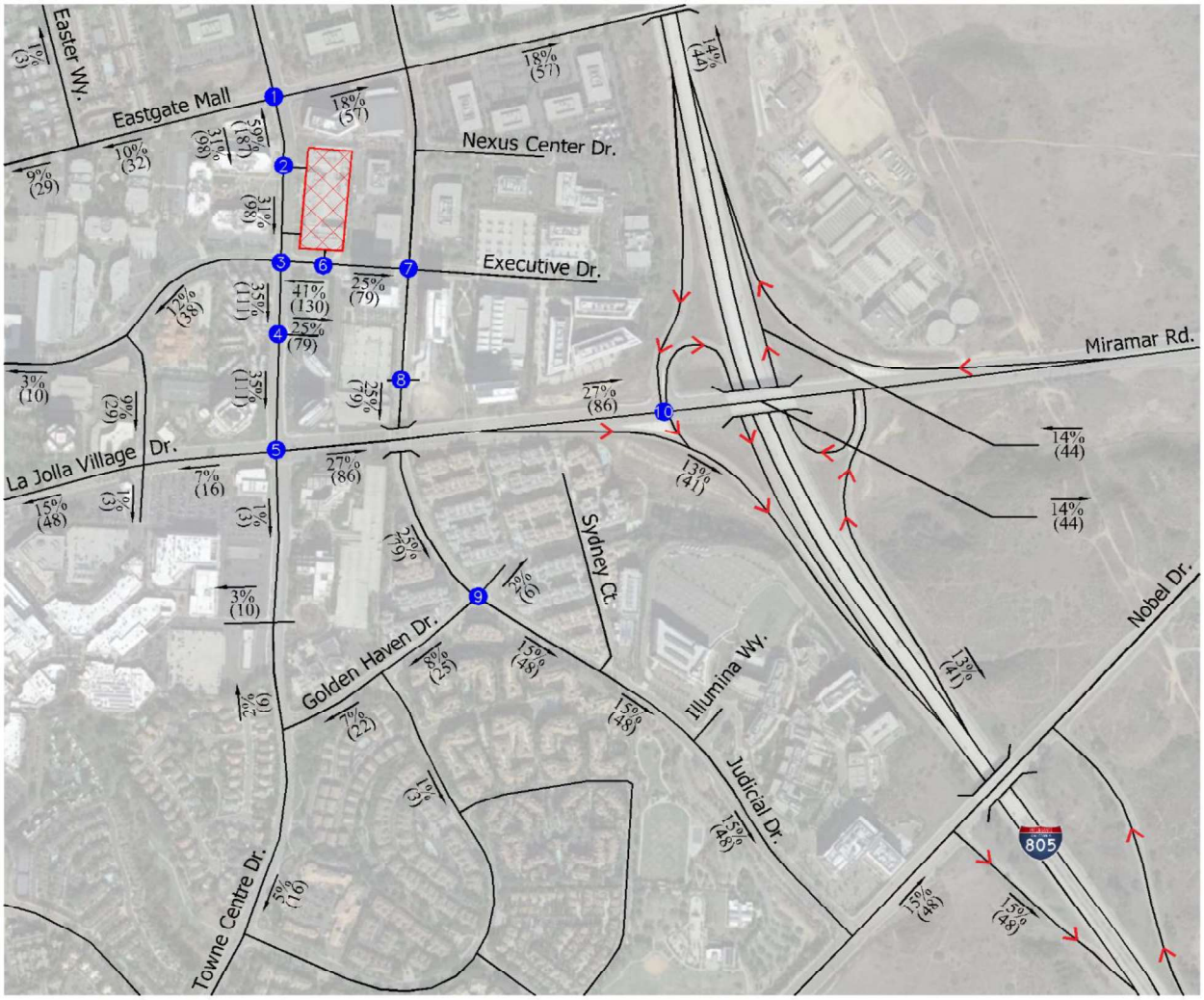
Figure 4-7: Project Only Outbound Trip Assignment Percentages



Legend

= Project Location

XX% = Project Only Trip Assignment (Outbound – PM Peak Hour)

= Study Intersection

N
NO SCALE

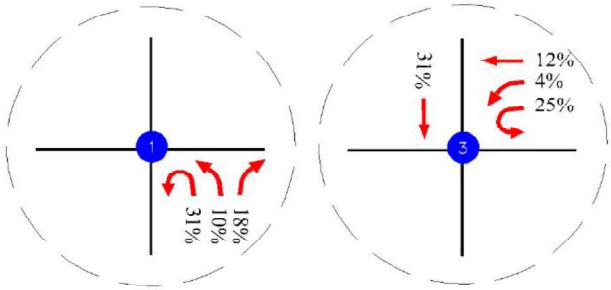


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Figure 4-8: Net Project Average Daily Traffic



Legend

= Project Location

XX,XXX = ADT Number

= Study Intersection

N
NO SCALE

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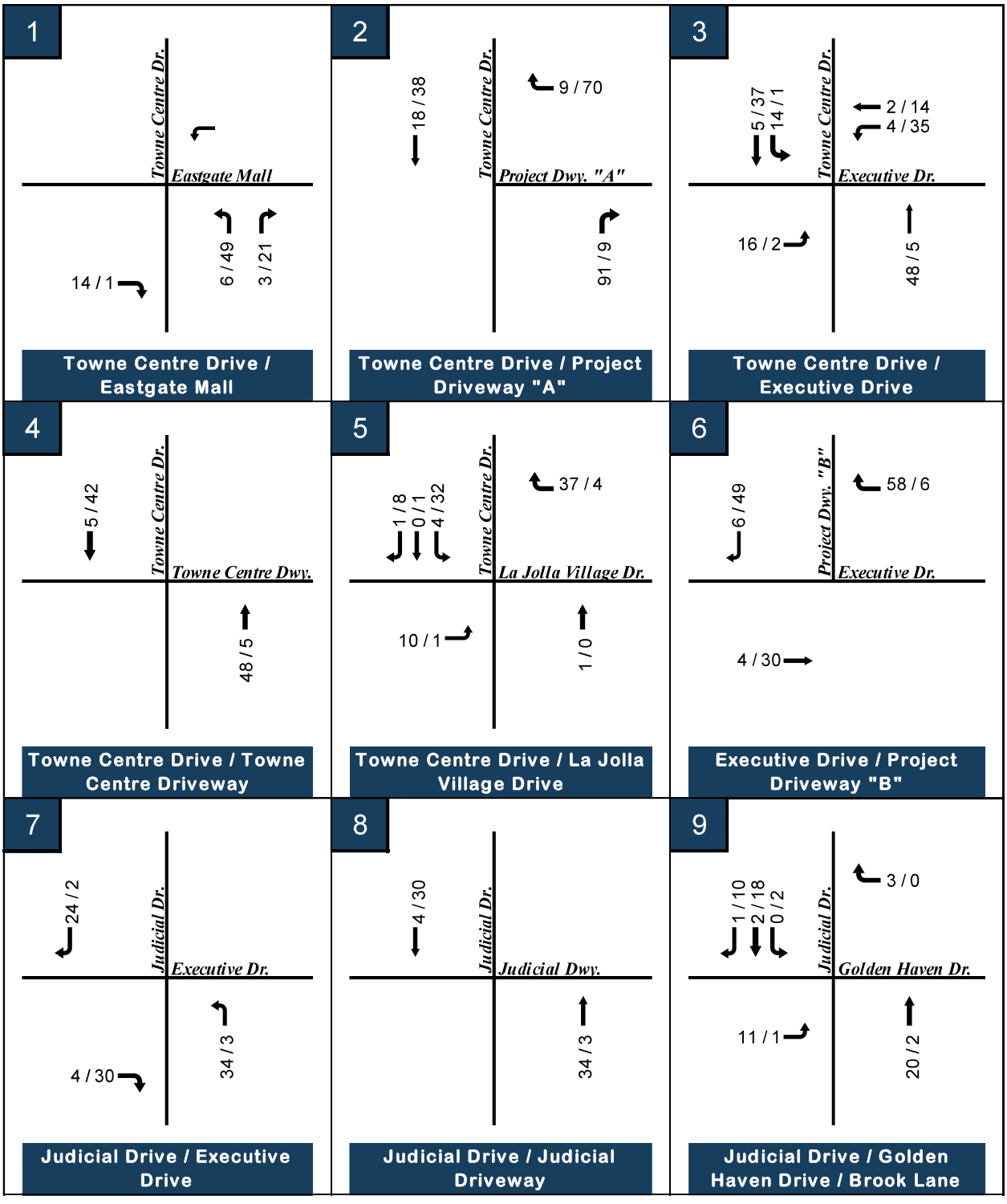
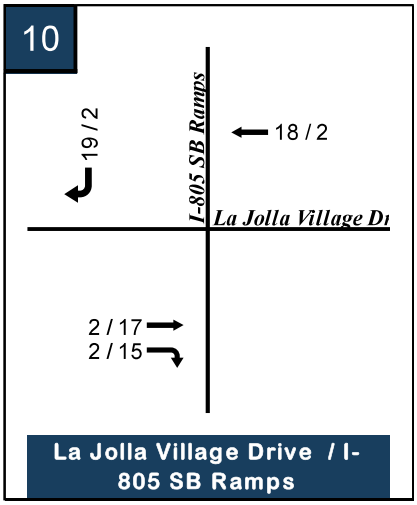
Figure 4-9: Existing Uses AM / PM Peak Hour Volumes



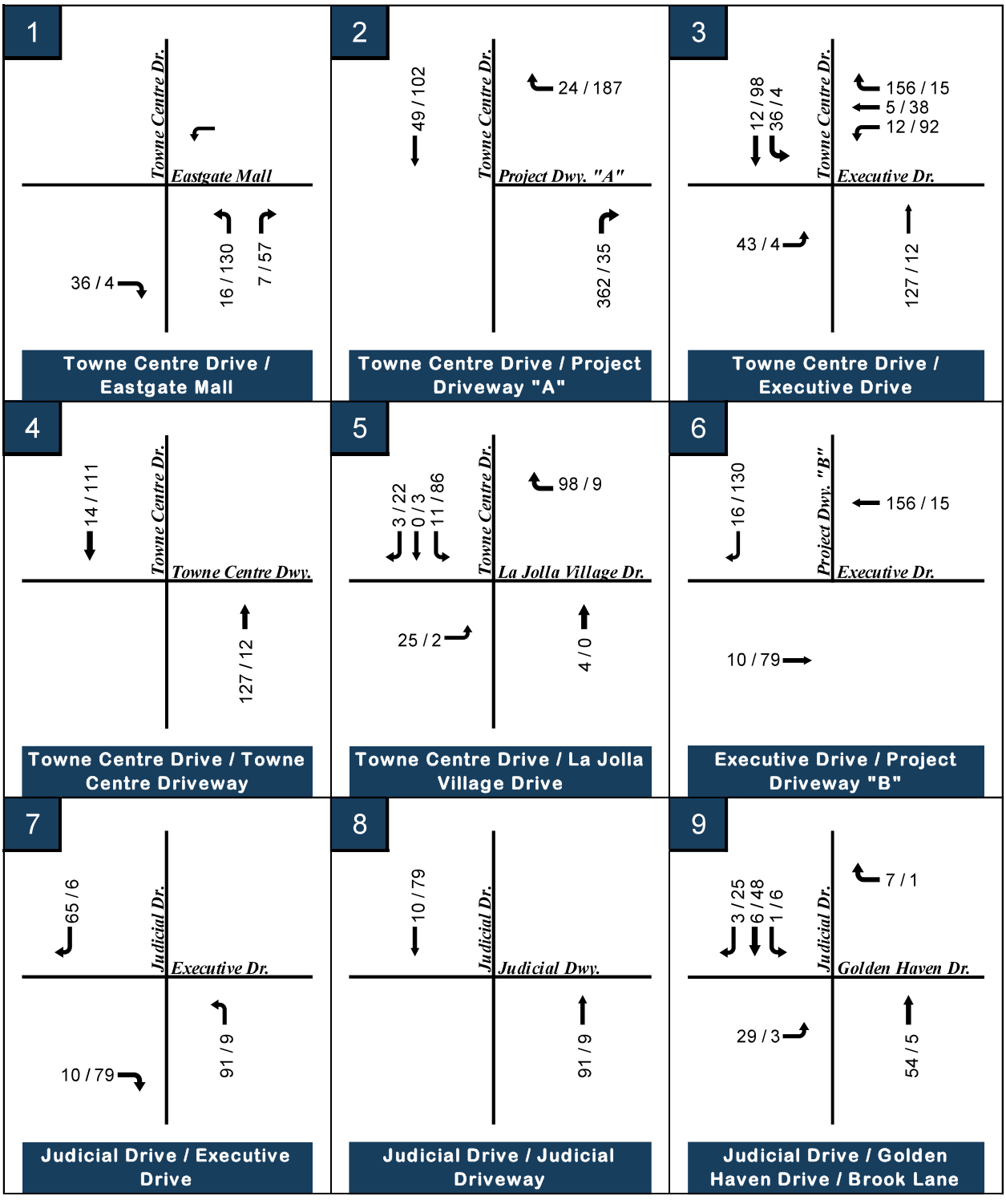
XX / XX = AM / PM Peak hour volumes

Figure 4-9: Existing Uses AM / PM Peak Hour Volumes (cont'd)



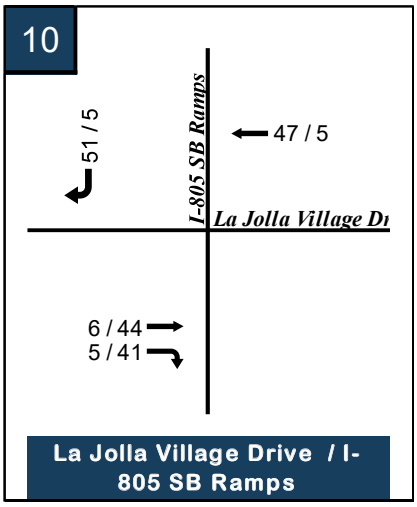
XX / XX = AM / PM Peak hour volumes

Figure 4-10: Project Only AM / PM Peak Hour Volumes



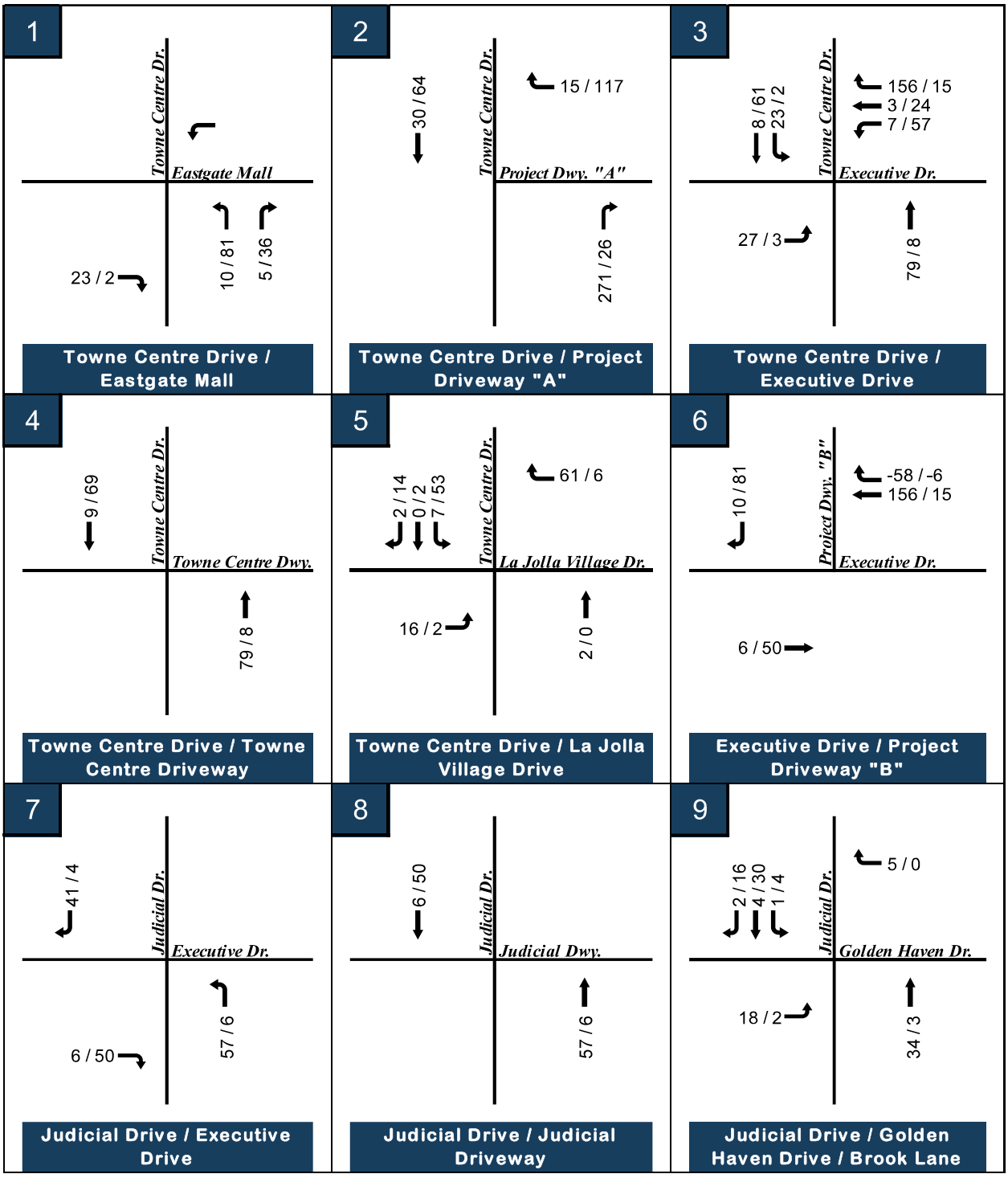
XX / XX = AM / PM Peak hour volumes

Figure 4-10: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 4-11: Net Project AM / PM Peak Hour Volumes



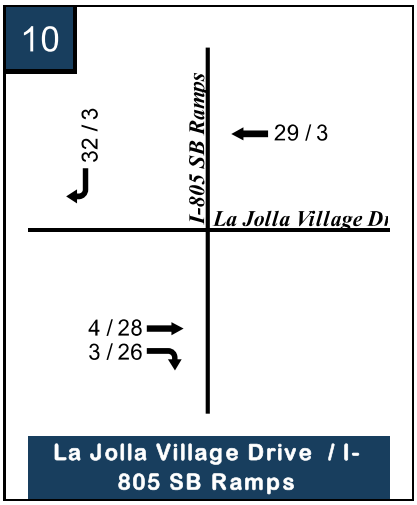
XX / XX = AM / PM Peak hour volumes

* NB U-Turn Traffic at Intersection #1 consists of 7 AM trips and 54 PM trips.

**SB U-Turn Traffic at Intersection #3 consists of 41 AM trips and 4 PM trips.

***WB U-Turn Traffic at Intersection #3 consists of 7 AM trips and 61 PM trips.

Figure 4-11: Net Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

3.0 Proposed Project

This chapter describes the Proposed Project, including the Proposed Project's trip generation, as well as specific information needed for the Local Mobility Analysis (LMA) including the trip distribution patterns, and project trip assignment.

3.1 Project Trip Generation, Distribution, and Assignment

Project Trip Generation

Project trip generation estimates were derived utilizing the trip generation rates outlined in Table 1 of the *City of San Diego Land Use Code – Trip Generation Manual, May 2003* and the *ITE Trip Generation Manual 10th Edition*. Trip generation rates utilized from the *ITE Trip Generation Manual 10th Edition* are provided in **Appendix E**. This study utilized a more conservative approach by analyzing 220 business hotel rooms and 90 dwelling units, instead of the proposed 217 room hotel room and 80 dwelling unit apartment. **Table 3.1** displays the anticipated trip generation utilizing a more conservative trip generation and **Table 3.2** displays the anticipated trip generation for the current site plan.

As shown, in Table 3.1, the Proposed Project as studied within this LMA would generate a total of 2,194 daily weekday trips, with 208 occurring in the AM peak Hour (80 inbound, 128 outbound) and 210 occurring in the PM peak hour (129 inbound, 81 outbound). Whereas the current site plan would generate 2,112 daily weekday trips, with 201 occurring in the AM peak hour (78 inbound, 123 outbound) and 201 occurring in the PM peak hour (123 inbound, 78 outbound). A net difference of 82 daily weekday trips, 7 AM peak hour trips, and 9 PM peak hour trips. Therefore, the trip generation as studied in this LMA provides a more conservative analysis from a trip generation perspective.

Table 3.1 Proposed Project Trip Generation – LMA Land Use

				AM					PM				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
Apartments*	90 DU	6 / DU	540	8%	43	(2:8)	9	34	9%	49	(7:3)	34	15
Business Hotel**	220 Rooms	7.52 / Rm	1,654	.75 / Rm	165	(43:57)	71	94	.73 / Rm	161	(59:41)	95	66
		Total	**2,194**		**208**		**80**	**128**		**210**		**129**	**81**

Notes:
* Trip generation rate from City of San Diego Trip Generation Manual (2003) for multi-family dwelling units (over 20 DU/ac)
** Trip generation from ITE Trip Generation Manual 10th Edition for LU Code 330 Business Hotel
Rm = Room

Table 3.2 Proposed Project Trip Generation – Current Site Plan

				AM					PM				
Land Use	Units	Trip Rate	ADT	%	Trips	Split	In	Out	%	Trips	Split	In	Out
Apartments*	80 DU	6 / DU	480	8%	38	(2:8)	8	30	9%	43	(7:3)	30	13
Business Hotel**	217 Rooms	7.52 / Rm	1,632	.75 / Rm	163	(43:57)	70	93	.73 / Rm	158	(59:41)	93	65
		Total	**2,112**		**201**		**78**	**123**		**201**		**123**	**78**

Notes:
* Trip generation rate from City of San Diego Trip Generation Manual (2003) for multi-family dwelling units (over 20 DU/ac)
** Trip generation from ITE Trip Generation Manual 10th Edition for LU Code 330 Business Hotel
Rm = Room

3.2 Project Study Area

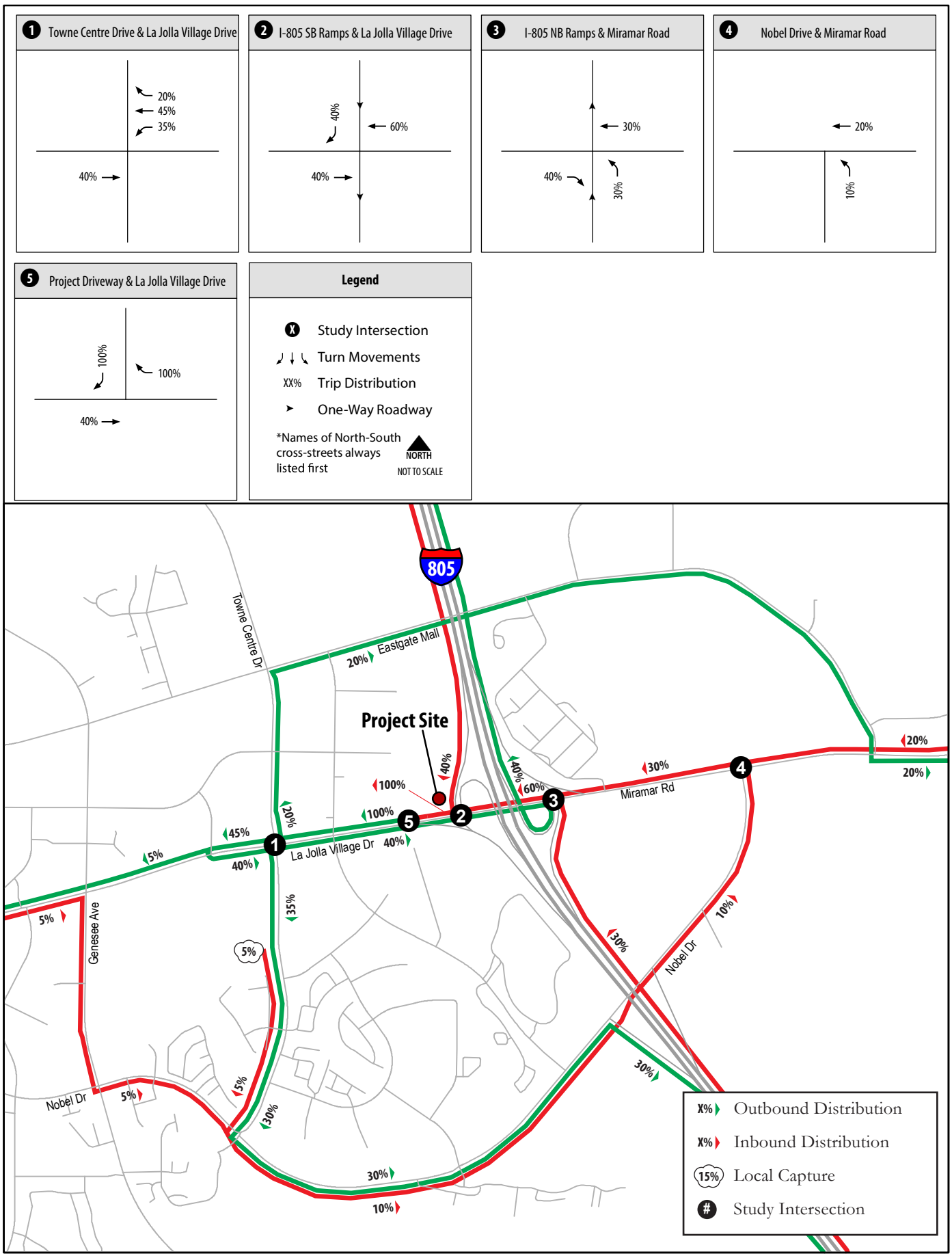
This section describes the LMA analysis requirements, including the Proposed Project trip distribution, assignment, and project study area.

Project Trip Distribution

The trip distribution for the Proposed Project was developed based on the geographical location of the project, the characteristics of the proposed land uses, and nearest freeway facilities. Since the Proposed Project features two separate land uses, separate trip distributions were developed for each land use. Figure 3.1A and Figure 3.1B display the Proposed Project trip distribution patterns for the residential and business hotel land uses, respectively.

Project Trip Assignment

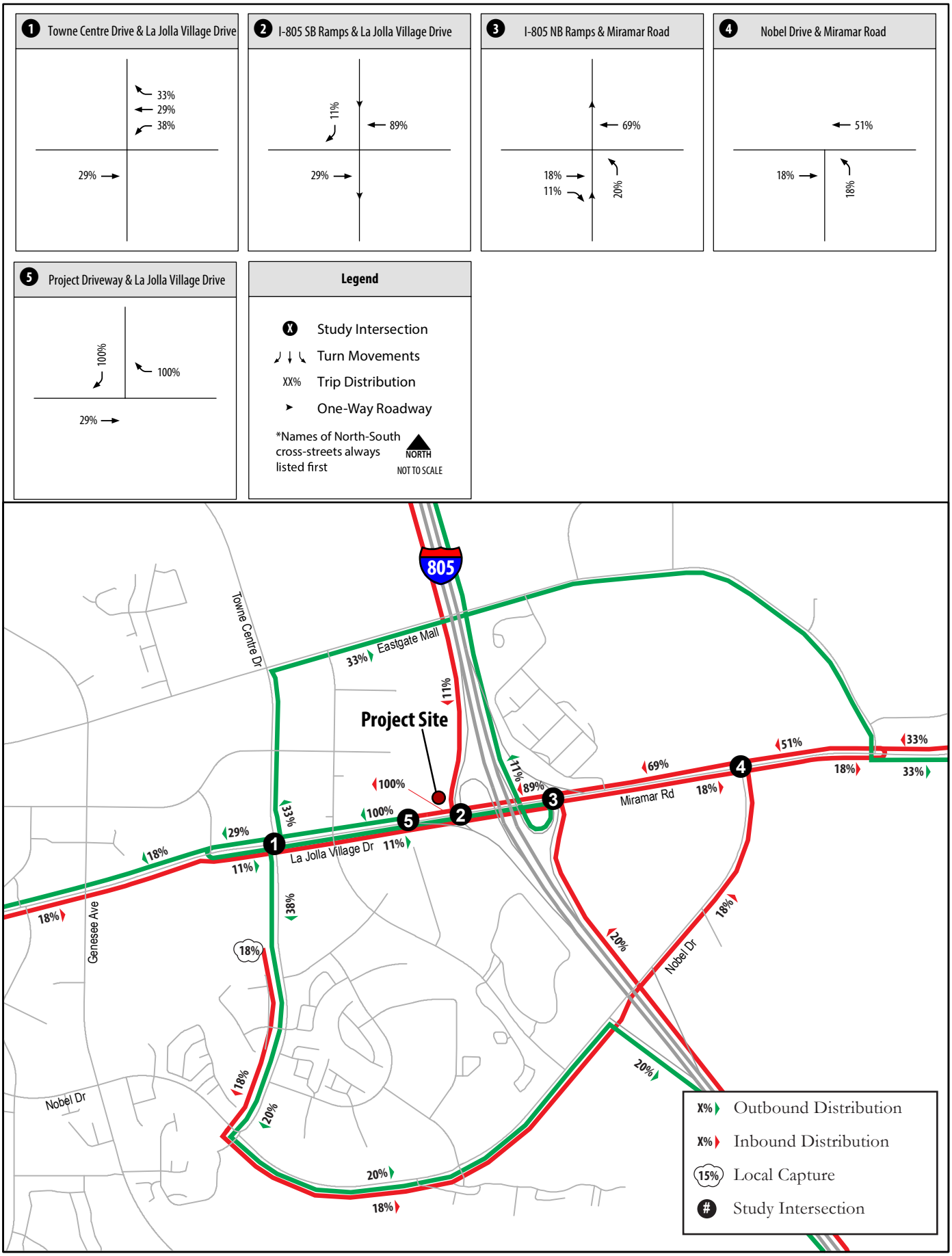
Based upon the project trip distribution patterns, daily and AM/PM peak hour project trips were assigned to the adjacent roadway network for each project land use. Figure 3.2A, Figure 3.2B, and Figure 3.2C display the Proposed Project trip assignment for residential, business hotel, and combined land uses, respectively.



UTC Hotel and Apartments
Local Mobility Analysis

CHEN RYAN

Figure 3.1A
Project Trip Distribution (Residential)



UTC Hotel and Apartments
Local Mobility Analysis

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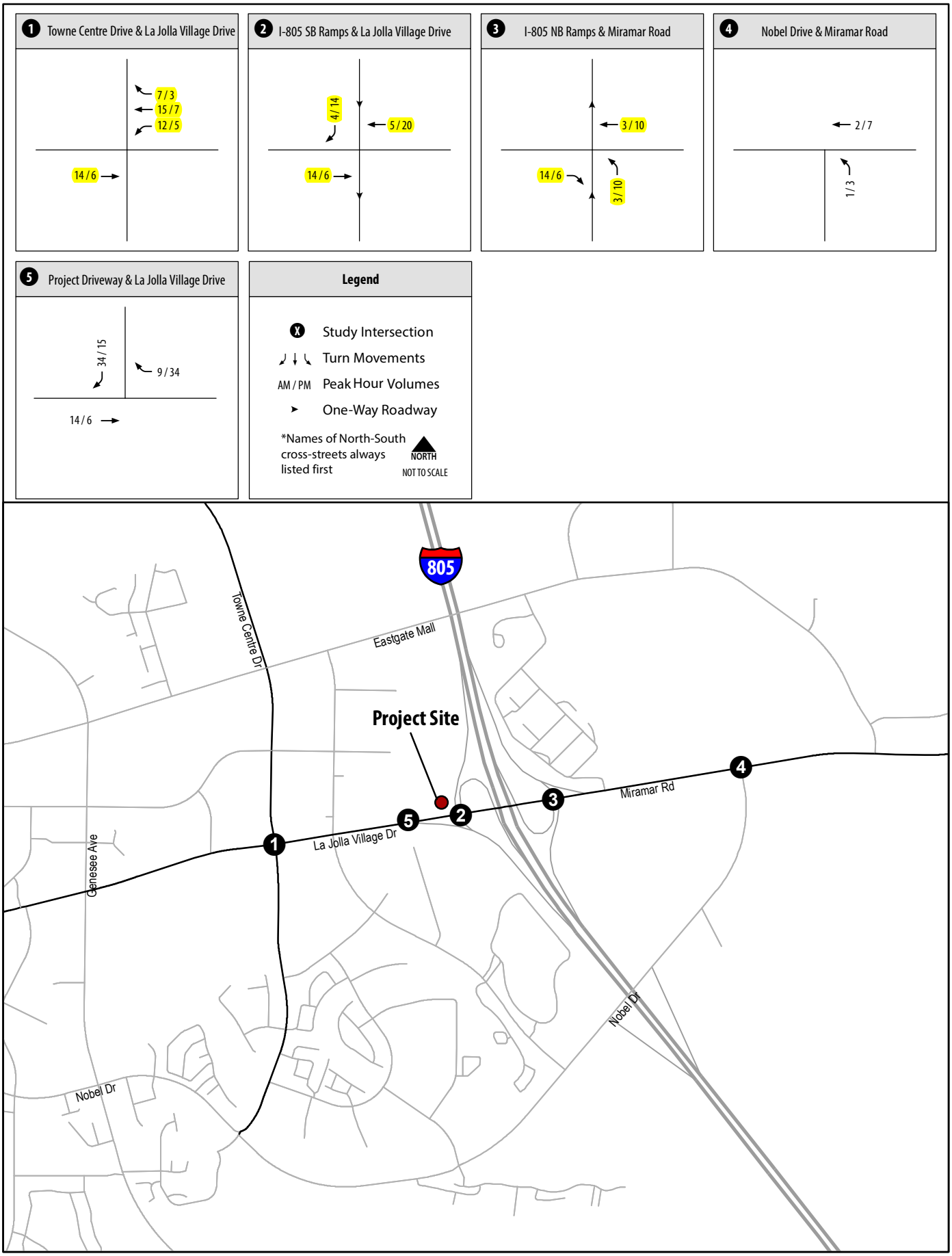
Figure 3.1B
Project Trip Distribution (Hotel)



UTC Hotel and Apartments
Local Mobility Analysis

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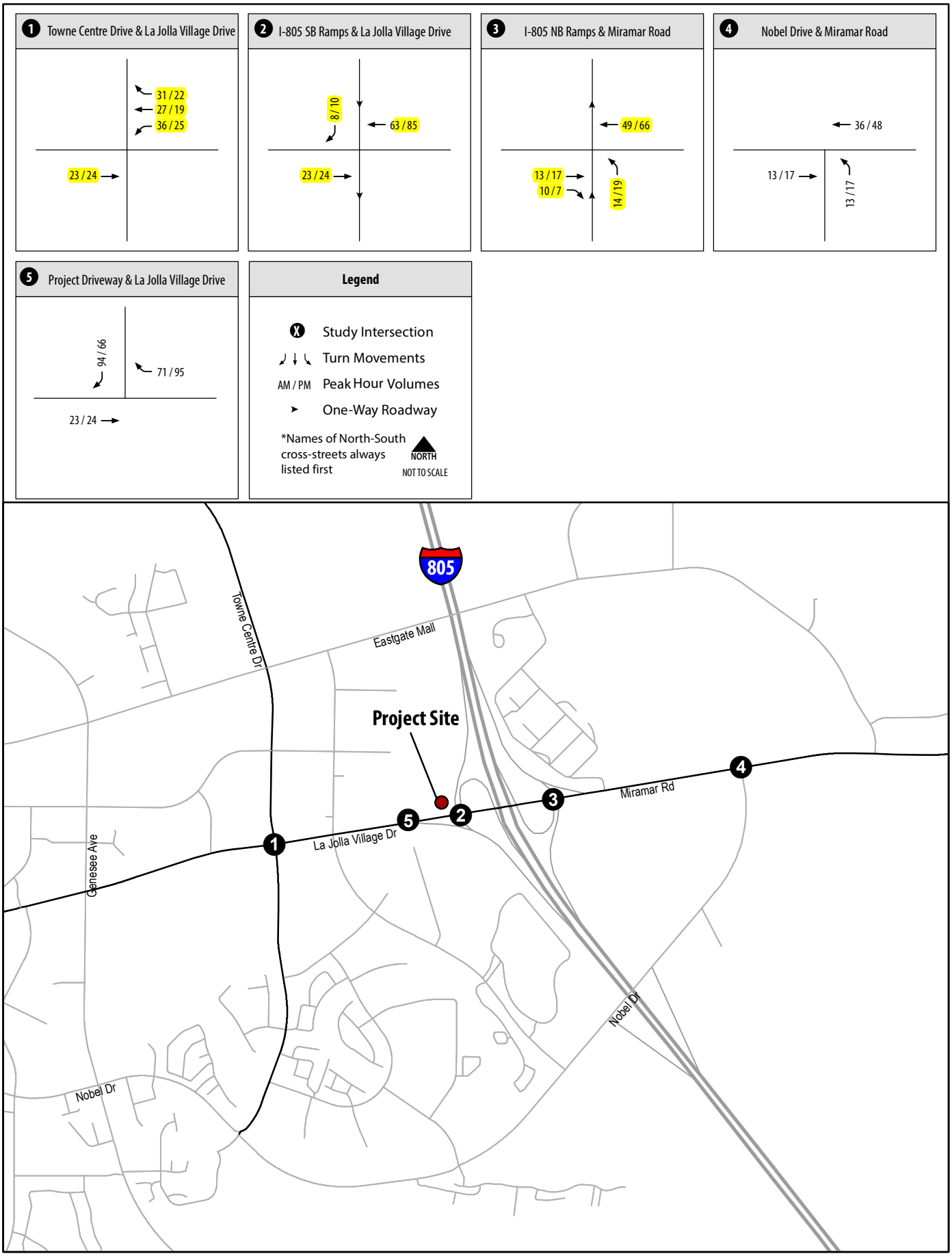
Figure 3.2A
Project Trip Assignment (Residential)



UTC Hotel and Apartments
Local Mobility Analysis

CHEN RYAN

Figure 3.2B
Project Trip Assignment (Hotel)

ONE ALEXANDRIA SQUARE
(PTS #660043)
LOCAL MOBILITY ANALYSIS

Revised: January 7, 2022

Prepared for:

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Prepared by:

RICK
ENGINEERING COMPANY
Traffic Division

Job Number: 18483-C

INTRODUCTION

The following Local Mobility Analysis was prepared in accordance with the City of San Diego *Transportation Study Manual* (September 29, 2020). The study evaluates the potential operational deficiencies and improvements that may need to be considered for all transportation modes due to the proposed One Alexandria Square redevelopment project in the University Community Plan area of the City of San Diego. The project is bounded by North Torrey Pines Road to the west, Torreyana Road to the east, Callan Road to the north, and Science Park Road to the south.

The City of San Diego *Transportation Study Manual* (September 29, 2020) requires that a project must complete a Local Mobility Analysis if land uses consistent with the Community Plan or zoning designation generate 1,000 or more daily trips, or if land uses inconsistent with the Community Plan or zoning designation generate 500 or more daily trips. The project would generate a net increase in trips close to 1,000 daily trips; therefore, a Local Mobility Analysis is required.

Exhibit 1 shows the project vicinity map.

PROJECT DESCRIPTION

One Alexandria Square is a 22.2-acre site that currently consists of approximately 310,357 square-feet of research and development space, including 40,000 square-feet of ancillary retail and food and beverage, within a total of four (4) buildings on the project site per approved SCR #1250085 (PTS #344643). The project proposes to redevelop the existing One Alexandria Square site, which consists of demolishing two existing buildings totaling 167,371 square-feet (Buildings "A" and "B") and constructing eight (8) new buildings with a total of 285,175 square-feet (including 15,500 square-feet of buildings that will be used for the ancillary uses). The site plan showing only the existing buildings on-site is provided in **Appendix A**.

The new buildings are proposed for research and development use with ancillary retail and food/beverage uses. The project also proposes to construct a new parking structure that will provide a total of 968 parking spaces, for a total of 1,487 parking spaces.

The project is expected to increase the site's trip generation by a net of 942 daily trips, 151 AM peak hour trips (136 IN, 15 OUT), and 132 peak hour trips (13 IN, 119 OUT).

The project requires a Site Development Permit (SDP) and Coastal Development Permit (CDP) to amend existing development permits, a Neighborhood Development Permit (NDP) to process setback deviations and a Tentative Map to allow for development of a ten building R&D campus with supporting and ancillary uses, surface parking lots and parking structure.

The project site is located within the Torrey Pines Subarea of the *University Community Plan*. Figure 13 of the *University Community Plan* shows that the area in which the project site is located is designated for scientific research use. Therefore, the proposed project is consistent with the land use designation for the site per the *University Community Plan.*

A total of eight driveways are currently provided for the existing site. Two driveways are currently provided on North Torrey Pines Road, three driveways on Science Park Road, two driveways on Torreyana Road, and one driveway on Callan Road. The project will remove the two existing driveways on North Torrey Pines Road and construct a new driveway on North Torrey Pines Road that will serve as one of the project's two primary entrances (the second primary entrance will be Driveway 3 on Science Park Road). The project will also improve the existing driveways that will serve the new traffic to current standards per City of San Diego Standard Drawings.

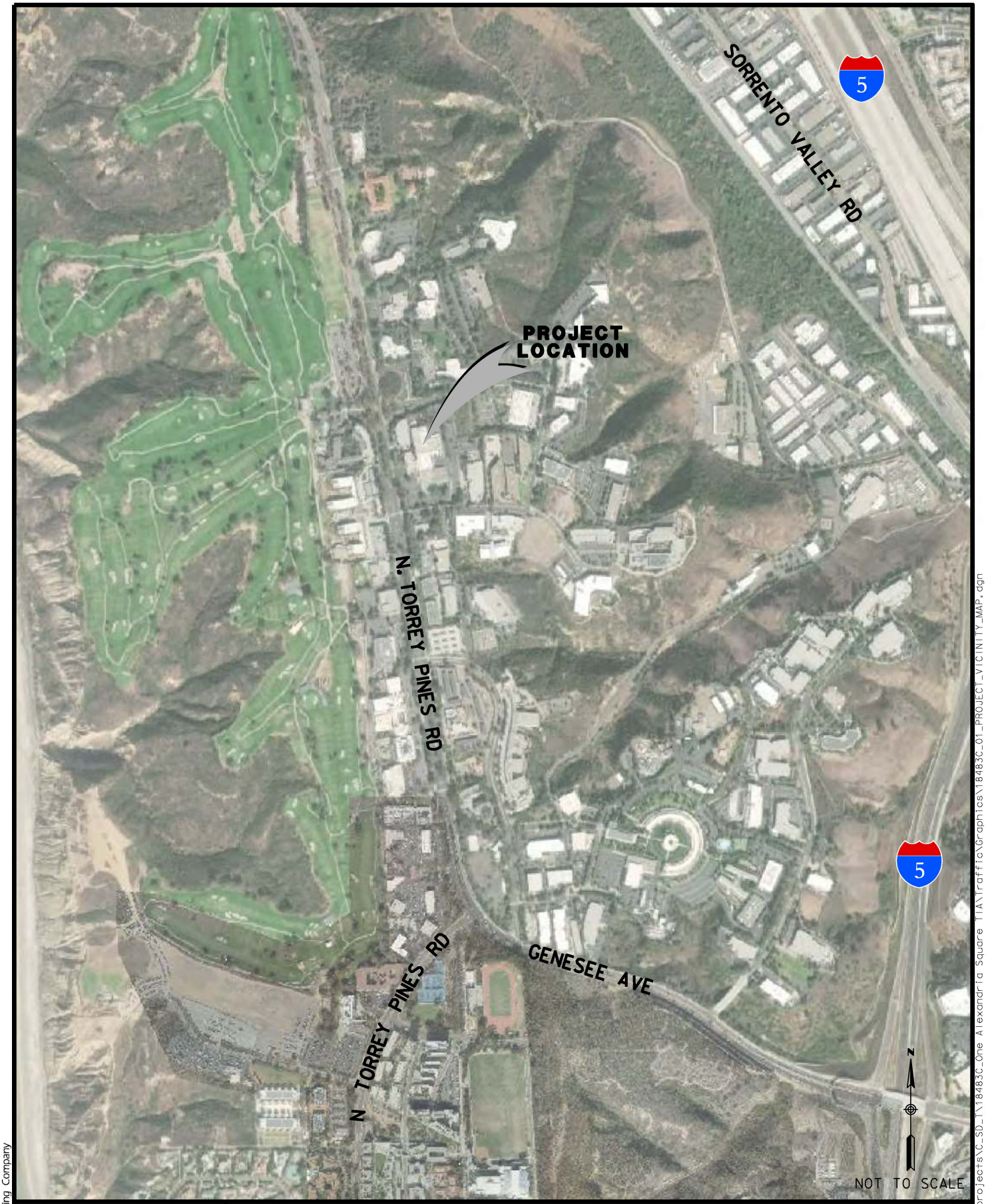

EXHIBIT 1

PROJECT VICINITY MAP

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

RICK ENGINEERING COMPANY

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The proposed redevelopment area of the project site will take access from the new driveway on North Torrey Pines Road and the two westerly driveways on Science Park Road. Primary access to the redevelopment area will be taken from the new driveway on North Torrey Pines Road (Driveway 1) and from the middle driveway on Science Park Road (Driveway 3). The westerly driveway on Science Park Road (Driveway 2) would provide access to building B4 vehicle parking and loading area for buildings B3, B4 and B5.

The remaining four existing driveways will continue to provide access to the existing buildings on the project site, and will not provide access to the new redevelopment area of the project site.

A total of seven driveways will be provided for the project site. Full access will be provided at all driveways except for the new driveway located on North Torrey Pines Road. Driveway 1 on North Torrey Pines Road will be restricted to right-in/right-out access only.

Onsite, the project proposes to construct a separated bicycle facility along one side of the internal private drive that extends from Driveway 1 at North Torrey Pines Road to Driveway 3 at Science Park Road. The project will also provide long-term bicycle parking and short-term bicycle racks on-site.

The proposed project will construct non-contiguous sidewalks along portions of the project frontage on the east side of North Torrey Pines Road and along portions of the project frontage on the north side of Science Park Road where existing street trees will be removed and replaced per Tree Survey. Non-contiguous sidewalk is not proposed along the project frontage the south side of Callan Road, as this would require removal of extensive existing landscaping, which is inconsistent with the subarea requirement of retaining existing mature trees and having development occur around and in between them.

Exhibit 2 shows the proposed project site plan.

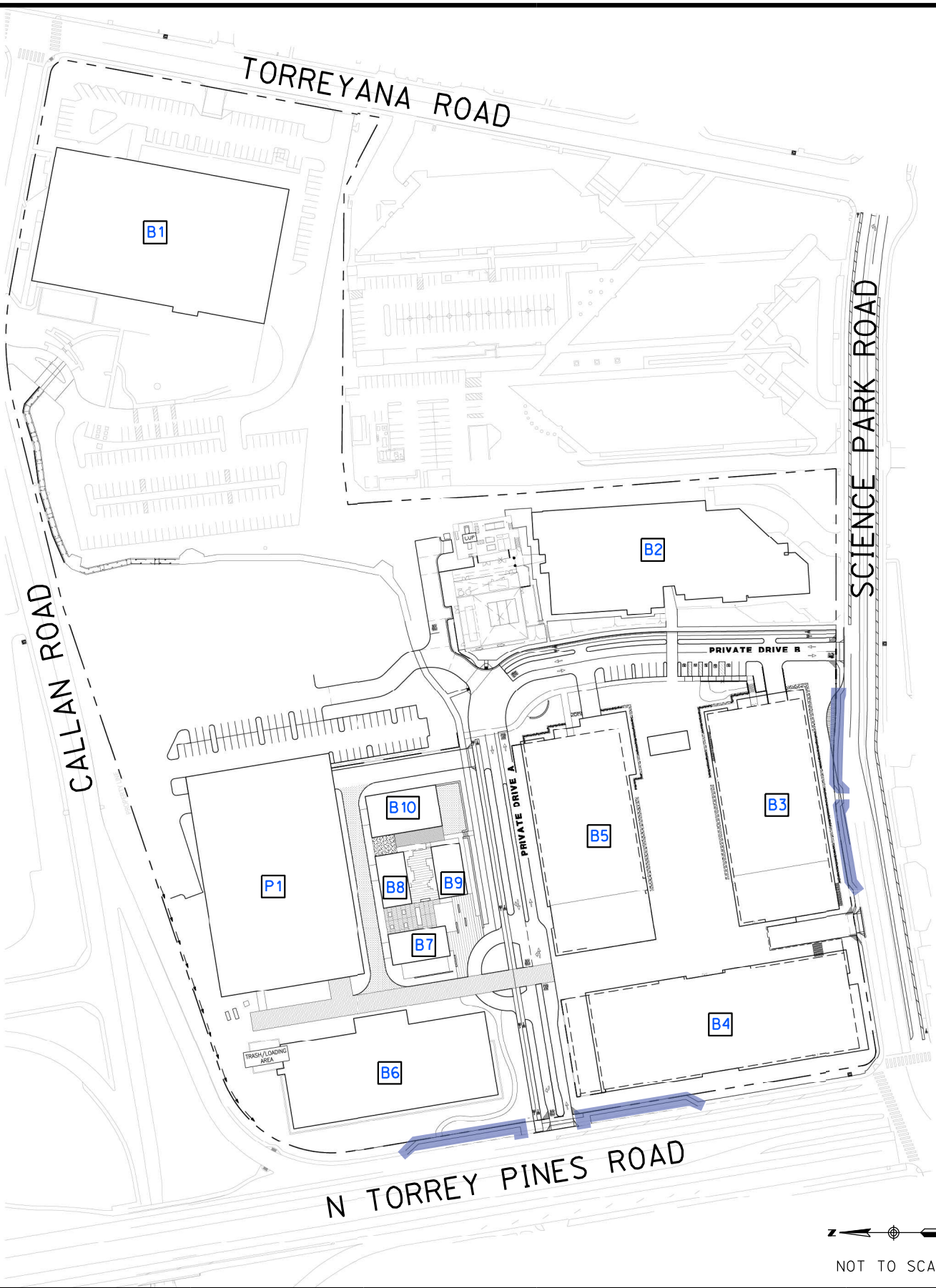

EXHIBIT 2

PROJECT SITE PLAN

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

LEGEND =NON-CONTIGUOUS SIDEWALK

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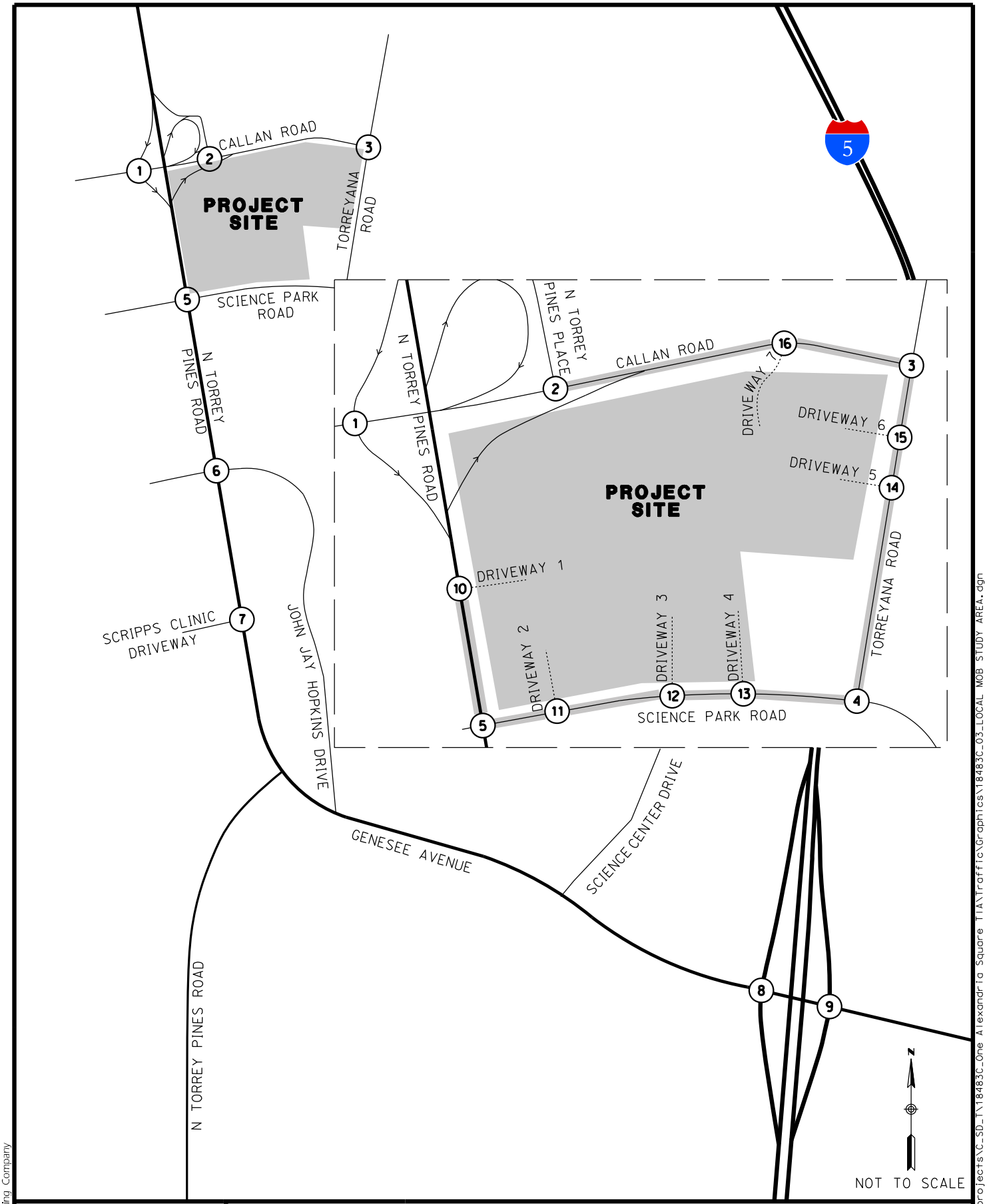

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EXHIBIT 3

LOCAL MOBILITY ANALYSIS STUDY AREA

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

LEGEND

(X) =STUDY INTERSECTIONS

=STUDY ROADWAY SEGMENTS

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PROJECT TRIP GENERATION

The trip generation for the proposed project was calculated based on the published trip rates for a Scientific Research and Development use from the City of San Diego's *Trip Generation Manual* (May 2003).

Table 5A presents the trip generation of the existing 310,357 square-feet of research and development space, the existing 167,371 square-foot buildings (Buildings "A" and "B" in Appendix A) proposed to be demolished, and the proposed 285,175 square-feet of new research and development space (including 15,500 square-feet of buildings that will be used for the ancillary uses).

As shown in Table 5A, the existing site currently generates a total of 2,483 trips per day, with a total of 398 trips occurring during the AM peak hour (358 IN, 40 OUT), and a total of 348 trips occurring during the PM peak hour (35 IN, 313 OUT).

The table shows that the removal of the existing 167,371 square-feet of scientific research and development (Buildings "A" and "B") would result in a net decrease of 1,339 daily trips, a net decrease of 214 AM peak hour trips (-193 IN, -21 OUT), and a net decrease of 187 PM peak hour trips (-19 IN, -169 OUT).

Table 5A also shows that the net increase of 117,803 square-feet of research and development space associated with the proposed project would result in a net increase of 942 daily trips, 151 AM peak hour trips (136 IN, 15 OUT), and 132 peak hour trips (13 IN, 119 OUT).

However, to retain the project applicant's flexibility in design, the intersection and roadway segment analysis results, and all volume exhibits in this LMA are based on an earlier version of the project site plan that generated a slightly higher number of vehicular trips than what is currently proposed. **Table 5B** presents the trip generation of the previously proposed site plan upon which the analysis and volumes are based.

As shown in Table 5B, the net increase of 124,321 square-feet of research and development space associated with the previously proposed site plan would result in a net increase of 995 daily trips, 159 AM peak hour trips (143 IN, 16 OUT), and 139 peak hour trips (14 IN, 125 OUT).

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed based on the existing and proposed land uses, the project site's proximity to arterial roadways and freeway interchanges, and our knowledge of local traffic patterns in the surrounding area. The percent trip distribution of the four project driveways serving the redevelopment area of the project site was estimated based on a combination of the existing driveway counts, the locations and sizes of the proposed new buildings, and the locations of the proposed parking areas.

Exhibit 7 illustrates the project trip distribution percentages. **Exhibit 8** shows the trip distribution for the project driveways and the roadways immediately adjacent to the project site.

Based on the project trip generation and distribution, the project trips were assigned to the driveways, intersections and roadway segments in the study area. **Exhibit 9** illustrates the project trip assignment for the non-driveway study intersections. **Exhibit 10** shows the trip assignment on the study roadway segments and at each of the four project driveways serving the redevelopment area of the project site.

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TABLE 5A
PROJECT TRIP GENERATION: CURRENTLY PROPOSED SITE PLAN

LAND USE	UNIT	DAILY (PER UNIT)	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL (OF DAILY)	INBOUND (% AM)	OUTBOUND (% AM)	TOTAL (OF DAILY)	INBOUND (% PM)	OUTBOUND (% PM)
Trip Generation Rates (City of San Diego)								
Research and Development	KSF	8.0	16%	90%	10%	14%	10%	90%
Forecast Project Generated Trips								
Land Use	**Size**	**Unit**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
				Total	**Inbound**	**Outbound**	**Total**	**Inbound**	**Outbound**
Existing Trip Generation (Without Project)									
Research and Development	310.357	KSF	2,483	398	358	40	348	35	313
Removal of Existing Buildings "A" and "B"									
Research and Development	-167.371	KSF	-1,339	-214	-193	-21	-187	-19	-169
Trip Generation of Proposed New Buildings									
Research and Development	285.175	KSF	2,281	365	329	37	319	32	287
Total Combined Trip Generation of Existing + New Buildings									
Research and Development	428.160	KSF	3,425	549	494	55	480	48	432
Net Increase in Trip Generation (Total Combined Trips – Existing Trips)									
Research and Development	**117.803**	**KSF**	**942**	**151**	**136**	**15**	**132**	**13**	**119**

Source: *Trip Generation Manual*, City of San Diego Municipal Code Land Development Code (May 2003).
Notes: KSF = Thousand Square-Feet

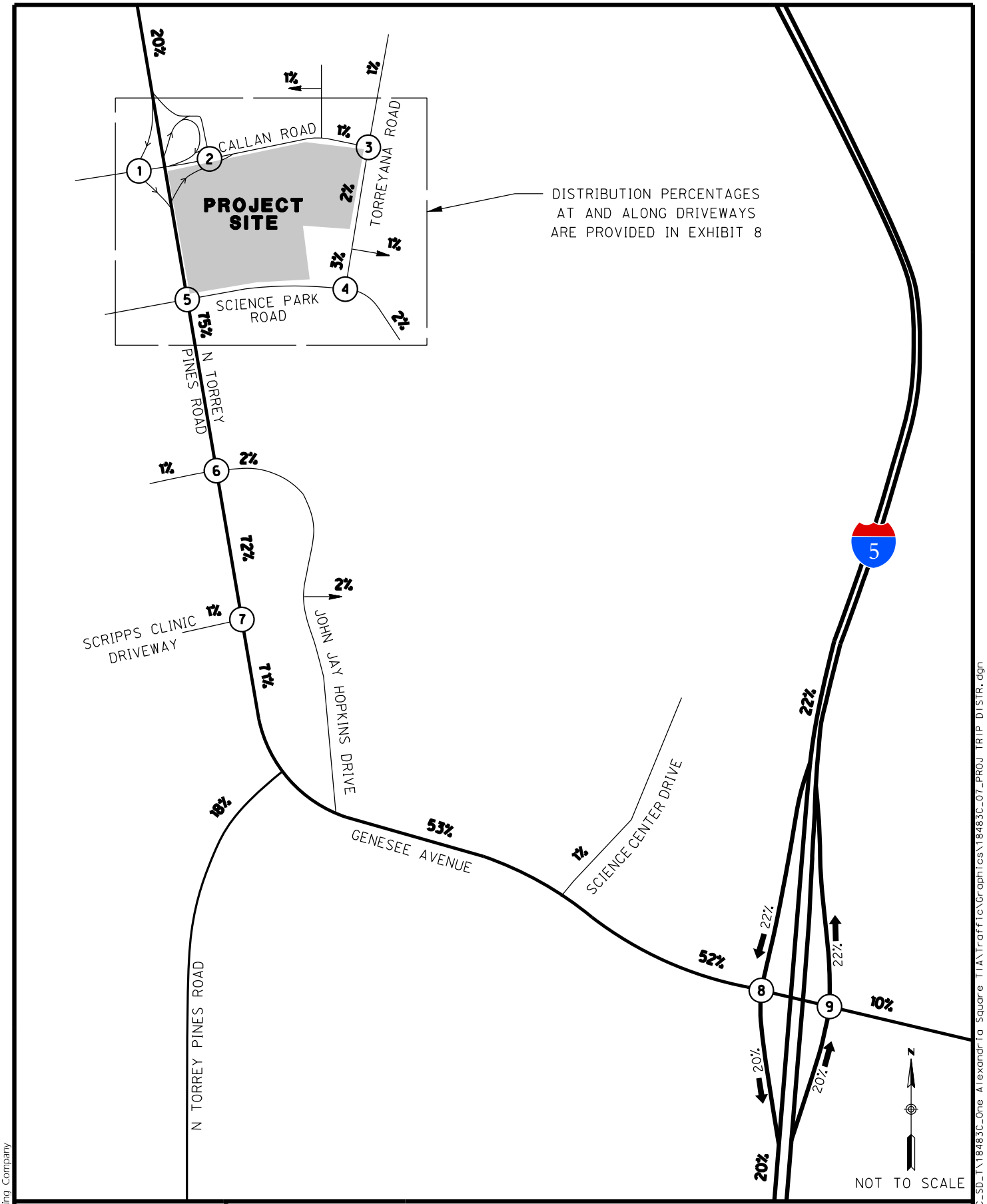

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EXHIBIT 7

PROJECT TRIP DISTRIBUTION

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

LEGEND: XX% =DISTRIBUTION PERCENTAGE

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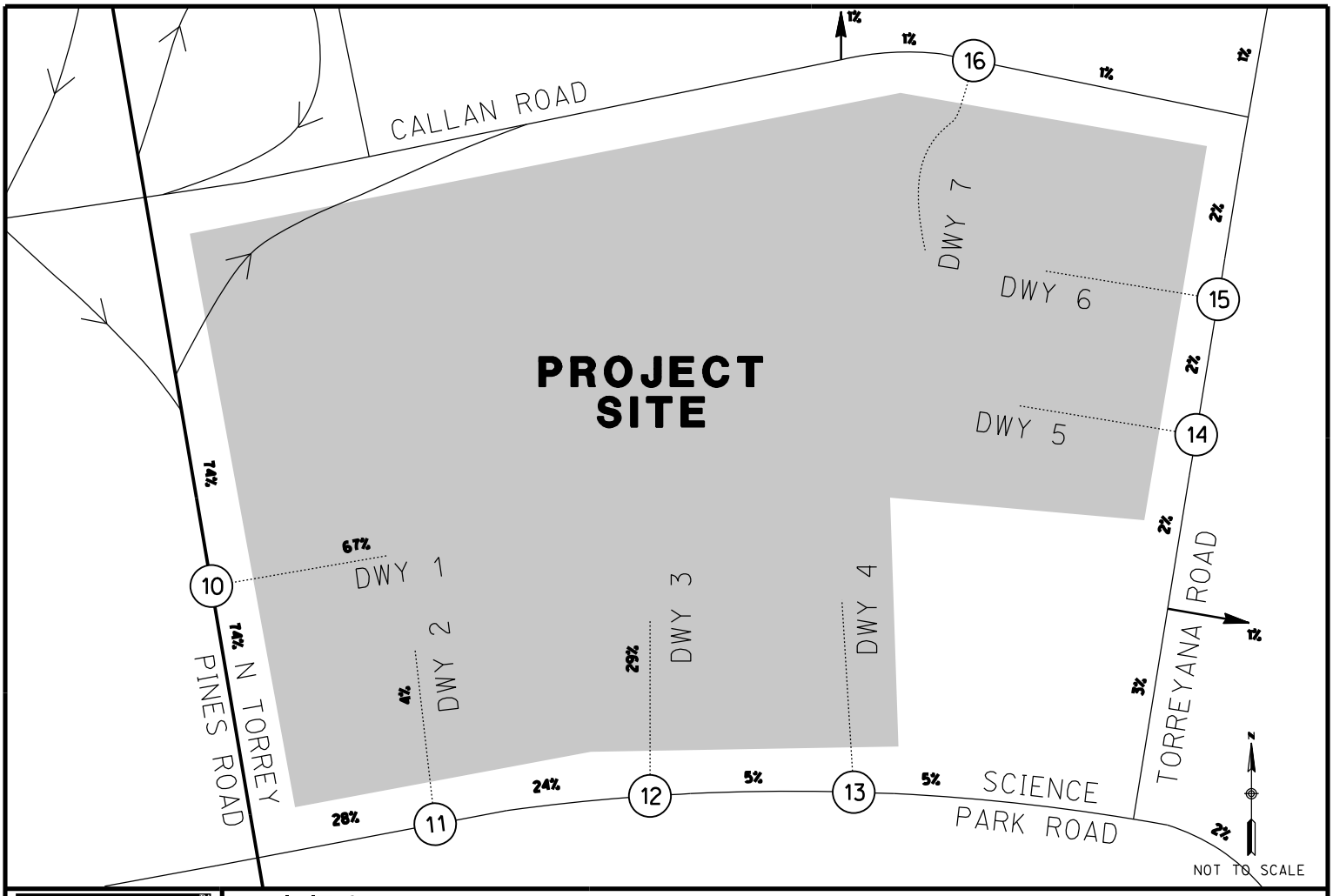

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EXHIBIT 8

PROJECT TRIP DISTRIBUTION AT DRIVEWAYS

LEGEND: XX% =DISTRIBUTION PERCENTAGE

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

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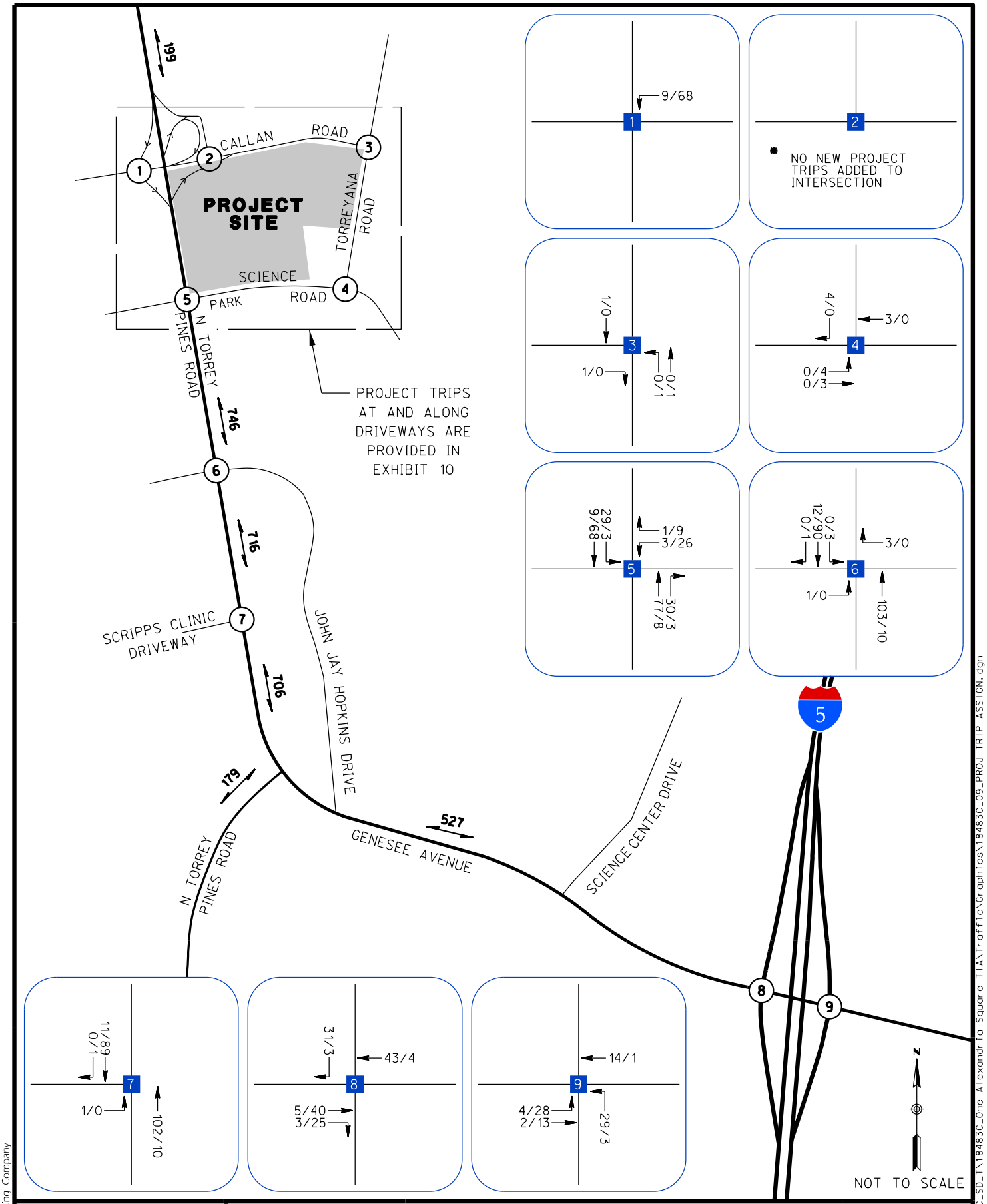

EXHIBIT 9

PROJECT TRIP ASSIGNMENT

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

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LEGEND

AM/PM=PEAK HOUR VOLUMES

XXX =TWO-WAY ADT

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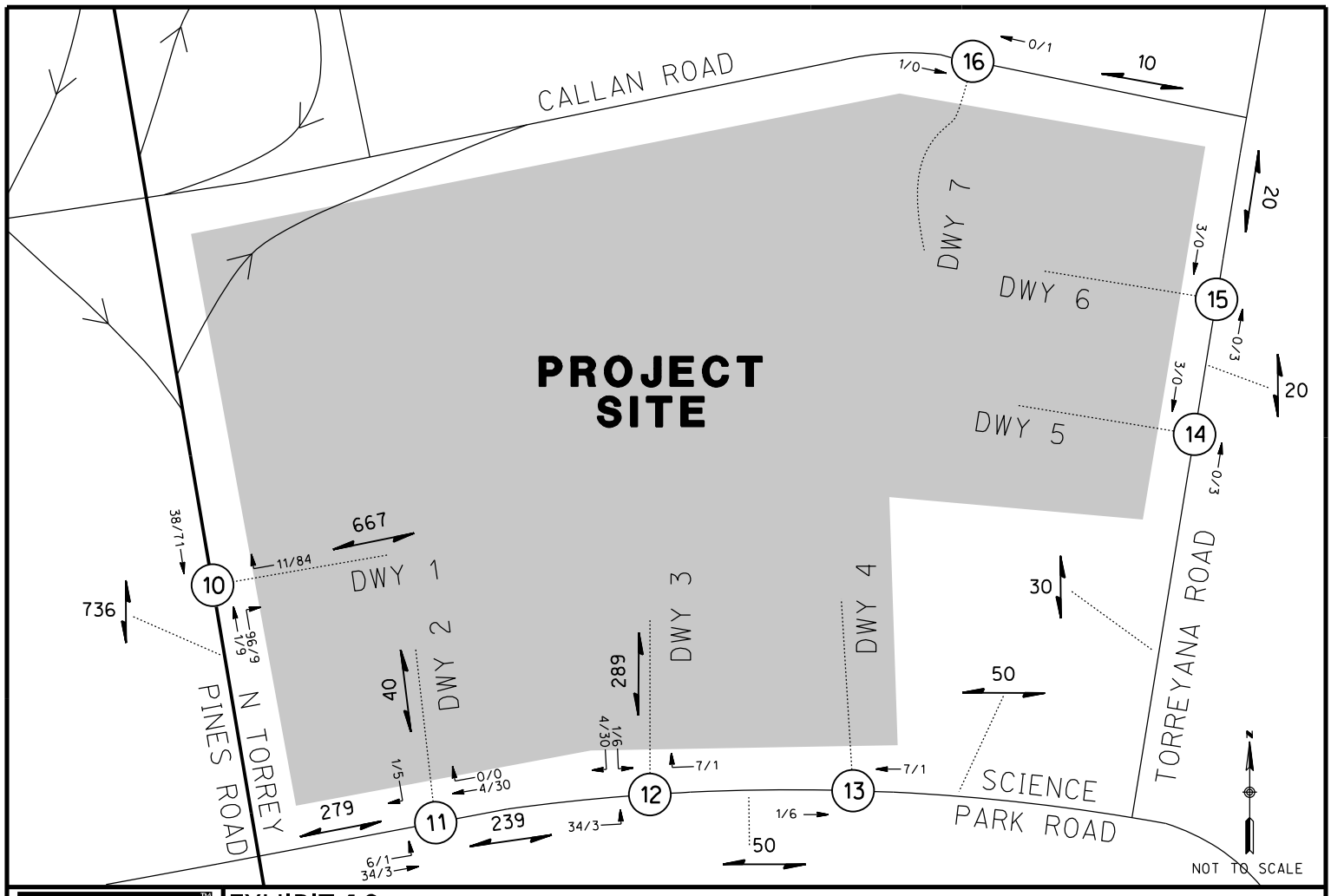

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EXHIBIT 10

PROJECT TRIP ASSIGNMENT AT DRIVEWAYS

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

LEGEND: X,XXX =TWO-WAY ADT; AM/PM=PEAK HOUR VOLUMES

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5.0- PROJECT TRAFFIC

5.1- TRIP GENERATION

The project traffic volumes generated by the proposed development were estimated utilizing City of San Diego's Trip Generation Manual (May 2003) for a Scientific Research and Development use. Using the driveway trip rates of 8 weekday trips/thousand square feet, the project is expected to generate approximately 2,052 Average Daily Traffic (ADT) with 328 (295 inbound and 33 outbound) AM peak hour trips and 287 (29 inbound and 259 outbound) PM peak hour trips. The two existing buildings totaling 133,660 square feet to be demolished are currently occupied by National University Corporate office. Using driveway trip rates of 10 weekday trips/thousand square feet for a Corporate Headquarters/Single Tenant Office use, it is estimated that it currently generates approximately 1,337 Average Daily Traffic (ADT) with 201 (180 inbound and 21 outbound) AM peak hour trips and 201 (21 inbound and 180 outbound) PM peak hour trips. These trips were subtracted out for a net of 715 Average Daily Traffic (ADT) with 127 (115 inbound and 12 outbound) AM peak hour trips and 86 (8 inbound and 78 outbound) PM peak hour trips.

Table 5 summarizes the anticipated trips that would be generated by the project.

TABLE 5

PROJECT TRIP GENERATION SUMMARY

LAND USE	QUANTITY		DWY Rate[2]	ADT[3]	AM PEAK HOUR						PM PEAK HOUR					
					Peak Hr Rate	SPLIT		VOLUMES			Peak Hr Rate	SPLIT		VOLUMES		
						IN	OUT	IN	OUT	TOTAL		IN	OUT	IN	OUT	TOTAL
Research and Development	256.5	TSF[1]	8	2,052	16%	90%	10%	295	33	328	14%	10%	90%	29	259	287
Total	**256.5**	**TSF**		**2,052**				**295**	**33**	**328**				**29**	**259**	**287**
Existing National University Headquarters Office to be Demolished	133.7	TSF	10	1,337	15%	90%	10%	180	21	201	15%	10%	90%	21	180	201
Existing Total	**133.7**	**TSF**		**1,337**				**180**	**21**	**201**				**21**	**180**	**201**
Net Total	**122.8**			**715**				**115**	**12**	**127**				**8**	**78**	**86**

[1]TSF = Thousand Square Feet

[2]Rates based on City of San Diego's Trip Generation Rate Summary for Scientific Research and Development and Corporate Headquarters/Single Tenant Office.

[3]ADT = Average Daily Traffic

5.2- TRIP DISTRIBUTION

The project traffic distribution was estimated based on the site's proximity to the nearby major roadways, freeways, existing, future traffic patterns, as well as adjacent land uses, and our knowledge of local traffic patterns in the surrounding area. Once the project distributions were established the project traffic volumes were added to the project area intersections and roadways.

Exhibit 6 illustrates the project distribution percentages.

Exhibit 7 illustrates the anticipated project traffic volumes.

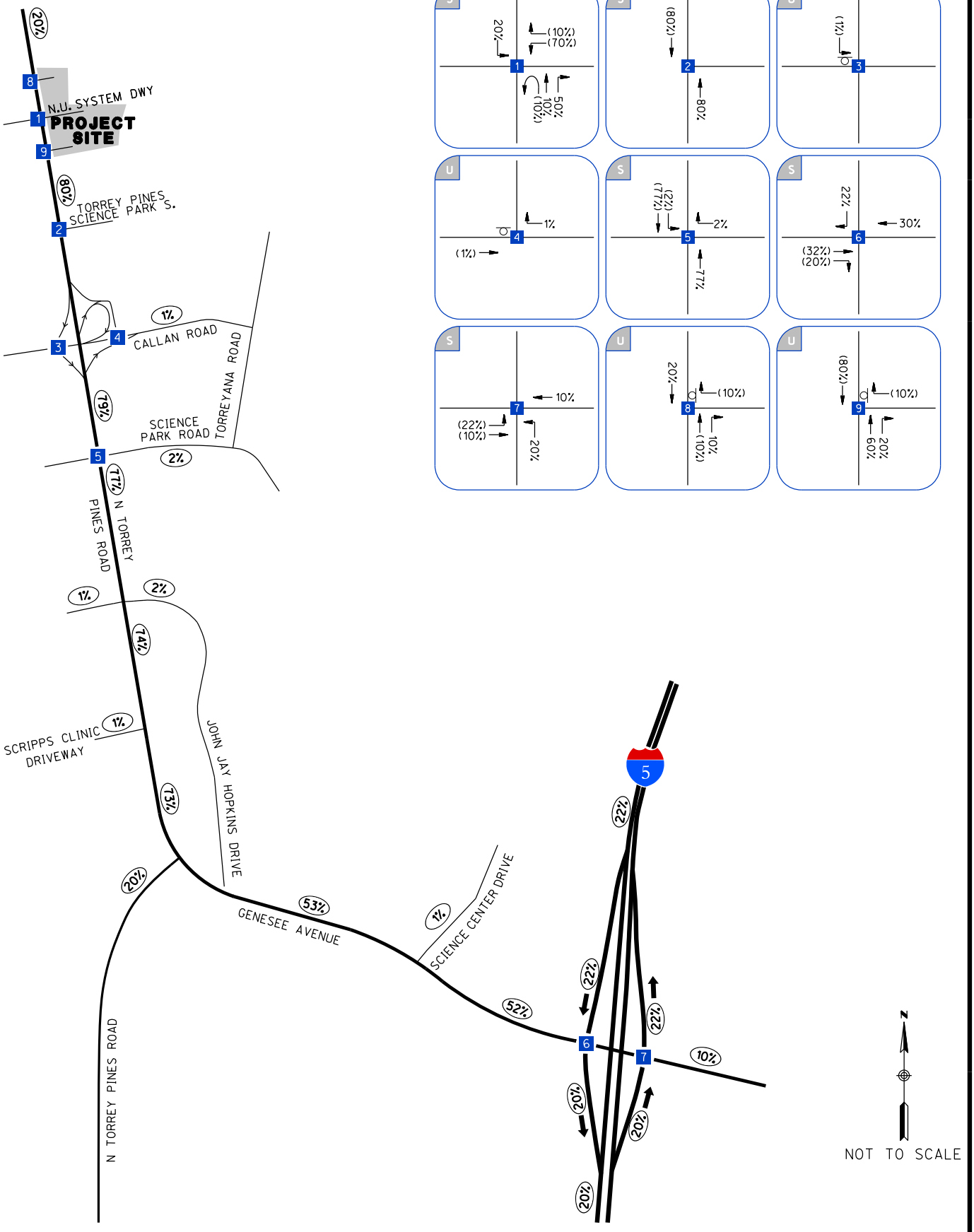

EXHIBIT 6

PROJECT TRIP DISTRIBUTION

ONE ALEXANDRIA NORTH

LEGEND

- X =INTERSECTION NUMBER
- S =SIGNALIZED
- U =UNSIGNALIZED
- XX% =PERCENT DISTRIBUTION
- XX% =INBOUND PERCENT DISTRIBUTION
- (XX%) =OUTBOUND PERCENT DISTRIBUTION

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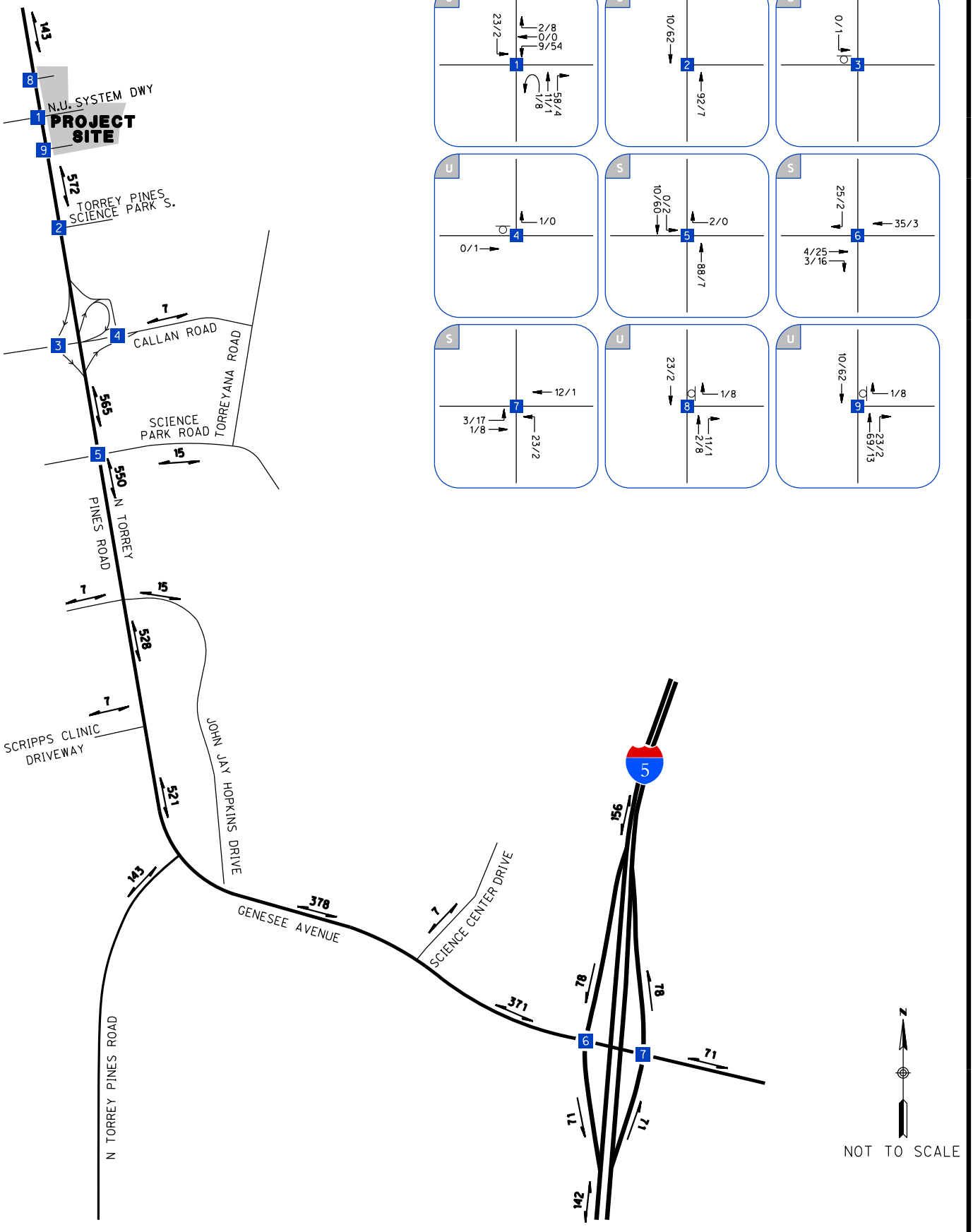

EXHIBIT 7

PROJECT TRIP VOLUMES

ONE ALEXANDRIA NORTH

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LEGEND

- X =INTERSECTION NUMBER
- S =SIGNALIZED
- U =UNSIGNALIZED
- =STOP CONTROL
- X,XXX = TWO-WAY ADT
- X,XXX = ONE-WAY ADT

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