TECHNICAL APPENDICES
NEWMAN BUILDING MIXED-USED PROJECT

San Diego, California
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APPENDICES

APPENDIX

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APPENDIX A

SIGNAL TIMING PLANS

INTERSECTION: 30th St and Lincoln Ave

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street Name: 30th St
E/W Street Name: Lincoln Ave

Last Database Change:
Drawing Number :

Change Record		
Change	By	Date
Original T.S	LV3	FLG

Free Lag <C/1+F+0> _2_4_6_8

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-8
14 = Free
15 = Flash

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

Drop Number	10	<C/0+0+0>
Zone Number	10	<C/0+0+1>
Area Number	2	<C/0+0+2>
Area Address	77	<C/0+0+3>
QuicNet Channel	COM77:	(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)

NORTH

		Lincoln		30th St		Lincoln		30th St	
		Phase							
	Column Numbers --->	1	2	3	4	5	6	7	8
Row	Phase Names --->		→		↓		←		↑
0	Ped Walk		7		7		7		7
1	Ped FDW		~~12~~14		~~12~~14		~~11~~13		~~11~~13
2	Min Green		7		10		7		10
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension		2.6		2.0		2.7		2.0
6	Max Gap		2.6		2.0		2.7		2.0
7	Min Gap		0.2		2.0		0.2		2.0
8	Max Limit		40		40		40		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		1.3				1.2		
E	Yellow Change		3.9		3.9		3.9		3.9
F	Red Clear		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	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

Row		F
0	Permit	_2_4_6_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	__4__8
4	Ped Recall	
5	*View Set Peds*	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	_2__6__
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	__4__8
F	First Phases	_2__6__

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
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 <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 = 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

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
B	EV-B Phases	4
C	EV-C Phases	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	
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 <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	12345678

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 0 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 =
5 =
6 = Simplex 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

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Pads

Row	Column Numbers ---->	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9	Row
	Plan Name ---->	AM	MID/PM								
0	Cycle Length	80	85								0
1	Phase 1 - ForceOff										1
2	Phase 2 - ForceOff	39	37								2
3	Phase 3 - ForceOff										3
4	Phase 4 - ForceOff	0	0								4
5	Phase 5 - ForceOff										5
6	Phase 6 - ForceOff	39	37								6
7	Phase 7 - ForceOff										7
8	Phase 8 - ForceOff	0	0								8
9	Ring Offset										9
A	Offset 1	70	60								A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End	10	10								D
E	Hold Release	255	255								E
F	Reserved										F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync	4 8	1
2	Plan 2 - Sync	4 8	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		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	Prelimed 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 - 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		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	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

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-6 (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 62	Free (7-Wire)	RR-1	51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense 61	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 <C+0+E=126>

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-6	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 <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

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	
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

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

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 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		39	45_7	2	123		
1	2I2U	40	45_7	2	123		1.8
2		41	45_7	4	123		
3		42	45_7	8	123		
4		43	45_7	2	123		
5		44	45_7	6	123		
6		45	45_7	4	123		
7	4I6U	46	45_7	4	123	10.0	
8		47	67	4	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		

Column Numbers ---->	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7	5	123		
1	6J2U	60	45_7	6	123		1.8
2		61	45_7	7	123		
3		62	45_7	3	123		
4		63	45_7	2	123		
5		64	45_7	6	123		
6		65	45_7	4	123		
7	8J6U	66	45_7	8	123	10.0	
8		67	2	8	123		
9		68	2	6	123		
A		69	2	4	123		
B		70	2	8	123		
C		76	45_7	2	123		
D		77	45_7	6	123		
E		78	45_7	4	123		
F		79	45_7	8	123		

Detector Assignments <C+0+E=126> <C+0+D=0>

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 <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>
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
<C+0+D=0> (seconds)

TOD Coordination <C+0+9=0.1>
(Bank 1)

Row	Time	Plan	Offset	Day of Week
0	07 : 00	1	A	_23456_
1	10 : 00	2	A	1234567
2	22 : 00	E	A	1234567
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <C+0+7=0.1> <C+0+E=27>

Time	Funct.	Day of Week	Column 4 Phases/Bits

Holiday Dates <C+0+8=1.1>
(Bank 1)

Day	Year	Month	Holiday Type

Holiday Events <C+0+9=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type

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

TOD Coordination <C+0+9=0.2>
(Bank 2)

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Time	Funct.	Holiday Type	Column 4 Phases/Bits

Holiday Dates <C+0+8=1.2>
(Bank 2)

Day	Year	Month	Holiday Type

Holiday Events <C+0+9=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type

Month Select: October = A, November = B, December = C

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										

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

[ ] <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										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

[ ] <E/28+5+F>
Limited Service Interval

Min Time (seconds)	4	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	255	<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	#NAME?	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters

<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Headway Schedule <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)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: University Ave and 30th St

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street Name: **30th St**
E/W Street Name: **University Ave**

Last Database Change:
Drawing Number : **27700-13-D**

Change Record		
Change	By	Date
Original T.S	LV3	

Free Lag <C/1+F+0> : _2_4_6_8

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	11	<C/0+0+0>
Zone Number	11	<C/0+0+1>
Area Number	2	<C/0+0+2>
Area Address	78	<C/0+0+3>
QuicNet Channel	COM77	(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)

NORTH

University | 30th St | University | 30th St

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		7		7		7		7
1	Ped FDW		15		19		16		18
2	Min Green	4	10	4	7	4	10	4	7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	2.7	2.0	2.0	2.0	3.3	2.0	2.0
6	Max Gap	2.0	2.7	2.0	2.0	2.0	3.3	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		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		1.2				1.0		
E	Yellow Change	3.4	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	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

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	Dual 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 <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	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 <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 = 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

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	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	
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 <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	12345678

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 =
5 =
6 = Simplex 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

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 ----->	AM						PM			
0	Cycle Length	80						120			0
1	Phase 1 - ForceOff	54						70			1
2	Phase 2 - ForceOff	0						0			2
3	Phase 3 - ForceOff	13						20			3
4	Phase 4 - ForceOff	44						51			4
5	Phase 5 - ForceOff	54						70			5
6	Phase 6 - ForceOff	0						0			6
7	Phase 7 - ForceOff	13						20			7
8	Phase 8 - ForceOff	44						51			8
9	Ring Offset										9
A	Offset 1	0						72			A
B	Offset 2										B
C	Offset 3										C
D	Perm 1 - End	8						12			D
E	Hold Release	255						255			E
F	Reserved										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
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync		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+0+C=1>

Row											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 - 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
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag		5
6	Plan 6 - Lag		6
7	Plan 7 - Lag	2 4 6 8	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+0+C=1>

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 <C+0+E=126>

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 <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

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

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

Time B4 Yellow	0.0	
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

	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

Column Numbers ---->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7	2	123		
1	2I2U	40	45_7	2	123		1.8
2		41	45_7	4	123		
3		42	45_7	8	123		
4		43	45_7	2	123		
5		44	45_7	6	123		
6		45	45_7	4	123		
7		46	45_7	4	123		
8		47	67	4	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		

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7	5	123		
1	6J2U	60	45_7	6	123		1.8
2		61	45_7	7	123		
3		62	45_7	3	123		
4		63	45_7	2	123		
5		64	45_7	6	123		
6		65	45_7	4	123		
7		66	45_7	8	123		
8		67	2	8	123		
9		68	2	6	123		
A		69	2	4	123		
B		70	2	8	123		
C		76	45_7	2	123		
D		77	45_7	6	123		
E		78	45_7	4	123		
F		79	45_7	8	123		

Detector Assignments <C+0+E=126> <C+0+D=0>

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 <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>
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
<C+0+D=0> (seconds)

TOD Coordination <C+0+9=0.1>
(Bank 1)

Row	Time	Plan	Offset	Day of Week
0	07 : 00	1	A	_23456_
1	10 : 00	7	A	1234567
2	22 : 00	E	A	1234567
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function <C+0+7=0.1> <C+0+E=27>

Time	Funct.	Day of Week	Column 4 Phases/Bits
00 : 01	E	1234567	1_____

Holiday Dates <C+0+8=1.1>
(Bank 1)

Day	Year	Month	Holiday Type

Holiday Events <C+0+9=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type

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

TOD Coordination <C+0+9=0.2>
(Bank 2)

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Time	Funct.	Holiday Type	Column 4 Phases/Bits

Holiday Dates <C+0+8=1.2>
(Bank 2)

Day	Year	Month	Holiday Type

Holiday Events <C+0+9=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type

Month Select: October = A, November = B, Decmber = C

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										

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

[ ] <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										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

[ ] <E/28+5+F>
Limited Service Interval

Min Time (seconds)	4	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	255	<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	#NAME?	<E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters
<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Headway Schedule <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)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

APPENDIX B

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#01	File Name:	ITM-24-016-01
Intersection:	Lincoln Avenue & Kansas Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Kansas Street Southbound			Lincoln Ave - Closed AM Westbound			Kansas Street Northbound			Lincoln Ave - Closed AM Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	9	13	0	1	3	6	6	0	14	1	3	56
7:15	3	8	18	0	1	5	1	11	0	9	0	3	59
7:30	0	7	7	0	1	1	3	3	0	13	1	4	40
7:45	1	3	11	0	0	1	5	8	0	10	0	3	42
8:00	0	3	10	0	0	1	1	5	0	11	0	2	33
8:15	1	5	11	1	1	1	1	4	0	6	0	3	34
8:30	1	6	13	0	1	0	2	8	0	7	2	3	43
8:45	1	5	11	0	0	0	2	3	0	8	0	5	35
Total	7	46	94	1	5	12	21	48	0	78	4	26	342
Approach%	4.8	31.3	63.9	5.6	27.8	66.7	30.4	69.6	-	72.2	3.7	24.1	
Total%	2.0	13.5	27.5	0.3	1.5	3.5	6.1	14.0	-	22.8	1.2	7.6	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	4	27	49	-	3	10	15	28	-	46	2	13	197
Approach%	5.0	33.8	61.3	-	23.1	76.9	34.9	65.1	-	75.4	3.3	21.3	
Total%	2.0	13.7	24.9	-	1.5	5.1	7.6	14.2	-	23.4	1.0	6.6	
PHF			0.69			0.54			0.83			0.85	0.83

PM	Kansas Street Southbound			Lincoln Ave - Closed AM Westbound			Kansas Street Northbound			Lincoln Ave - Closed AM Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	1	2	0	5	28	3	3	2	7	3	26	0	80
16:15	3	3	3	7	29	5	1	1	5	2	30	1	90
16:30	3	3	3	8	34	6	1	4	4	2	35	1	104
16:45	4	4	2	3	27	5	0	7	4	1	38	8	103
17:00	3	4	4	1	30	3	1	1	5	2	35	3	92
17:15	7	6	3	3	52	9	3	2	8	0	32	4	129
17:30	1	8	3	4	29	7	3	1	5	7	28	4	100
17:45	6	10	7	7	36	10	5	3	12	5	12	3	116
Total	28	40	25	38	265	48	17	21	50	22	236	24	814
Approach%	30.1	43.0	26.9	10.8	75.5	13.7	19.3	23.9	56.8	7.8	83.7	8.5	
Total%	3.4	4.9	3.1	4.7	32.6	5.9	2.1	2.6	6.1	2.7	29.0	2.9	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	17	28	17	15	147	29	12	7	30	14	107	14	437
Approach%	27.4	45.2	27.4	7.9	77.0	15.2	24.5	14.3	61.2	10.4	79.3	10.4	
Total%	3.9	6.4	3.9	3.4	33.6	6.6	2.7	1.6	6.9	3.2	24.5	3.2	
PHF			0.67			0.75			0.61			0.84	0.85

Intersection Turning Movement - Bicycle & Pedestrian Count

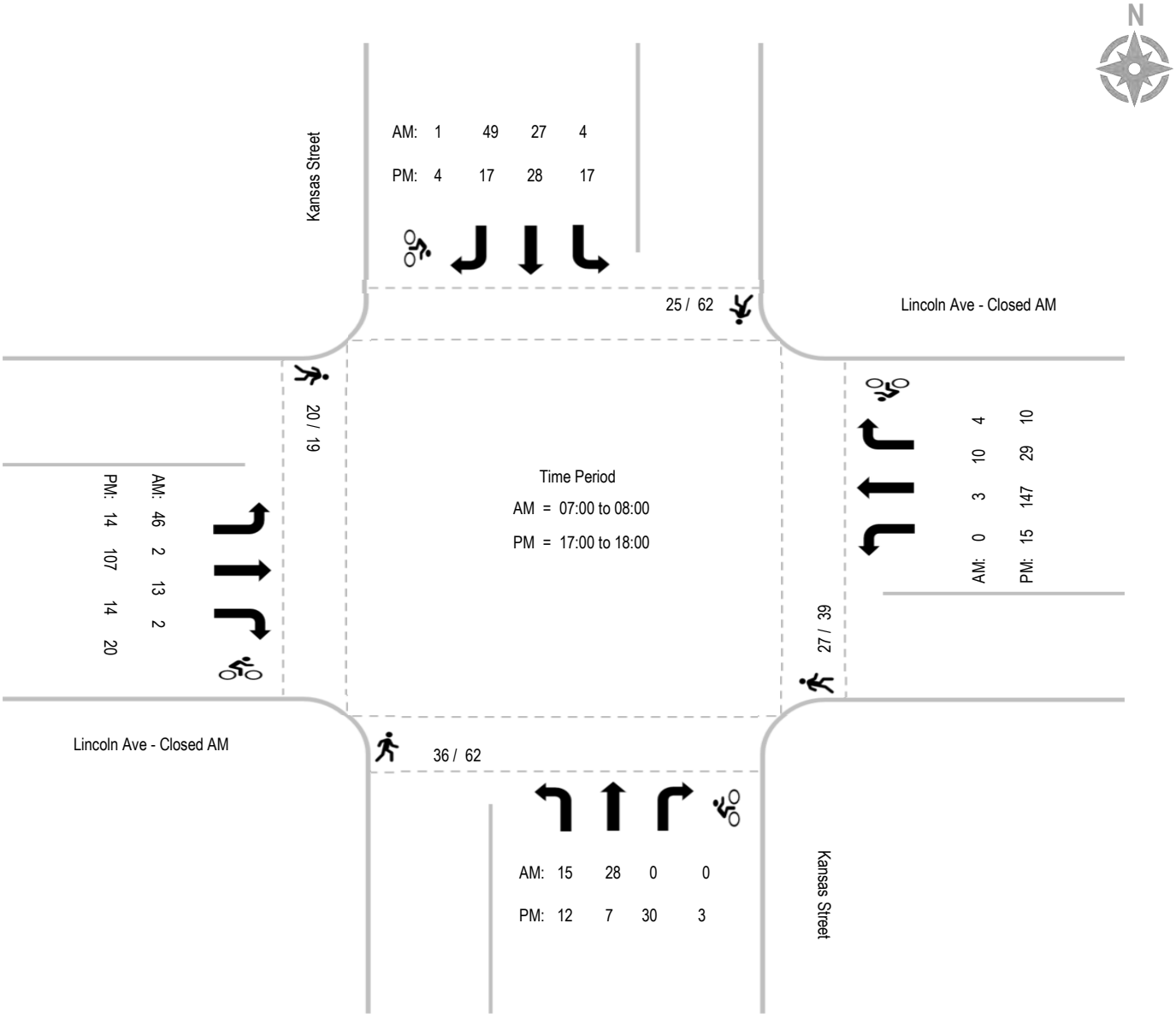
Location:	#01	File Name:	ITM-24-016-01
Intersection:	Lincoln Avenue & Kansas Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Kansas Street Southbound				Lincoln Ave - Closed AM Westbound				Kansas Street Northbound				Lincoln Ave - Closed AM Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	4	0	0	0	5	0	0	0	4	0	0	0	4	0	0	0	17	0
7:15	2	0	0	0	3	0	0	0	4	0	0	0	6	0	0	0	15	0
7:30	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	7	0
7:45	4	0	0	0	4	0	0	0	7	0	0	0	4	0	1	0	19	1
8:00	2	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	7	1
8:15	3	1	0	0	4	0	1	0	6	0	0	0	1	0	0	0	14	2
8:30	7	0	0	0	7	0	2	0	7	0	0	0	1	0	0	0	22	2
8:45	2	0	0	0	3	0	0	0	2	0	0	0	0	0	0	1	7	1
Ped Total	25				27				36				20				108	
Bike Total		1	0	0		0	4	0		0	0	0		0	1	1		7

PM	Kansas Street Southbound				Lincoln Ave - Closed AM Westbound				Kansas Street Northbound				Lincoln Ave - Closed AM Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	4	0	1	0	0	0	0	0	5	0	0	0	3	0	2	0	12	3
14:15	7	0	1	0	6	0	2	0	7	0	0	0	2	0	1	0	22	4
14:30	7	0	0	0	6	0	2	0	7	0	0	0	3	0	3	0	23	5
14:45	10	0	1	0	2	0	1	0	3	0	0	0	3	0	4	0	18	6
15:00	8	0	0	0	5	0	0	0	8	0	0	0	0	0	4	0	21	4
15:15	5	0	0	0	1	0	2	0	11	2	0	0	2	0	1	0	19	5
15:30	11	1	0	0	14	0	1	0	13	0	0	0	4	0	2	0	42	4
15:45	10	0	0	0	5	0	2	0	8	0	0	1	2	1	2	0	25	6
Ped Total	62				39				62				19				182	
Bike Total		1	3	0		0	10	0		2	0	1		1	19	0		37

Intersection Turning Movement - Peak Hour Summary

Location:	#01	File Name:	ITM-24-016-01
Intersection:	Lincoln Avenue & Kansas Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#02	File Name:	ITM-24-016-02
Intersection:	Lincoln Avenue & Alley Way	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Alley Way Southbound			Lincoln Ave - Closed AM Westbound			Alley Way Northbound			Lincoln Ave - Closed AM Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	1	0	2	0	0	0	1	1	1	0	6
7:15	2	0	3	0	1	1	0	0	0	1	1	0	9
7:30	4	0	1	0	0	3	0	1	3	1	0	0	13
7:45	5	0	3	0	0	2	0	0	0	1	0	0	11
8:00	0	0	1	1	1	0	0	0	0	1	0	0	4
8:15	0	0	2	0	1	1	0	0	0	1	0	0	5
8:30	0	0	1	0	1	0	0	0	0	0	2	0	4
8:45	1	0	1	0	0	1	0	0	0	0	0	0	3
Total	12	0	13	1	6	8	0	1	4	6	4	0	55
Approach%	48.0	-	52.0	6.7	40.0	53.3	-	20.0	80.0	60.0	40.0	-	
Total%	21.8	-	23.6	1.8	10.9	14.5	-	1.8	7.3	10.9	7.3	-	

AM Intersection Peak Hour: **07:00 to 08:00**

Volume	11	-	8	-	3	6	-	1	4	4	2	-	39
Approach%	57.9	-	42.1	-	33.3	66.7	-	20.0	80.0	66.7	33.3	-	
Total%	28.2	-	20.5	-	7.7	15.4	-	2.6	10.3	10.3	5.1	-	
PHF			0.59			0.75			0.31			0.75	0.75

PM	Alley Way Southbound			Lincoln Ave - Closed AM Westbound			Alley Way Northbound			Lincoln Ave - Closed AM Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	0	0	0	1	34	1	1	0	1	2	32	2	74
16:15	1	0	2	0	44	1	0	0	1	2	35	2	88
16:30	1	0	0	1	41	1	0	0	5	2	40	2	93
16:45	0	0	2	3	34	2	1	0	3	5	42	5	97
17:00	3	1	1	1	34	2	0	0	7	5	39	5	98
17:15	1	0	1	3	59	2	0	0	3	1	47	1	118
17:30	1	0	1	3	35	2	0	0	1	0	29	0	72
17:45	0	0	0	2	49	0	0	0	1	0	35	0	87
Total	7	1	7	14	330	11	2	0	22	17	299	17	727
Approach%	46.7	6.7	46.7	3.9	93.0	3.1	8.3	-	91.7	5.1	89.8	5.1	
Total%	1.0	0.1	1.0	1.9	45.4	1.5	0.3	-	3.0	2.3	41.1	2.3	

PM Intersection Peak Hour: **16:30 to 17:30**

Volume	5	1	4	8	168	7	1	-	18	13	168	13	406
Approach%	50.0	10.0	40.0	4.4	91.8	3.8	5.3	-	94.7	6.7	86.6	6.7	
Total%	1.2	0.2	1.0	2.0	41.4	1.7	0.2	-	4.4	3.2	41.4	3.2	
PHF			0.50			0.71			0.68			0.93	0.86

Intersection Turning Movement - Bicycle & Pedestrian Count

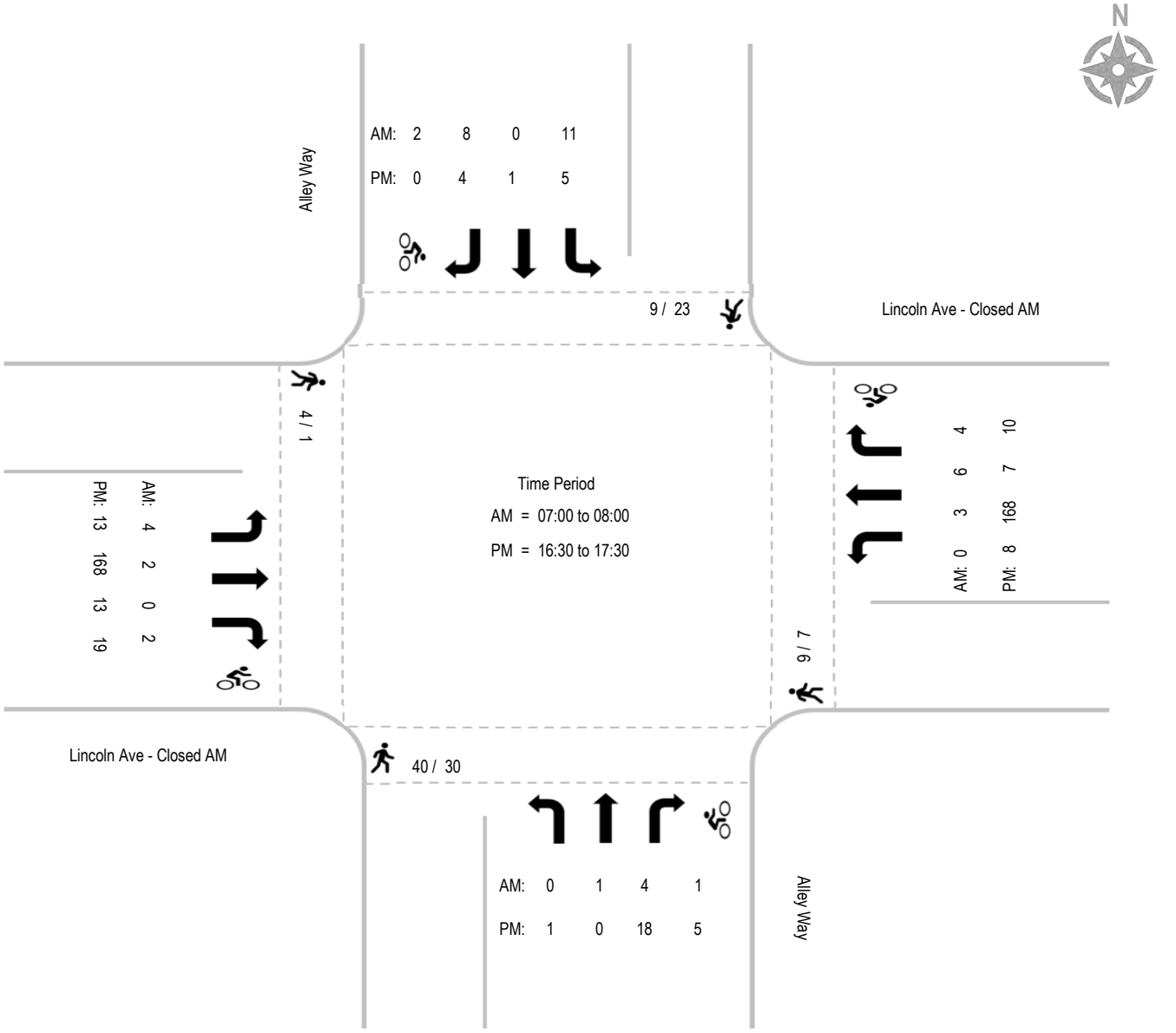
Location:	#02	File Name:	ITM-24-016-02
Intersection:	Lincoln Avenue & Alley Way	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Alley Way Southbound				Lincoln Ave - Closed AM Westbound				Alley Way Northbound				Lincoln Ave - Closed AM Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	2	0	0	0	1	0	0	0	5	0	0	0	3	0	0	0	11	0
7:15	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	6	0
7:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
7:45	0	0	0	0	0	0	0	0	6	0	0	1	0	0	1	0	6	2
8:00	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	5	1
8:15	2	1	0	1	6	0	1	0	7	0	0	0	0	0	1	0	15	4
8:30	3	0	0	0	1	0	2	0	7	0	0	0	0	0	0	0	11	2
8:45	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	0
Ped Total	9				9				40				4				62	
Bike Total		1	0	1		0	4	0		0	0	1		0	2	0		9

PM	Alley Way Southbound				Lincoln Ave - Closed AM Westbound				Alley Way Northbound				Lincoln Ave - Closed AM Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	3	0	0	0	0	0	0	0	2	0	2	1	0	0	2	0	5	5
14:15	6	0	0	0	1	0	2	0	1	0	0	0	0	0	1	0	8	3
14:30	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	0	1	5
14:45	0	0	0	0	1	0	1	0	3	0	0	0	0	0	4	0	4	5
15:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	3	4
15:15	1	0	0	0	0	0	2	0	4	0	0	0	0	0	1	0	5	3
15:30	3	0	0	0	2	0	1	0	9	0	0	0	1	0	2	0	15	3
15:45	8	0	0	0	1	0	2	0	11	0	0	2	0	0	2	0	20	6
Ped Total	23				7				30				1				61	
Bike Total		0	0	0		0	10	0		0	2	3		0	19	0		34

Intersection Turning Movement - Peak Hour Summary

Location:	#02	File Name:	ITM-24-016-02
Intersection:	Lincoln Avenue & Alley Way	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#03	File Name:	ITM-24-016-03
Intersection:	Lincoln Avenue & 30tH Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	30th Street Southbound			Lincoln Avenue Westbound			30th Street Northbound			Lincoln Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	4	29	0	11	0	18	0	38	8	1	0	0	109
7:15	3	34	0	13	1	14	0	37	5	1	0	0	108
7:30	6	43	2	17	0	17	0	47	4	3	1	1	141
7:45	3	44	0	15	1	22	0	53	8	2	1	1	150
8:00	7	56	2	27	1	32	0	47	7	1	0	0	180
8:15	6	44	0	27	0	28	1	62	18	0	0	0	186
8:30	9	36	1	19	0	27	0	61	11	0	1	1	166
8:45	9	47	0	22	0	24	1	47	2	0	1	0	153
Total	47	333	5	151	3	182	2	392	63	8	4	3	1193
Approach%	12.2	86.5	1.3	44.9	0.9	54.2	0.4	85.8	13.8	53.3	26.7	20.0	
Total%	3.9	27.9	0.4	12.7	0.3	15.3	0.2	32.9	5.3	0.7	0.3	0.3	

AM Intersection Peak Hour: **08:00 to 09:00**

Volume	31	183	3	95	1	111	2	217	38	1	2	1	685
Approach%	14.3	84.3	1.4	45.9	0.5	53.6	0.8	84.4	14.8	25.0	50.0	25.0	
Total%	4.5	26.7	0.4	13.9	0.1	16.2	0.3	31.7	5.5	0.1	0.3	0.1	
PHF			0.83			0.86			0.79			0.50	0.93

PM	30th Street Southbound			Lincoln Avenue Westbound			30th Street Northbound			Lincoln Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	8	93	5	8	21	5	9	59	20	4	20	2	254
16:15	9	84	6	12	32	8	8	67	16	7	25	6	280
16:30	15	82	3	17	36	8	7	59	10	8	26	10	281
16:45	8	65	4	12	30	7	5	47	10	10	24	15	237
17:00	9	68	6	13	25	9	4	65	19	2	42	7	269
17:15	6	76	16	8	46	19	13	65	14	7	25	16	311
17:30	11	83	11	12	25	15	8	55	18	3	25	8	274
17:45	13	74	9	12	37	5	10	66	21	2	22	9	280
Total	79	625	60	94	252	76	64	483	128	43	209	73	2186
Approach%	10.3	81.8	7.9	22.3	59.7	18.0	9.5	71.6	19.0	13.2	64.3	22.5	
Total%	3.6	28.6	2.7	4.3	11.5	3.5	2.9	22.1	5.9	2.0	9.6	3.3	

PM Intersection Peak Hour: **17:00 to 18:00**

Volume	39	301	42	45	133	48	35	251	72	14	114	40	1,134
Approach%	10.2	78.8	11.0	19.9	58.8	21.2	9.8	70.1	20.1	8.3	67.9	23.8	
Total%	3.4	26.5	3.7	4.0	11.7	4.2	3.1	22.1	6.3	1.2	10.1	3.5	
PHF			0.91			0.77			0.92			0.82	0.91

Intersection Turning Movement - Bicycle & Pedestrian Count

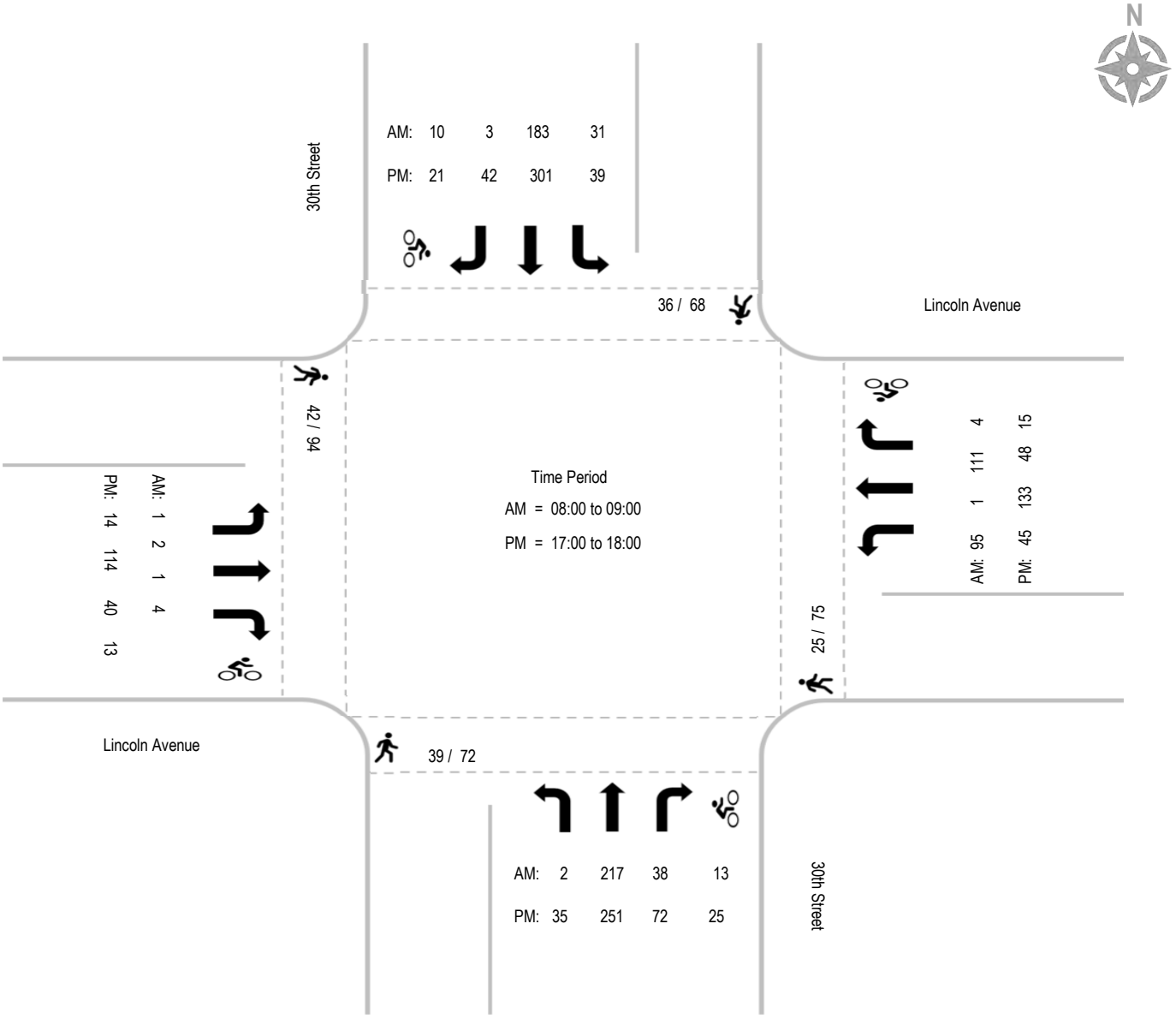
Location:	#03	File Name:	ITM-24-016-03
Intersection:	Lincoln Avenue & 30tH Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	30th Street Southbound				Lincoln Avenue Westbound				30th Street Northbound				Lincoln Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	3	0	0	0	3	0	0	0	5	0	0	0	2	0	0	0	13	0
7:15	3	0	1	0	2	1	1	0	4	0	3	1	6	0	0	0	15	7
7:30	2	0	2	1	4	1	0	0	1	0	0	0	4	0	1	0	11	5
7:45	3	0	2	0	5	0	0	0	3	0	3	0	4	1	0	1	15	7
8:00	7	0	2	1	3	0	0	0	4	0	0	0	4	0	0	0	18	3
8:15	5	0	0	0	2	0	0	0	8	0	3	1	7	0	1	0	22	5
8:30	9	0	1	0	4	0	1	0	13	0	1	0	8	0	0	0	34	3
8:45	4	0	0	0	2	0	0	0	1	0	1	0	7	0	0	0	14	1
Ped Total	36				25				39				42				142	
Bike Total		0	8	2		2	2	0		0	11	2		1	2	1		31

PM	30th Street Southbound				Lincoln Avenue Westbound				30th Street Northbound				Lincoln Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	7	0	4	0	0	0	0	1	10	0	3	0	7	0	0	1	24	9
14:15	6	1	2	0	14	0	4	0	5	0	3	1	7	0	0	0	32	11
14:30	5	0	3	0	4	0	0	0	6	0	1	0	0	0	1	0	15	5
14:45	0	1	1	0	8	0	0	0	4	0	1	1	15	0	3	0	27	7
15:00	8	0	3	0	6	0	2	1	6	0	0	1	11	1	0	2	31	10
15:15	8	0	0	0	10	1	0	0	14	0	3	1	23	0	1	0	55	6
15:30	16	0	2	0	20	1	2	1	7	1	2	1	9	0	0	0	52	10
15:45	18	0	4	0	13	1	1	0	20	0	5	1	22	0	3	1	73	16
Ped Total	68				75				72				94				309	
Bike Total		2	19	0		3	9	3		1	18	6		1	8	4		74

Intersection Turning Movement - Peak Hour Summary

Location:	#03	File Name:	ITM-24-016-03
Intersection:	Lincoln Avenue & 30tH Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#04	File Name:	ITM-24-016-04
Intersection:	University Avenue & Kansas Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Kansas Street Southbound			University Avenue Westbound			- Northbound			University Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	7	0	70	4	0	0	0	0	64	0	145
7:15	0	0	11	0	53	6	0	0	0	0	48	0	118
7:30	0	0	7	0	63	2	0	0	0	0	52	0	124
7:45	0	0	4	0	67	6	0	0	0	0	54	0	131
8:00	0	0	4	0	113	2	0	0	0	0	68	0	187
8:15	1	0	3	0	78	6	0	0	0	0	96	0	184
8:30	0	0	10	0	91	7	0	0	0	0	73	0	181
8:45	0	0	7	0	76	5	0	0	0	0	63	0	151
Total	1	0	53	0	611	38	0	0	0	0	518	0	1221
Approach%	1.9	-	98.1	-	94.1	5.9	-	-	-	-	100.0	-	
Total%	0.1	-	4.3	-	50.0	3.1	-	-	-	-	42.4	-	

AM Intersection Peak Hour: **08:00 to 09:00**

Volume	1	-	24	-	358	20	-	-	-	-	300	-	703
Approach%	4.0	-	96.0	-	94.7	5.3	-	-	-	-	100.0	-	
Total%	0.1	-	3.4	-	50.9	2.8	-	-	-	-	42.7	-	
PHF			0.63			0.82			#DIV/0!			0.78	0.94

PM	Kansas Street Southbound			University Avenue Westbound			- Northbound			University Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	0	0	5	0	82	6	0	0	0	0	126	0	219
16:15	0	0	8	0	73	3	0	0	0	0	135	0	219
16:30	0	0	8	0	69	5	0	0	0	0	140	0	222
16:45	0	0	10	0	78	8	0	0	0	0	151	0	247
17:00	0	0	5	0	83	2	0	0	0	0	167	0	257
17:15	0	0	10	0	71	8	0	0	0	0	141	0	230
17:30	0	0	14	0	83	5	0	0	0	0	149	0	251
17:45	0	0	13	0	81	12	0	0	0	0	110	0	216
Total	0	0	73	0	620	49	0	0	0	0	1119	0	1861
Approach%	-	-	100.0	-	92.7	7.3	-	-	-	-	100.0	-	
Total%	-	-	3.9	-	33.3	2.6	-	-	-	-	60.1	-	

PM Intersection Peak Hour: **16:45 to 17:45**

Volume	-	-	39	-	315	23	-	-	-	-	608	-	985
Approach%	-	-	100.0	-	93.2	6.8	-	-	-	-	100.0	-	
Total%	-	-	4.0	-	32.0	2.3	-	-	-	-	61.7	-	
PHF			0.70			0.96			#DIV/0!			0.91	0.96

Intersection Turning Movement - Bicycle & Pedestrian Count

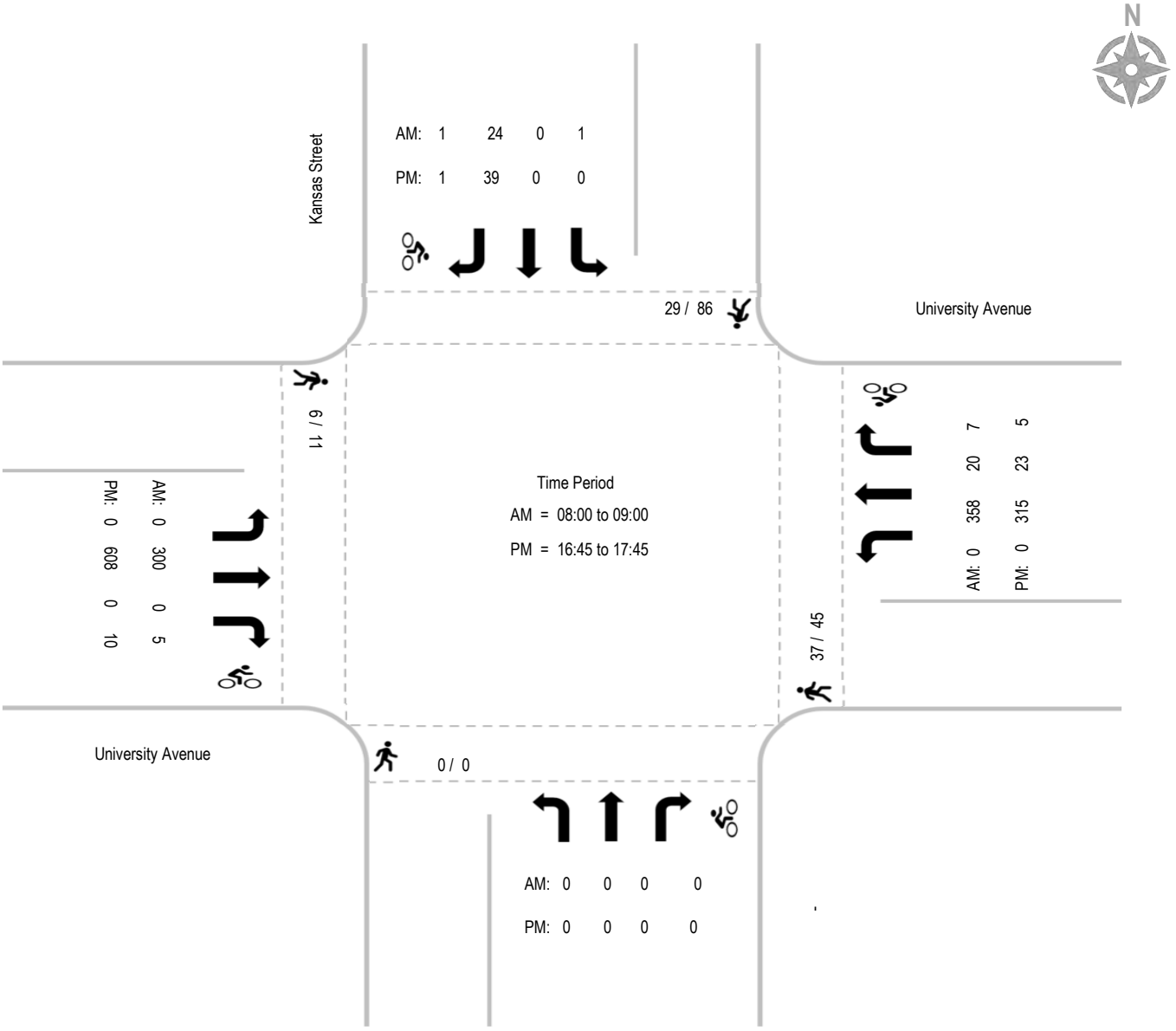
Location:	#04	File Name:	ITM-24-016-04
Intersection:	University Avenue & Kansas Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Kansas Street Southbound				University Avenue Westbound				- Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	8	0	2	0	0	0	0	0	1	0	0	0	9	2
7:15	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	8	0
7:30	4	1	0	0	8	0	1	0	0	0	0	0	0	0	1	0	12	3
7:45	3	0	0	0	6	0	1	0	0	0	0	0	0	0	1	0	9	2
8:00	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9	0
8:15	7	0	0	0	6	0	1	0	0	0	0	0	3	0	1	0	16	2
8:30	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0
8:45	2	0	0	0	1	0	2	0	0	0	0	0	1	0	2	0	4	4
Ped Total	29				37				0				6				72	
Bike Total		1	0	0		0	7	0		0	0	0		0	5	0		13

PM	Kansas Street Southbound				University Avenue Westbound				- Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	1
14:15	8	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	11	1
14:30	13	0	0	0	7	0	0	0	0	0	0	0	1	0	1	0	21	1
14:45	10	0	0	0	5	0	0	0	0	0	0	0	1	0	1	0	16	1
15:00	10	0	0	0	5	0	2	0	0	0	0	0	0	0	4	0	15	6
15:15	8	0	0	0	6	0	2	0	0	0	0	0	4	0	0	0	18	2
15:30	12	0	0	1	11	0	0	0	0	0	0	0	4	0	0	0	27	1
15:45	16	0	0	0	8	0	1	0	0	0	0	0	1	0	2	0	25	3
Ped Total	86				45				0				11				142	
Bike Total		0	0	1		0	5	0		0	0	0		0	10	0		16

Intersection Turning Movement - Peak Hour Summary

Location:	#04	File Name:	ITM-24-016-04
Intersection:	University Avenue & Kansas Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#05	File Name:	ITM-24-016-05
Intersection:	University Avenue & Alley Way	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Alley Way Southbound			University Avenue Westbound			- Northbound			University Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	0	0	2	0	72	2	0	0	0	0	70	0	146
7:15	0	0	2	0	57	0	0	0	0	0	50	0	109
7:30	0	0	0	0	65	2	0	0	0	0	54	0	121
7:45	0	0	4	0	70	2	0	0	0	0	58	0	134
8:00	0	0	2	0	114	3	0	0	0	0	73	0	192
8:15	0	0	4	0	81	1	0	0	0	0	100	0	186
8:30	0	0	7	0	92	1	0	0	0	0	82	0	182
8:45	0	0	0	0	80	3	0	0	0	0	74	0	157
Total	0	0	21	0	631	14	0	0	0	0	561	0	1227
Approach%	-	-	100.0	-	97.8	2.2	-	-	-	-	100.0	-	
Total%	-	-	1.7	-	51.4	1.1	-	-	-	-	45.7	-	

AM Intersection Peak Hour: **08:00 to 09:00**

Volume	-	-	13	-	367	8	-	-	-	-	329	-	717
Approach%	-	-	100.0	-	97.9	2.1	-	-	-	-	100.0	-	
Total%	-	-	1.8	-	51.2	1.1	-	-	-	-	45.9	-	
PHF			0.46			0.80			#DIV/0!			0.82	0.93

PM	Alley Way Southbound			University Avenue Westbound			- Northbound			University Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	0	0	3	0	85	0	0	0	0	0	135	0	223
16:15	0	0	2	0	73	3	0	0	0	0	150	0	228
16:30	0	0	0	0	74	2	0	0	0	0	151	0	227
16:45	0	0	0	0	86	3	0	0	0	0	153	0	242
17:00	0	0	1	0	84	1	0	0	0	0	165	0	251
17:15	0	0	1	0	79	4	0	0	0	0	142	0	226
17:30	0	0	2	0	86	0	0	0	0	0	131	0	219
17:45	0	0	2	0	91	3	0	0	0	0	120	0	216
Total	0	0	11	0	658	16	0	0	0	0	1147	0	1832
Approach%	-	-	100.0	-	97.6	2.4	-	-	-	-	100.0	-	
Total%	-	-	0.6	-	35.9	0.9	-	-	-	-	62.6	-	

PM Intersection Peak Hour: **16:15 to 17:15**

Volume	-	-	3	-	317	9	-	-	-	-	619	-	948
Approach%	-	-	100.0	-	97.2	2.8	-	-	-	-	100.0	-	
Total%	-	-	0.3	-	33.4	0.9	-	-	-	-	65.3	-	
PHF			0.38			0.92			#DIV/0!			0.94	0.94

Intersection Turning Movement - Bicycle & Pedestrian Count

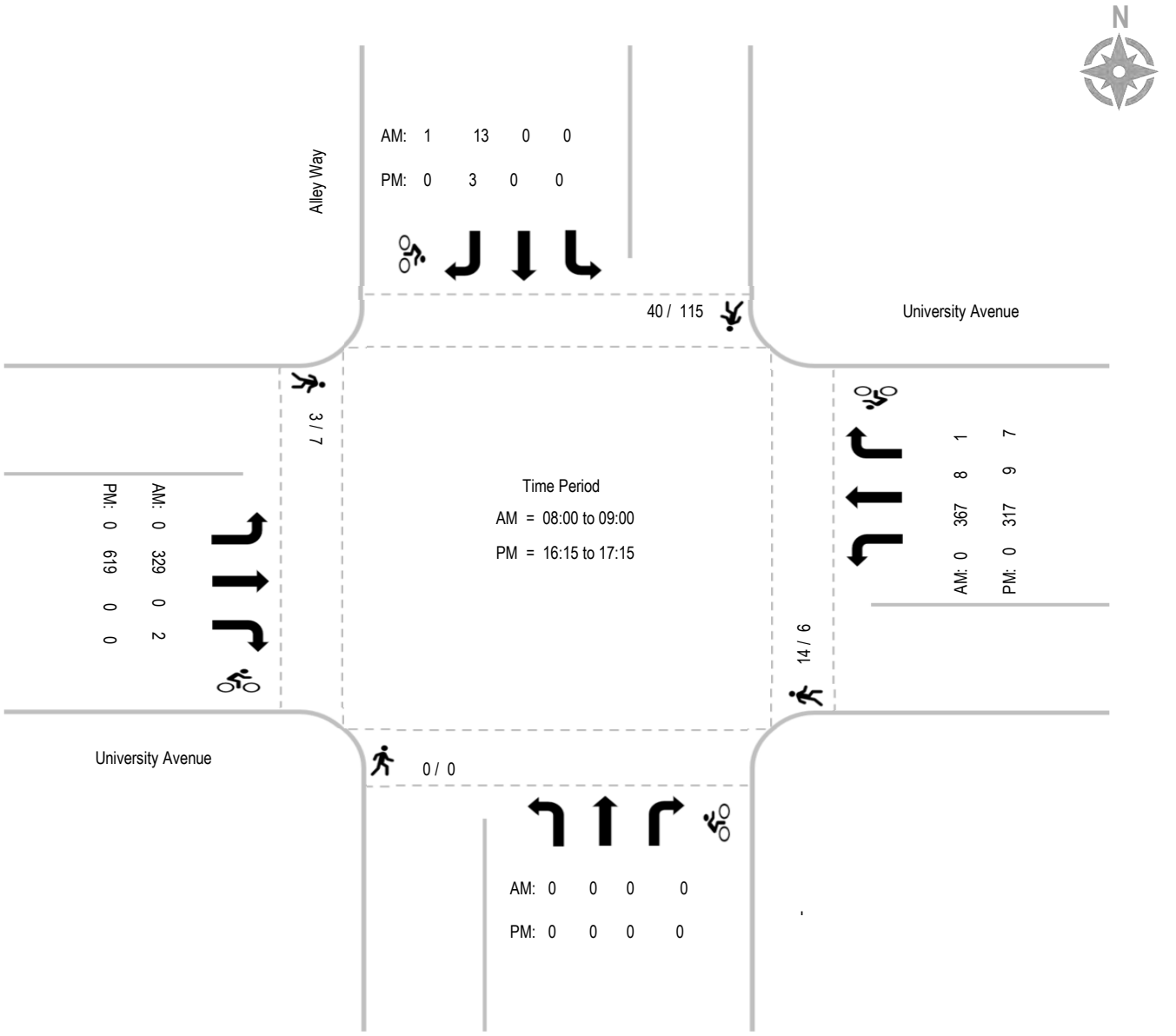
Location:	#05	File Name:	ITM-24-016-05
Intersection:	University Avenue & Alley Way	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	Alley Way Southbound				University Avenue Westbound				- Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
7:15	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0
7:30	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	5	2
7:45	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	0
8:00	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	12	0
8:15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
8:30	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0
8:45	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	8	0
Ped Total	40				14				0				3				57	
Bike Total		0	0	1		0	1	0		0	0	0		0	1	1		4

PM	Alley Way Southbound				University Avenue Westbound				- Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
14:15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
14:30	16	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	19	2
14:45	20	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	22	0
15:00	17	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	17	1
15:15	12	0	0	0	1	0	3	0	0	0	0	0	2	0	0	0	15	3
15:30	17	0	0	0	3	0	1	0	0	0	0	0	2	0	0	0	22	1
15:45	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
Ped Total	115				6				0				7				128	
Bike Total		0	0	0		0	5	2		0	0	0		0	0	0		7

Intersection Turning Movement - Peak Hour Summary

Location:	#05	File Name:	ITM-24-016-05
Intersection:	University Avenue & Alley Way	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building



Intersection Turning Movement - Peak Hour Vehicle Count

Location:	#06	File Name:	ITM-24-016-06
Intersection:	University Avenue & 30th Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	30th Street Southbound			University Avenue Westbound			30th Street Northbound			University Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00	3	25	12	28	52	8	10	23	6	11	56	3	237
7:15	6	26	18	17	36	11	3	23	6	12	33	5	196
7:30	2	48	13	28	47	4	7	36	9	9	42	3	248
7:45	3	45	8	29	52	3	12	44	13	10	41	7	267
8:00	4	54	25	42	82	6	10	35	20	7	49	17	351
8:15	3	41	17	35	54	2	11	45	11	19	64	9	311
8:30	6	38	17	34	52	6	24	47	15	14	59	10	322
8:45	8	47	17	33	55	8	11	32	16	7	57	10	301
Total	35	324	127	246	430	48	88	285	96	89	401	64	2233
Approach%	7.2	66.7	26.1	34.0	59.4	6.6	18.8	60.8	20.5	16.1	72.4	11.6	
Total%	1.6	14.5	5.7	11.0	19.3	2.1	3.9	12.8	4.3	4.0	18.0	2.9	

AM Intersection Peak Hour: **08:00 to 09:00**

Volume	21	180	76	144	243	22	56	159	62	47	229	46	1,285
Approach%	7.6	65.0	27.4	35.2	59.4	5.4	20.2	57.4	22.4	14.6	71.1	14.3	
Total%	1.6	14.0	5.9	11.2	18.9	1.7	4.4	12.4	4.8	3.7	17.8	3.6	
PHF			0.83			0.79			0.81			0.88	0.92

PM	30th Street Southbound			University Avenue Westbound			30th Street Northbound			University Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
16:00	21	88	6	43	59	12	20	56	22	24	88	23	462
16:15	13	71	9	34	55	13	12	48	18	23	115	12	423
16:30	29	84	7	27	59	8	10	46	32	18	120	13	453
16:45	17	55	7	27	63	11	19	39	21	13	113	27	412
17:00	22	62	7	42	65	12	13	51	23	24	118	23	462
17:15	11	71	17	36	55	14	11	52	22	20	101	21	431
17:30	21	67	19	33	55	13	11	50	22	19	92	20	422
17:45	21	54	18	47	62	13	14	48	14	21	84	15	411
Total	155	552	90	289	473	96	110	390	174	162	831	154	3476
Approach%	19.4	69.3	11.3	33.7	55.1	11.2	16.3	57.9	25.8	14.1	72.4	13.4	
Total%	4.5	15.9	2.6	8.3	13.6	2.8	3.2	11.2	5.0	4.7	23.9	4.4	

PM Intersection Peak Hour: **16:30 to 17:30**

Volume	79	272	38	132	242	45	53	188	98	75	452	84	1,758
Approach%	20.3	69.9	9.8	31.5	57.8	10.7	15.6	55.5	28.9	12.3	74.0	13.7	
Total%	4.5	15.5	2.2	7.5	13.8	2.6	3.0	10.7	5.6	4.3	25.7	4.8	
PHF			0.81			0.88			0.96			0.93	0.95

Intersection Turning Movement - Bicycle & Pedestrian Count

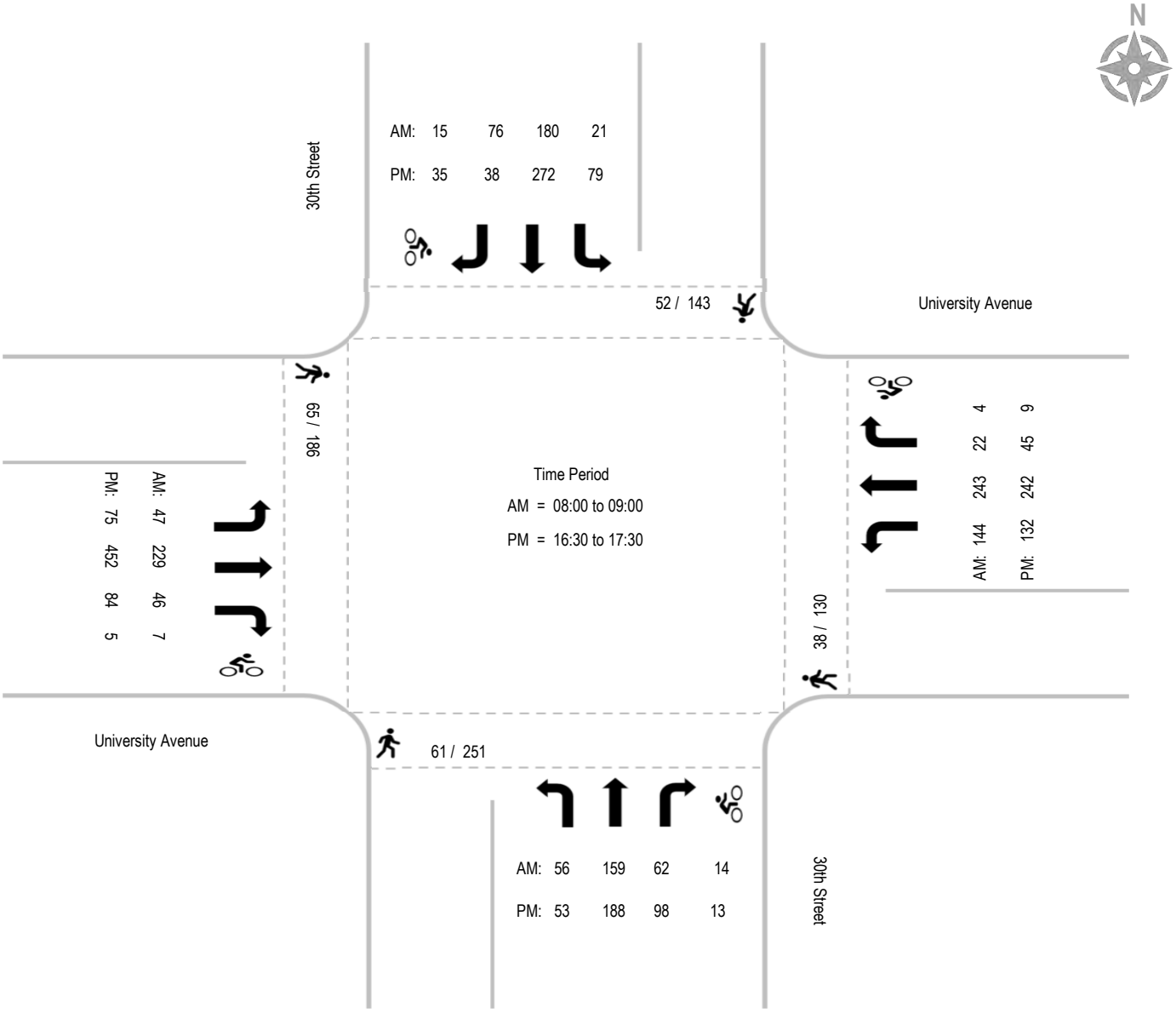
Location:	#06	File Name:	ITM-24-016-06
Intersection:	University Avenue & 30th Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building

AM	30th Street Southbound				University Avenue Westbound				30th Street Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	3	0	2	0	10	0	0	0	3	0	0	0	16	2
7:15	3	0	3	1	3	0	0	0	6	0	2	0	4	2	0	0	16	8
7:30	12	0	1	2	6	0	0	0	2	0	2	0	5	0	0	2	25	7
7:45	5	0	3	0	8	0	0	1	7	1	2	0	11	0	0	0	31	7
8:00	6	0	2	0	6	0	0	0	8	0	0	0	11	0	0	0	31	2
8:15	8	0	2	0	6	0	1	0	9	0	3	0	10	0	0	1	33	7
8:30	14	0	1	0	4	0	0	0	9	0	3	0	10	0	0	0	37	4
8:45	4	0	0	0	2	0	0	0	10	0	1	0	11	0	1	1	27	3
Ped Total	52				38				61				65				216	
Bike Total		0	12	3		0	3	1		1	13	0		2	1	4		40

PM	30th Street Southbound				University Avenue Westbound				30th Street Northbound				University Avenue Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	30	0	3	0	0	0	0	1	25	0	1	0	17	0	0	0	72	5
14:15	11	0	4	0	30	1	0	1	28	0	3	0	21	0	0	0	90	9
14:30	25	0	4	2	23	0	0	0	28	0	0	0	28	0	2	0	104	8
14:45	8	0	1	0	15	0	0	0	24	0	2	0	28	0	0	0	75	3
15:00	25	0	6	0	16	0	3	0	36	0	1	0	29	0	0	0	106	10
15:15	13	0	1	0	23	0	1	0	35	0	3	0	28	0	0	0	99	5
15:30	13	0	6	0	11	0	0	0	47	0	0	0	22	0	0	0	93	6
15:45	18	0	8	0	12	0	1	1	28	0	3	0	13	1	1	1	71	16
Ped Total	143				130				251				186				710	
Bike Total		0	33	2		1	5	3		0	13	0		1	3	1		62

Intersection Turning Movement - Peak Hour Summary

Location:	#06	File Name:	ITM-24-016-06
Intersection:	University Avenue & 30th Street	Project:	LLG Ref. 3-24-3906
Date of Count:	Tuesday, April 23, 2024		Newman Building



Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **BC 24-026 ADT # 01 Kansas Avenue between Lincoln Avenue & University Avenue**

Date: **Tuesday, June 11, 2024** Total Daily Volume: **723** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	3	0	1	0	7	18	20	39	43	52	42	60	41	30	38	57	61	75	62	36	19	6	9
1	0	0	0	0	0	3	8	7	5	13	5	14	8	8	4	13	12	17	13	8	9	0	1
0	2	0	1	0	1	6	5	7	16	10	13	21	9	7	9	13	17	15	18	5	4	3	2
0	0	0	0	0	3	4	6	9	10	15	13	14	11	9	10	12	18	14	17	11	4	0	4
3	1	0	0	0	3	5	1	16	12	14	11	11	13	6	15	19	14	29	14	12	2	3	2

Date: **Tuesday, June 11, 2024** Total Daily Volume: **319** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	2	0	0	0	3	5	5	15	18	29	15	32	15	7	16	25	20	38	36	17	10	3	6
0	0	0	0	0	0	1	1	1	1	9	2	8	1	3	1	5	5	5	6	5	6	0	1
0	1	0	0	0	0	2	1	3	6	7	5	11	2	1	3	7	3	7	12	2	2	0	1
0	0	0	0	0	2	0	2	3	3	8	6	5	5	2	4	4	8	10	13	3	1	0	2
2	1	0	0	0	1	2	1	8	8	5	2	8	7	1	8	9	4	16	5	7	1	3	2

Date: **Tuesday, June 11, 2024** Total Daily Volume: **404** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2	1	0	1	0	4	13	15	24	25	23	27	28	26	23	22	32	41	37	26	19	9	3	3
1	0	0	0	0	0	2	7	6	4	4	3	6	7	5	3	8	7	12	7	3	3	0	0
0	1	0	1	0	1	4	4	4	10	3	8	10	7	6	6	6	14	8	6	3	2	3	1
0	0	0	0	0	1	4	4	6	7	7	7	9	6	7	6	8	10	4	4	8	3	0	2
1	0	0	0	0	2	3	0	8	4	9	9	3	6	5	7	10	10	13	9	5	1	0	0

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **BC 24-026 ADT # 02 University Avenue between Kansas Avenue & 30th Street**

Date: **Tuesday, June 11, 2024** Total Daily Volume: **14281** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
133	103	81	74	75	165	323	465	684	730	818	860	995	896	927	1167	1144	1134	962	841	641	490	351	222
38	34	21	19	20	31	54	111	145	163	206	197	262	252	234	270	304	307	240	231	186	158	98	68
36	26	19	33	17	24	71	98	163	194	208	217	252	218	239	316	260	343	227	211	143	116	94	59
28	18	17	7	15	47	79	113	175	183	216	207	236	203	220	269	244	242	255	209	143	123	82	49
31	25	24	15	23	63	119	143	201	190	188	239	245	223	234	312	336	242	240	190	169	93	77	46

Date: **Tuesday, June 11, 2024** Total Daily Volume: **8221** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
80	53	46	40	43	79	133	204	316	388	434	471	538	519	587	784	746	721	537	500	384	267	216	135
23	20	12	6	11	17	21	54	72	83	113	108	137	151	146	169	193	203	134	153	113	78	62	51
23	10	13	21	8	17	31	38	77	104	114	131	133	133	145	222	164	232	120	120	83	58	69	31
19	12	8	4	12	19	39	45	76	95	112	115	136	116	137	189	165	129	145	117	82	75	45	33
15	11	13	9	12	26	42	67	91	106	95	117	132	119	159	204	224	157	138	110	106	56	40	20

Date: **Tuesday, June 11, 2024** Total Daily Volume: **6060** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
53	50	35	34	32	86	190	261	368	342	384	389	457	377	340	383	398	413	425	341	257	223	135	87
15	14	9	13	9	14	33	57	73	80	93	89	125	101	88	101	111	104	106	78	73	80	36	17
13	16	6	12	9	7	40	60	86	90	94	86	119	85	94	94	96	111	107	91	60	58	25	28
9	6	9	3	3	28	40	68	99	88	104	92	100	87	83	80	79	113	110	92	61	48	37	16
16	14	11	6	11	37	77	76	110	84	93	122	113	104	75	108	112	85	102	80	63	37	37	26

APPENDIX C

BUS ROUTE SCHEDULES

Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

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All timetables are available online

Todos los horarios están disponibles en línea.

sdmts.com/timetables

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MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective June 30, 2023

2

Bus Route

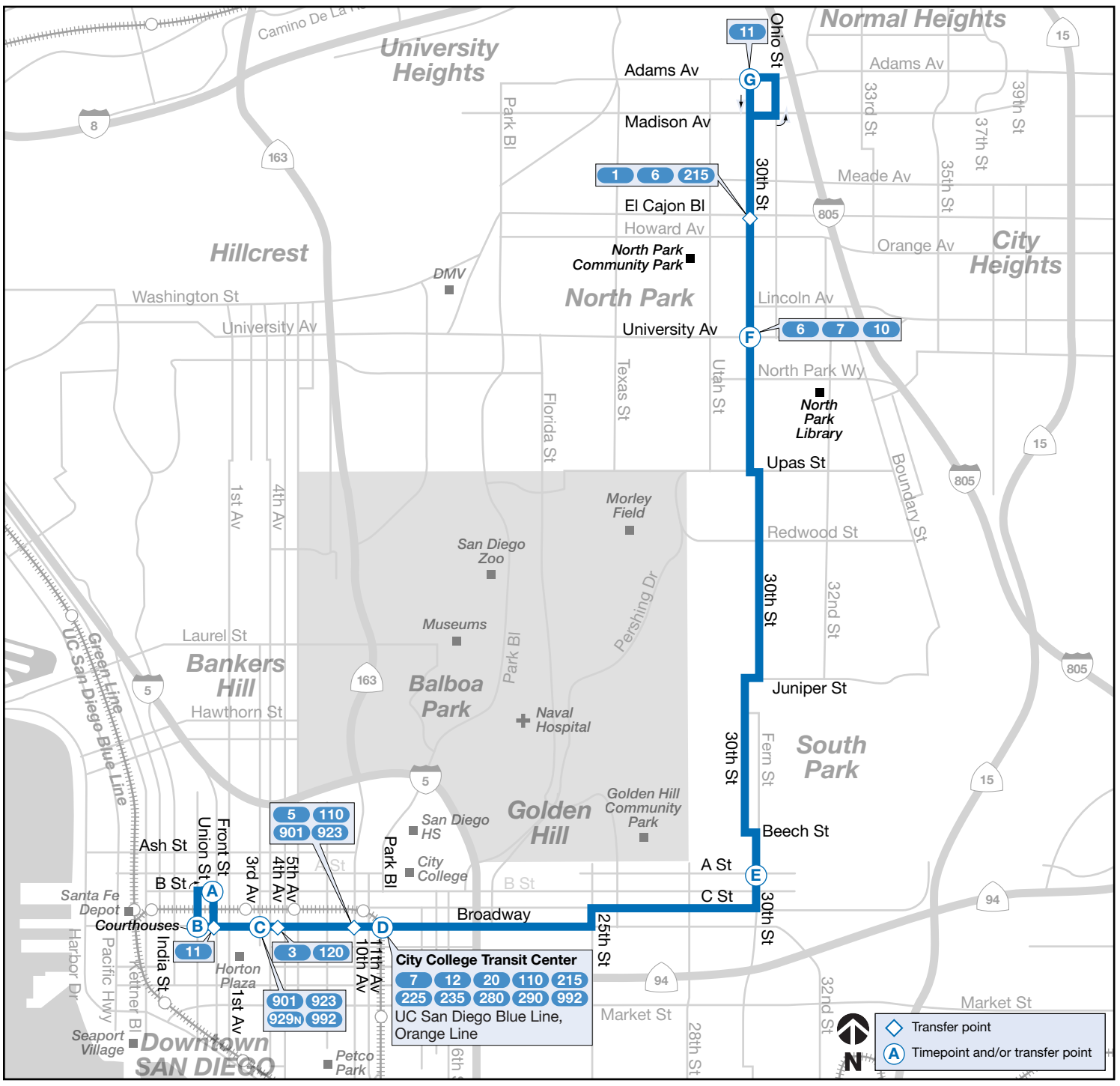
Downtown San Diego ↔ North Park

via Golden Hill / 30th St.

Destinations
- Downtown Courthouses
- Broadway
- North Park Community Park
- South Park

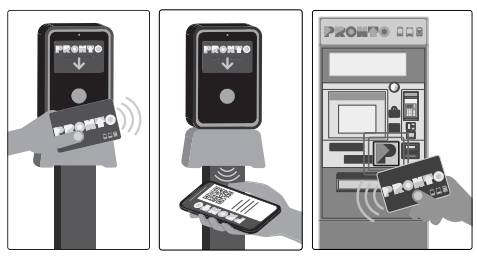
Trolley Connections
- City College

Subject to change without notice
Sujeto a cambios sin previo aviso



PRONTO

TAP or SCAN - Required Before Boarding



TOCA o ESCANEA - Se requiere antes de abordar

619-595-5636
RidePRONTO.com

2 Sunday • *domingo*

Downtown San Diego → North Park

A Front St. & B St. **DEPART**	C Broadway & 3rd Ave.	D City College Transit Center (Broadway)	E 30th St. & A St.	F 30th St. & University Ave.	G 30th St. & Adams Ave. **ARRIVE**
6:31a	6:34a	6:38a	6:47a	6:56a	7:02a
7:31	7:34	7:38	7:47	7:57	8:04
8:29	8:32	8:36	8:45	8:55	9:02
8:59	9:02	9:06	9:15	9:25	9:32
9:29	9:32	9:36	9:45	9:55	10:02
9:59	10:02	10:06	10:15	10:25	10:32
10:29	10:32	10:36	10:45	10:55	11:02
10:59	11:02	11:06	11:15	11:25	11:32
11:29	11:32	11:36	11:45	11:55	**12:02p**
11:59	**12:02p**	**12:06p**	**12:15p**	**12:25p**	**12:32**
12:28p	**12:31**	**12:36**	**12:45**	**12:55**	**1:03**
12:58	**1:01**	**1:06**	**1:15**	**1:25**	**1:33**
1:28	**1:31**	**1:36**	**1:45**	**1:55**	**2:03**
1:56	**2:00**	**2:05**	**2:15**	**2:26**	**2:34**
2:26	**2:30**	**2:35**	**2:45**	**2:56**	**3:04**
2:56	**3:00**	**3:05**	**3:15**	**3:26**	**3:34**
3:26	**3:30**	**3:35**	**3:45**	**3:56**	**4:04**
3:56	**4:00**	**4:05**	**4:15**	**4:26**	**4:34**
4:26	**4:30**	**4:35**	**4:45**	**4:56**	**5:04**
4:56	**5:00**	**5:05**	**5:15**	**5:26**	**5:34**
5:27	**5:31**	**5:36**	**5:46**	**5:57**	**6:05**
5:57	**6:01**	**6:06**	**6:16**	**6:27**	**6:35**
6:31	**6:34**	**6:38**	**6:48**	**6:59**	**7:06**
7:01	**7:04**	**7:08**	**7:17**	**7:27**	**7:34**
7:31	**7:34**	**7:38**	**7:47**	**7:57**	**8:04**
8:01	**8:04**	**8:08**	**8:17**	**8:27**	**8:34**
8:31	**8:34**	**8:38**	**8:47**	**8:57**	**9:04**
9:01	**9:04**	**9:08**	**9:17**	**9:26**	**9:32**
10:01	**10:04**	**10:08**	**10:17**	**10:26**	**10:32**

North Park → Downtown San Diego

G 30th St. & Adams Ave. **DEPART**	F 30th St. & University Ave.	E 30th St. & A St.	D City College Transit Center (Broadway)	C Broadway & 5th Ave.	B Broadway & Union St. **ARRIVE**
5:17a	5:21a	5:29a	5:38a	5:41a	5:45a
6:13	6:18	6:27	6:38	6:41	6:46
7:13	7:18	7:27	7:38	7:41	7:46
7:41	7:47	7:57	8:08	8:11	8:16
8:11	8:17	8:27	8:38	8:41	8:46
8:41	8:47	8:57	9:08	9:11	9:16
9:11	9:17	9:27	9:38	9:41	9:46
9:41	9:47	9:57	10:08	10:11	10:16
10:11	10:17	10:27	10:38	10:41	10:46
10:41	10:47	10:57	11:08	11:11	11:16
11:11	11:17	11:27	11:38	11:41	11:46
11:41	11:47	11:57	**12:08p**	**12:11p**	**12:16p**
12:11p	**12:17p**	**12:27p**	**12:39**	**12:42**	**12:48**
12:41	**12:47**	**12:57**	**1:09**	**1:12**	**1:18**
1:11	**1:17**	**1:27**	**1:39**	**1:42**	**1:48**
1:41	**1:47**	**1:57**	**2:09**	**2:12**	**2:18**
2:11	**2:17**	**2:27**	**2:39**	**2:42**	**2:48**
2:41	**2:47**	**2:57**	**3:09**	**3:12**	**3:18**
3:11	**3:17**	**3:27**	**3:39**	**3:42**	**3:48**
3:41	**3:47**	**3:57**	**4:09**	**4:12**	**4:18**
4:11	**4:17**	**4:27**	**4:39**	**4:42**	**4:48**
4:41	**4:47**	**4:57**	**5:09**	**5:12**	**5:18**
5:11	**5:17**	**5:27**	**5:39**	**5:42**	**5:48**
5:41	**5:47**	**5:57**	**6:09**	**6:12**	**6:18**
6:13	**6:19**	**6:28**	**6:39**	**6:42**	**6:48**
6:43	**6:49**	**6:58**	**7:09**	**7:12**	**7:18**
7:15	**7:20**	**7:29**	**7:39**	**7:42**	**7:47**
8:14	**8:19**	**8:28**	**8:38**	**8:41**	**8:46**
9:14	**9:19**	**9:28**	**9:38**	**9:41**	**9:46**

2 Monday through Friday • *lunes a viernes*

Downtown San Diego → North Park

A	C	D	E	F	G
Front St. & B St. **DEPART**	Broadway & 3rd Ave.	City College Transit Center (Broadway)	30th St. & A St.	30th St. & University Ave.	30th St. & Adams Ave. **ARRIVE**
5:02a	5:04a	5:08a	5:16a	5:25a	5:30a
5:32	5:34	5:38	5:46	5:55	6:00
6:01	6:04	6:08	6:17	6:26	6:32
6:16	6:19	6:23	6:32	6:41	6:47
6:31	6:34	6:38	6:47	6:56	7:02
6:46	6:49	6:53	7:02	7:11	7:17
6:59	7:02	7:06	7:15	7:24	7:30
7:14	7:17	7:21	7:31	7:41	7:48
7:29	7:32	7:36	7:46	7:56	8:03
7:44	7:47	7:51	8:01	8:11	8:18
7:59	8:02	8:06	8:16	8:26	8:33
8:14	8:17	8:21	8:31	8:41	8:48
8:29	8:32	8:36	8:46	8:56	9:03
8:44	8:47	8:51	9:01	9:11	9:18
8:59	9:02	9:06	9:16	9:26	9:33
9:14	9:17	9:21	9:30	9:40	9:47
9:29	9:32	9:36	9:45	9:55	10:02
9:44	9:47	9:51	10:00	10:10	10:17
9:59	10:02	10:06	10:15	10:25	10:32
10:14	10:17	10:21	10:30	10:40	10:47
10:29	10:32	10:36	10:45	10:55	11:02
10:44	10:47	10:51	11:00	11:10	11:17
10:59	11:02	11:06	11:15	11:25	11:32
11:14	11:17	11:21	11:30	11:40	11:47
11:29	11:32	11:36	11:45	11:55	**12:02p**
11:44	11:47	11:51	**12:00p**	**12:10p**	**12:17**
11:59	**12:02p**	**12:06p**	**12:15**	**12:25**	**12:32**
12:13p	**12:16**	**12:21**	**12:30**	**12:40**	**12:48**
12:28	**12:31**	**12:36**	**12:45**	**12:55**	**1:03**
12:43	**12:46**	**12:51**	**1:00**	**1:10**	**1:18**
12:58	**1:01**	**1:06**	**1:15**	**1:25**	**1:33**
1:13	**1:16**	**1:21**	**1:30**	**1:40**	**1:48**
1:28	**1:31**	**1:36**	**1:45**	**1:55**	**2:03**
1:42	**1:46**	**1:51**	**2:01**	**2:12**	**2:20**
1:57	**2:01**	**2:06**	**2:16**	**2:27**	**2:35**
2:12	**2:16**	**2:21**	**2:31**	**2:42**	**2:50**
2:27	**2:31**	**2:36**	**2:46**	**2:57**	**3:05**
2:42	**2:46**	**2:51**	**3:01**	**3:12**	**3:20**
2:57	**3:01**	**3:06**	**3:16**	**3:27**	**3:35**
3:12	**3:16**	**3:21**	**3:31**	**3:42**	**3:50**
3:27	**3:31**	**3:36**	**3:46**	**3:57**	**4:05**
3:42	**3:46**	**3:51**	**4:01**	**4:12**	**4:20**
3:57	**4:01**	**4:06**	**4:16**	**4:27**	**4:35**
4:12	**4:16**	**4:21**	**4:31**	**4:42**	**4:50**
4:27	**4:31**	**4:36**	**4:46**	**4:57**	**5:05**
4:42	**4:46**	**4:51**	**5:01**	**5:12**	**5:20**
4:57	**5:01**	**5:06**	**5:16**	**5:27**	**5:35**
5:12	**5:16**	**5:21**	**5:31**	**5:42**	**5:50**
5:27	**5:31**	**5:36**	**5:46**	**5:57**	**6:05**
5:42	**5:46**	**5:51**	**6:01**	**6:12**	**6:20**
5:57	**6:01**	**6:06**	**6:16**	**6:27**	**6:35**
6:12	**6:16**	**6:21**	**6:31**	**6:42**	**6:50**
6:31	**6:34**	**6:38**	**6:48**	**6:59**	**7:06**
6:46	**6:49**	**6:53**	**7:03**	**7:14**	**7:21**
7:01	**7:04**	**7:08**	**7:17**	**7:27**	**7:34**
7:16	**7:19**	**7:23**	**7:32**	**7:42**	**7:49**
7:31	**7:34**	**7:38**	**7:47**	**7:57**	**8:04**
7:46	**7:49**	**7:53**	**8:02**	**8:12**	**8:19**
8:01	**8:04**	**8:08**	**8:17**	**8:27**	**8:34**
8:31	**8:34**	**8:38**	**8:47**	**8:57**	**9:04**
9:01	**9:04**	**9:08**	**9:17**	**9:26**	**9:32**
9:31	**9:34**	**9:38**	**9:47**	**9:56**	**10:02**
10:01	**10:04**	**10:08**	**10:17**	**10:26**	**10:32**
10:31	**10:34**	**10:38**	**10:47**	**10:56**	**11:02**
11:01	**11:04**	**11:08**	**11:16**	**11:25**	**11:30**
11:31	**11:34**	**11:38**	**11:46**	**11:55**	12:00a
12:11a	12:14a	12:18a	12:26a	12:35a	12:40
12:41	12:44	12:48	12:56	1:05	1:10

North Park → Downtown San Diego

G	F	E	D	C	B
30th St. & Adams Ave. **DEPART**	30th St. & University Ave.	30th St. & A St.	City College Transit Center (Broadway)	Broadway & 5th Ave.	Broadway & Union St. **ARRIVE**
4:17a	4:21a	4:29a	4:38a	4:41a	4:45a
4:47	4:51	4:59	5:08	5:11	5:15
5:15	5:20	5:28	5:38	5:41	5:45
5:44	5:49	5:58	6:08	6:11	6:16
5:59	6:04	6:13	6:23	6:26	6:31
6:14	6:19	6:28	6:38	6:41	6:46
6:29	6:34	6:43	6:53	6:56	7:01
6:42	6:47	6:57	7:08	7:11	7:17
6:57	7:02	7:12	7:23	7:26	7:32
7:10	7:15	7:25	7:38	7:41	7:47
7:25	7:30	7:40	7:53	7:56	8:02
7:42	7:47	7:57	8:10	8:13	8:19
7:57	8:02	8:12	8:25	8:28	8:34
8:12	8:17	8:27	8:40	8:43	8:49
8:27	8:32	8:42	8:55	8:58	9:04
8:42	8:47	8:57	9:10	9:13	9:19
8:57	9:02	9:12	9:25	9:28	9:34
9:13	9:19	9:29	9:40	9:43	9:48
9:28	9:34	9:44	9:55	9:58	10:03
9:41	9:47	9:57	10:08	10:11	10:16
9:56	10:02	10:12	10:23	10:26	10:31
10:11	10:17	10:27	10:38	10:41	10:46
10:26	10:32	10:42	10:53	10:56	11:01
10:41	10:47	10:57	11:08	11:11	11:16
10:56	11:02	11:12	11:23	11:26	11:31
11:11	11:17	11:27	11:38	11:41	11:46
11:26	11:32	11:42	11:53	11:56	**12:01p**
11:41	11:47	11:57	**12:08p**	**12:11p**	**12:16**
11:56	**12:02p**	**12:12p**	**12:23**	**12:26**	**12:31**
12:12p	**12:18**	**12:28**	**12:40**	**12:43**	**12:49**
12:27	**12:33**	**12:43**	**12:55**	**12:58**	**1:04**
12:42	**12:48**	**12:58**	**1:10**	**1:13**	**1:19**
12:57	**1:03**	**1:13**	**1:25**	**1:28**	**1:34**
1:12	**1:18**	**1:28**	**1:40**	**1:43**	**1:49**
1:27	**1:33**	**1:43**	**1:55**	**1:58**	**2:04**
1:42	**1:48**	**1:58**	**2:10**	**2:13**	**2:19**
1:57	**2:03**	**2:13**	**2:25**	**2:28**	**2:34**
2:12	**2:18**	**2:28**	**2:40**	**2:43**	**2:49**
2:27	**2:33**	**2:43**	**2:55**	**2:58**	**3:04**
2:42	**2:48**	**2:58**	**3:10**	**3:13**	**3:19**
2:57	**3:03**	**3:13**	**3:25**	**3:28**	**3:34**
3:12	**3:18**	**3:28**	**3:40**	**3:43**	**3:49**
3:27	**3:33**	**3:43**	**3:55**	**3:58**	**4:04**
3:42	**3:48**	**3:58**	**4:10**	**4:13**	**4:19**
3:57	**4:03**	**4:13**	**4:25**	**4:28**	**4:34**
4:12	**4:18**	**4:28**	**4:40**	**4:43**	**4:49**
4:27	**4:33**	**4:43**	**4:55**	**4:58**	**5:04**
4:42	**4:48**	**4:58**	**5:10**	**5:13**	**5:19**
4:57	**5:03**	**5:13**	**5:25**	**5:28**	**5:34**
5:12	**5:18**	**5:28**	**5:40**	**5:43**	**5:49**
5:27	**5:33**	**5:43**	**5:55**	**5:58**	**6:04**
5:42	**5:48**	**5:58**	**6:10**	**6:13**	**6:19**
5:57	**6:03**	**6:13**	**6:25**	**6:28**	**6:34**
6:14	**6:20**	**6:29**	**6:40**	**6:43**	**6:49**
6:29	**6:35**	**6:44**	**6:55**	**6:58**	**7:04**
6:44	**6:50**	**6:59**	**7:10**	**7:13**	**7:19**
6:59	**7:05**	**7:14**	**7:25**	**7:28**	**7:34**
7:14	**7:19**	**7:28**	**7:38**	**7:41**	**7:46**
7:29	**7:34**	**7:43**	**7:53**	**7:56**	**8:01**
7:44	**7:49**	**7:58**	**8:08**	**8:11**	**8:16**
8:14	**8:19**	**8:28**	**8:38**	**8:41**	**8:46**
8:44	**8:49**	**8:58**	**9:08**	**9:11**	**9:16**
9:14	**9:19**	**9:28**	**9:38**	**9:41**	**9:46**
9:46	**9:51**	**9:59**	**10:08**	**10:11**	**10:16**
10:16	**10:21**	**10:29**	**10:38**	**10:41**	**10:46**
10:46	**10:51**	**10:59**	**11:08**	**11:11**	**11:16**
11:18	**11:22**	**11:30**	**11:38**	**11:41**	**11:45**
11:58	12:02a	12:10a	12:18a	12:21a	12:25a

2 Saturday • *sábado*

Downtown San Diego → North Park

A	C	D	E	F	G
Front St. & B St. **DEPART**	Broadway & 3rd Ave.	City College Transit Center (Broadway)	30th St. & A St.	30th St. & University Ave.	30th St. & Adams Ave. **ARRIVE**
5:02a	5:04a	5:08a	5:16a	5:25a	5:30a
5:32	5:34	5:38	5:46	5:55	6:00
6:01	6:04	6:08	6:17	6:26	6:32
6:31	6:34	6:38	6:47	6:56	7:02
7:01	7:04	7:08	7:17	7:27	7:34
7:31	7:34	7:38	7:47	7:57	8:04
7:59	8:02	8:06	8:15	8:25	8:32
8:29	8:32	8:36	8:45	8:55	9:02
8:59	9:02	9:06	9:15	9:25	9:32
9:29	9:32	9:36	9:45	9:55	10:02
9:59	10:02	10:06	10:15	10:25	10:32
10:29	10:32	10:36	10:45	10:55	11:02
10:59	11:02	11:06	11:15	11:25	11:32
11:29	11:32	11:36	11:45	11:55	**12:02p**
11:59	**12:02p**	**12:06p**	**12:15p**	**12:25p**	**12:32**
12:28p	**12:31**	**12:36**	**12:45**	**12:55**	**1:03**
12:58	**1:01**	**1:06**	**1:15**	**1:25**	**1:33**
1:28	**1:31**	**1:36**	**1:45**	**1:55**	**2:03**
1:56	**2:00**	**2:05**	**2:15**	**2:26**	**2:34**
2:26	**2:30**	**2:35**	**2:45**	**2:56**	**3:04**
2:56	**3:00**	**3:05**	**3:15**	**3:26**	**3:34**
3:26	**3:30**	**3:35**	**3:45**	**3:56**	**4:04**
3:56	**4:00**	**4:05**	**4:15**	**4:26**	**4:34**
4:26	**4:30**	**4:35**	**4:45**	**4:56**	**5:04**
4:56	**5:00**	**5:05**	**5:15**	**5:26**	**5:34**
5:27	**5:31**	**5:36**	**5:46**	**5:57**	**6:05**
5:57	**6:01**	**6:06**	**6:16**	**6:27**	**6:35**
6:31	**6:34**	**6:38**	**6:48**	**6:59**	**7:06**
7:01	**7:04**	**7:08**	**7:17**	**7:27**	**7:34**
7:31	**7:34**	**7:38**	**7:47**	**7:57**	**8:04**
8:01	**8:04**	**8:08**	**8:17**	**8:27**	**8:34**
8:31	**8:34**	**8:38**	**8:47**	**8:57**	**9:04**
9:01	**9:04**	**9:08**	**9:17**	**9:26**	**9:32**
9:31	**9:34**	**9:38**	**9:47**	**9:56**	**10:02**
10:01	**10:04**	**10:08**	**10:17**	**10:26**	**10:32**
10:31	**10:34**	**10:38**	**10:47**	**10:56**	**11:02**
11:01	**11:04**	**11:08**	**11:16**	**11:25**	**11:30**
11:31	**11:34**	**11:38**	**11:46**	**11:55**	12:00a
12:11a	12:14a	12:18a	12:26a	12:35a	12:40
12:41	12:44	12:48	12:56	1:05	1:10

North Park → Downtown San Diego

G	F	E	D	C	B
30th St. & Adams Ave. **DEPART**	30th St. & University Ave.	30th St. & A St.	City College Transit Center (Broadway)	Broadway & 5th Ave.	Broadway & Union St. **ARRIVE**
4:17a	4:21a	4:29a	4:38a	4:41a	4:45a
4:47	4:51	4:59	5:08	5:11	5:15
5:17	5:21	5:29	5:38	5:41	5:45
5:45	5:50	5:58	6:08	6:11	6:15
6:13	6:18	6:27	6:38	6:41	6:46
6:43	6:48	6:57	7:08	7:11	7:16
7:13	7:18	7:27	7:38	7:41	7:46
7:41	7:47	7:57	8:08	8:11	8:16
8:11	8:17	8:27	8:38	8:41	8:46
8:41	8:47	8:57	9:08	9:11	9:16
9:11	9:17	9:27	9:38	9:41	9:46
9:41	9:47	9:57	10:08	10:11	10:16
10:11	10:17	10:27	10:38	10:41	10:46
10:41	10:47	10:57	11:08	11:11	11:16
11:11	11:17	11:27	11:38	11:41	11:46
11:41	11:47	11:57	**12:08p**	**12:11p**	**12:16p**
12:11p	**12:17p**	**12:27p**	**12:39**	**12:42**	**12:48**
12:41	**12:47**	**12:57**	**1:09**	**1:12**	**1:18**
1:11	**1:17**	**1:27**	**1:39**	**1:42**	**1:48**
1:41	**1:47**	**1:57**	**2:09**	**2:12**	**2:18**
2:11	**2:17**	**2:27**	**2:39**	**2:42**	**2:48**
2:41	**2:47**	**2:57**	**3:09**	**3:12**	**3:18**
3:11	**3:17**	**3:27**	**3:39**	**3:42**	**3:48**
3:41	**3:47**	**3:57**	**4:09**	**4:12**	**4:18**
4:11	**4:17**	**4:27**	**4:39**	**4:42**	**4:48**
4:41	**4:47**	**4:57**	**5:09**	**5:12**	**5:18**
5:11	**5:17**	**5:27**	**5:39**	**5:42**	**5:48**
5:41	**5:47**	**5:57**	**6:09**	**6:12**	**6:18**
6:13	**6:19**	**6:28**	**6:39**	**6:42**	**6:48**
6:43	**6:49**	**6:58**	**7:09**	**7:12**	**7:18**
7:15	**7:20**	**7:29**	**7:39**	**7:42**	**7:47**
7:44	**7:49**	**7:58**	**8:08**	**8:11**	**8:16**
8:14	**8:19**	**8:28**	**8:38**	**8:41**	**8:46**
8:44	**8:49**	**8:58**	**9:08**	**9:11**	**9:16**
9:14	**9:19**	**9:28**	**9:38**	**9:41**	**9:46**
9:46	**9:51**	**9:59**	**10:08**	**10:11**	**10:16**
10:16	**10:21**	**10:29**	**10:38**	**10:41**	**10:46**
10:46	**10:51**	**10:59**	**11:08**	**11:11**	**11:16**
11:18	**11:22**	**11:30**	**11:38**	**11:41**	**11:45**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

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Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective June 30, 2023

6

Bus Route

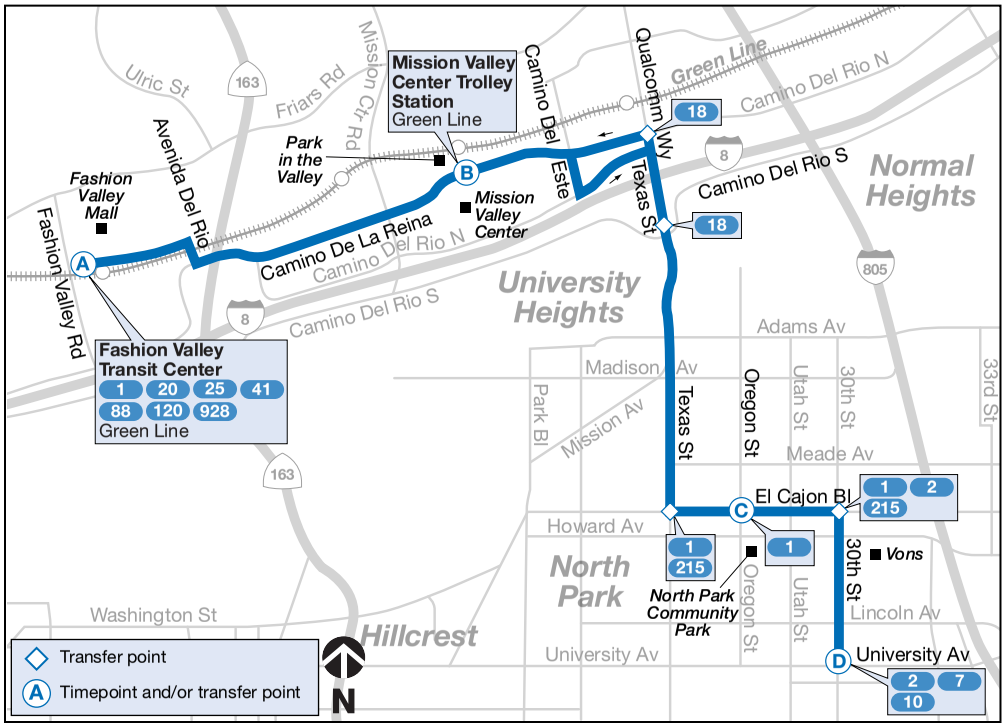
Fashion Valley Transit Center ↔ North Park
via Mission Valley

Destinations
- Fashion Valley Mall
- Mission Valley Center
- North Park Community Park
- Park in the Valley

Trolley Connections
- Fashion Valley
- Mission Valley Center

Subject to change without notice
Sujeto a cambios sin previo aviso

MTS



6 Sunday • *domingo*

Fashion Valley T.C. → North Park

A Fashion Valley Transit Center **DEPART**	B Mission Valley Center	C El Cajon Bl. & Oregon St.	D 30th St. & University Av. **ARRIVE**
9:37a	9:44a	9:53a	10:00a
10:07	10:14	10:23	10:30
10:37	10:45	10:54	11:02
11:06	11:14	11:23	11:31
11:37	11:45	11:55	**12:03p**
12:07p	**12:15p**	**12:26p**	**12:34**
12:37	**12:45**	**12:56**	**1:04**
1:07	**1:15**	**1:26**	**1:34**
1:37	**1:45**	**1:56**	**2:04**
2:07	**2:15**	**2:26**	**2:34**
2:37	**2:45**	**2:56**	**3:04**
3:07	**3:15**	**3:26**	**3:34**
3:37	**3:45**	**3:56**	**4:04**
4:07	**4:15**	**4:26**	**4:34**
4:37	**4:45**	**4:56**	**5:04**
5:07	**5:15**	**5:26**	**5:34**
5:37	**5:45**	**5:56**	**6:04**
6:07	**6:15**	**6:25**	**6:33**
7:09	**7:17**	**7:26**	**7:33**
8:07	**8:15**	**8:24**	**8:31**

North Park → Fashion Valley T.C.

D 30th St. & University Av. **DEPART**	C El Cajon Bl. & Oregon St.	B Park in the Valley	A Fashion Valley Transit Center **ARRIVE**
7:34a	7:39a	7:48a	7:55a
8:14	8:19	8:28	8:35
9:00	9:05	9:15	9:22
9:30	9:35	9:45	9:52
10:02	10:07	10:17	10:25
10:35	10:40	10:50	10:58
11:05	11:10	11:20	11:28
11:35	11:40	11:51	11:59
12:05p	**12:10p**	**12:21p**	**12:29p**
12:36	**12:41**	**12:52**	**1:00**
1:06	**1:11**	**1:22**	**1:30**
1:36	**1:41**	**1:52**	**2:00**
2:06	**2:11**	**2:22**	**2:30**
2:36	**2:41**	**2:52**	**3:00**
3:06	**3:11**	**3:22**	**3:30**
3:36	**3:41**	**3:52**	**4:00**
4:06	**4:11**	**4:22**	**4:30**
4:36	**4:41**	**4:52**	**5:00**
5:06	**5:11**	**5:22**	**5:30**
5:36	**5:41**	**5:52**	**6:00**
6:37	**6:42**	**6:52**	**7:00**
7:35	**7:40**	**7:49**	**7:57**

6 Monday through Friday • *lunes a viernes*

Fashion Valley T.C. → North Park

A	B	C	D
Fashion Valley Transit Center **DEPART**	Mission Valley Center	El Cajon Bl. & Oregon St.	30th St. & University Av. **ARRIVE**
6:01a	6:07a	6:15a	6:20a
6:32	6:38	6:46	6:51
6:52	6:58	7:06	7:11
7:04	7:11	7:20	7:26
7:24	7:31	7:40	7:46
7:44	7:51	8:00	8:06
8:04	8:11	8:20	8:26
8:24	8:31	8:40	8:46
8:44	8:51	9:00	9:06
9:04	9:11	9:20	9:27
9:24	9:31	9:40	9:47
9:44	9:51	10:00	10:07
10:04	10:12	10:21	10:28
10:24	10:32	10:41	10:48
10:44	10:52	11:01	11:09
11:04	11:12	11:21	11:29
11:24	11:32	11:42	11:50
11:44	11:52	**12:02p**	**12:10p**
12:04p	**12:12p**	**12:23**	**12:31**
12:24	**12:32**	**12:43**	**12:51**
12:44	**12:52**	**1:03**	**1:11**
1:04	**1:12**	**1:23**	**1:31**
1:24	**1:32**	**1:43**	**1:51**
1:44	**1:52**	**2:03**	**2:11**
2:04	**2:12**	**2:23**	**2:31**
2:24	**2:32**	**2:43**	**2:51**
2:44	**2:52**	**3:03**	**3:11**
3:04	**3:12**	**3:23**	**3:31**
3:24	**3:32**	**3:43**	**3:51**
3:44	**3:52**	**4:03**	**4:11**
4:04	**4:12**	**4:24**	**4:32**
4:24	**4:32**	**4:44**	**4:52**
4:44	**4:52**	**5:04**	**5:12**
5:04	**5:12**	**5:24**	**5:32**
5:32	**5:40**	**5:52**	**6:00**
5:49	**5:57**	**6:09**	**6:17**
6:07	**6:15**	**6:25**	**6:33**
6:37	**6:45**	**6:55**	**7:03**
7:09	**7:17**	**7:27**	**7:34**
7:36	**7:44**	**7:54**	**8:01**
8:06	**8:14**	**8:24**	**8:31**
8:36	**8:44**	**8:53**	**9:00**
9:05	**9:13**	**9:22**	**9:29**
9:35	**9:42**	**9:50**	**9:56**
10:05	**10:11**	**10:19**	**10:25**
10:35	**10:41**	**10:49**	**10:55**
11:05	**11:11**	**11:19**	**11:25**

North Park → Fashion Valley T.C.

D	C	B	A
30th St. & University Av. **DEPART**	El Cajon Bl. & Oregon St.	Park in the Valley	Fashion Valley Transit Center **ARRIVE**
5:24a	5:28a	5:36a	5:43a
5:54	5:58	6:06	6:13
6:14	6:18	6:26	6:33
6:33	6:37	6:45	6:52
6:53	6:57	7:06	7:13
7:13	7:17	7:27	7:35
7:33	7:38	7:49	7:57
7:53	7:58	8:09	8:17
8:13	8:18	8:29	8:37
8:33	8:38	8:49	8:57
8:53	8:58	9:08	9:16
9:13	9:18	9:28	9:36
9:33	9:38	9:48	9:56
9:53	9:58	10:08	10:16
10:13	10:18	10:28	10:36
10:33	10:38	10:48	10:56
10:53	10:58	11:08	11:16
11:13	11:18	11:28	11:36
11:33	11:38	11:49	11:57
11:53	11:58	**12:09p**	**12:17p**
12:13p	**12:18p**	**12:29**	**12:37**
12:33	**12:38**	**12:49**	**12:57**
12:53	**12:58**	**1:09**	**1:17**
1:13	**1:18**	**1:29**	**1:37**
1:33	**1:38**	**1:49**	**1:57**
1:53	**1:58**	**2:09**	**2:17**
2:13	**2:18**	**2:29**	**2:37**
2:33	**2:38**	**2:49**	**2:57**
2:53	**2:58**	**3:09**	**3:17**
3:13	**3:18**	**3:29**	**3:37**
3:33	**3:38**	**3:49**	**3:57**
3:53	**3:58**	**4:09**	**4:17**
4:13	**4:18**	**4:29**	**4:37**
4:34	**4:39**	**4:50**	**4:58**
4:54	**4:59**	**5:10**	**5:18**
5:14	**5:19**	**5:30**	**5:38**
5:37	**5:42**	**5:53**	**6:01**
6:07	**6:12**	**6:22**	**6:30**
6:37	**6:42**	**6:52**	**7:00**
7:07	**7:12**	**7:21**	**7:29**
7:36	**7:41**	**7:50**	**7:58**
8:06	**8:10**	**8:18**	**8:25**
8:36	**8:40**	**8:48**	**8:55**
9:02	**9:06**	**9:14**	**9:21**
9:31	**9:35**	**9:43**	**9:50**
10:00	**10:04**	**10:12**	**10:19**
10:30	**10:34**	**10:42**	**10:49**

6 Saturday • *sábado*

Fashion Valley T.C. → North Park

A	B	C	D
Fashion Valley Transit Center **DEPART**	Mission Valley Center	El Cajon Bl. & Oregon St.	30th St. & University Av. **ARRIVE**
6:39a	6:45a	6:53a	6:58a
7:09	7:15	7:23	7:29
7:38	7:44	7:52	7:58
8:08	8:14	8:22	8:28
8:37	8:43	8:52	8:58
9:04	9:11	9:20	9:27
9:36	9:43	9:52	9:59
10:04	10:11	10:20	10:27
10:24	10:31	10:40	10:47
10:44	10:52	11:01	11:09
11:04	11:12	11:21	11:29
11:24	11:32	11:42	11:50
11:44	11:52	**12:02p**	**12:10p**
12:04p	**12:12p**	**12:23**	**12:31**
12:24	**12:32**	**12:43**	**12:51**
12:44	**12:52**	**1:03**	**1:11**
1:04	**1:12**	**1:23**	**1:31**
1:24	**1:32**	**1:43**	**1:51**
1:44	**1:52**	**2:03**	**2:11**
2:04	**2:12**	**2:23**	**2:31**
2:24	**2:32**	**2:43**	**2:51**
2:44	**2:52**	**3:03**	**3:11**
3:04	**3:12**	**3:23**	**3:31**
3:24	**3:32**	**3:43**	**3:51**
3:44	**3:52**	**4:03**	**4:11**
4:04	**4:12**	**4:23**	**4:31**
4:24	**4:32**	**4:43**	**4:51**
4:44	**4:52**	**5:03**	**5:11**
5:07	**5:15**	**5:26**	**5:34**
5:30	**5:38**	**5:49**	**5:57**
5:47	**5:55**	**6:06**	**6:14**
6:07	**6:15**	**6:25**	**6:33**
6:37	**6:45**	**6:55**	**7:03**
7:09	**7:17**	**7:26**	**7:33**
7:37	**7:45**	**7:54**	**8:01**
8:07	**8:15**	**8:24**	**8:31**
8:37	**8:45**	**8:54**	**9:01**
9:07	**9:15**	**9:24**	**9:31**
9:40	**9:47**	**9:55**	**10:01**
10:10	**10:16**	**10:24**	**10:30**

North Park → Fashion Valley T.C.

D	C	B	A
30th St. & University Av. **DEPART**	El Cajon Bl. & Oregon St.	Park in the Valley	Fashion Valley Transit Center **ARRIVE**
6:30a	6:34a	6:42a	6:49a
7:00	7:04	7:12	7:19
7:31	7:35	7:43	7:50
8:00	8:05	8:14	8:21
8:30	8:35	8:44	8:51
9:00	9:05	9:14	9:21
9:29	9:34	9:44	9:51
9:46	9:51	10:01	10:08
10:06	10:11	10:21	10:29
10:33	10:38	10:48	10:56
10:53	10:58	11:08	11:16
11:13	11:18	11:28	11:36
11:33	11:38	11:49	11:57
11:53	11:58	**12:09p**	**12:17p**
12:13p	**12:18p**	**12:29**	**12:37**
12:33	**12:38**	**12:49**	**12:57**
12:53	**12:58**	**1:09**	**1:17**
1:13	**1:18**	**1:29**	**1:37**
1:33	**1:38**	**1:49**	**1:57**
1:53	**1:58**	**2:09**	**2:17**
2:13	**2:18**	**2:29**	**2:37**
2:33	**2:38**	**2:49**	**2:57**
2:53	**2:58**	**3:09**	**3:17**
3:13	**3:18**	**3:29**	**3:37**
3:33	**3:38**	**3:49**	**3:57**
3:53	**3:58**	**4:09**	**4:17**
4:13	**4:18**	**4:29**	**4:37**
4:34	**4:39**	**4:50**	**4:58**
4:54	**4:59**	**5:10**	**5:18**
5:14	**5:19**	**5:30**	**5:38**
5:36	**5:41**	**5:52**	**6:00**
6:05	**6:10**	**6:20**	**6:28**
6:35	**6:40**	**6:50**	**6:58**
7:06	**7:11**	**7:20**	**7:28**
7:35	**7:40**	**7:49**	**7:57**
8:05	**8:09**	**8:17**	**8:24**
8:34	**8:38**	**8:46**	**8:53**
9:04	**9:08**	**9:16**	**9:23**
9:34	**9:38**	**9:46**	**9:53**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays /
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Fare Information
Información de tarifas
sdmts.com/fares

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All timetables are available online

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Real Time Arrivals

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sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective June 30, 2023

7

Bus Route

Downtown San Diego ↔ University Avenue & College Avenue

via University Avenue

Destinations
- Balboa Park
- San Diego Zoo
- City College
- City Heights Retail Village
- City Heights Transit Plaza

Trolley Connections
- City College

Subject to change without notice
Sujeto a cambios sin previo aviso

MTS

7 Monday through Friday • *lunes a viernes*

Downtown San Diego → University Avenue & College Avenue

A	C	D	E	F	G	H	I
Front St. & B St. **DEPART**	Broadway & 3rd Av.	City College Transit Center (11th Av.)	Park Bl. & University Av.	University Av. & 30th St.	City Heights Transit Plaza & 15 Fwy.	University Av. & Fairmount Av.	University Av. & College Av. **ARRIVE**
—	—	4:25a	4:34a	4:39a	4:45a	4:48a	4:57a
—	—	4:45	4:54	4:59	5:05	5:08	5:17
4:57a	5:00a	5:05	5:14	5:19	5:25	5:28	5:37
5:17	5:20	5:25	5:34	5:39	5:45	5:48	5:57
5:34	5:37	5:42	5:51	5:56	6:03	6:06	6:16
5:51	5:54	5:59	6:08	6:13	6:20	6:23	6:33
6:07	6:11	6:16	6:26	6:31	6:38	6:41	6:51
6:19	6:23	6:28	6:38	6:43	6:50	6:53	7:03
6:31	6:35	6:40	6:51	6:57	7:04	7:07	7:18
6:43	6:47	6:52	7:03	7:09	7:16	7:19	7:30
6:55	6:59	7:04	7:15	7:21	7:28	7:31	7:42
7:07	7:11	7:16	7:27	7:33	7:41	7:45	7:57
7:19	7:23	7:28	7:39	7:45	7:53	7:57	8:09
7:31	7:35	7:40	7:51	7:57	8:05	8:09	8:21
7:43	7:47	7:52	8:03	8:09	8:17	8:21	8:33
7:55	7:59	8:04	8:15	8:21	8:29	8:33	8:45
8:07	8:11	8:16	8:27	8:33	8:41	8:45	8:57
8:19	8:23	8:28	8:39	8:45	8:53	8:57	9:09
8:31	8:35	8:40	8:51	8:57	9:05	9:09	9:21
8:43	8:47	8:52	9:03	9:09	9:17	9:21	9:33
8:55	8:59	9:04	9:15	9:21	9:29	9:33	9:45
9:07	9:11	9:16	9:27	9:33	9:41	9:45	9:57
9:19	9:23	9:28	9:39	9:45	9:53	9:57	10:09
9:31	9:35	9:40	9:51	9:57	10:06	10:10	10:23
9:43	9:47	9:52	10:03	10:09	10:18	10:22	10:35
9:55	9:59	10:04	10:15	10:21	10:30	10:34	10:47
10:05	10:09	10:14	10:25	10:32	10:41	10:45	10:59
10:17	10:21	10:26	10:37	10:44	10:53	10:57	11:11
10:29	10:33	10:38	10:49	10:56	11:05	11:09	11:23
10:41	10:45	10:50	11:01	11:08	11:17	11:21	11:35
10:54	10:58	11:03	11:14	11:21	11:30	11:34	11:48
11:07	11:11	11:16	11:27	11:34	11:43	11:47	**12:01p**
11:19	11:23	11:28	11:39	11:46	11:55	11:59	**12:13**
11:31	11:35	11:40	11:51	11:58	**12:07p**	**12:11p**	**12:25**
11:43	11:47	11:52	**12:03p**	**12:10p**	**12:19**	**12:23**	**12:37**
11:55	11:59	**12:04p**	**12:15**	**12:22**	**12:31**	**12:35**	**12:49**
12:05p	**12:09p**	**12:15**	**12:26**	**12:33**	**12:42**	**12:46**	**1:00**
12:17	**12:21**	**12:27**	**12:38**	**12:45**	**12:54**	**12:58**	**1:12**
12:29	**12:33**	**12:39**	**12:50**	**12:57**	**1:06**	**1:10**	**1:24**
12:41	**12:45**	**12:51**	**1:02**	**1:09**	**1:18**	**1:22**	**1:36**
12:53	**12:57**	**1:03**	**1:14**	**1:21**	**1:30**	**1:34**	**1:48**
1:06	**1:11**	**1:17**	**1:28**	**1:35**	**1:45**	**1:50**	**2:04**
1:19	**1:24**	**1:30**	**1:41**	**1:48**	**1:58**	**2:03**	**2:17**
1:31	**1:36**	**1:42**	**1:53**	**2:00**	**2:10**	**2:15**	**2:29**
1:43	**1:48**	**1:54**	**2:05**	**2:12**	**2:22**	**2:27**	**2:41**
1:55	**2:00**	**2:06**	**2:17**	**2:24**	**2:34**	**2:39**	**2:53**
2:07	**2:12**	**2:18**	**2:30**	**2:37**	**2:47**	**2:52**	**3:07**
2:19	**2:24**	**2:30**	**2:42**	**2:49**	**2:59**	**3:04**	**3:19**
2:31	**2:36**	**2:42**	**2:54**	**3:01**	**3:11**	**3:16**	**3:31**
2:43	**2:48**	**2:54**	**3:06**	**3:13**	**3:23**	**3:28**	**3:43**
2:55	**3:00**	**3:06**	**3:18**	**3:25**	**3:35**	**3:40**	**3:55**
—	**—**	R **3:12**	**3:24**	**3:31**	**3:41**	B **3:46**	**—**
3:07	**3:12**	**3:18**	**3:30**	**3:37**	**3:47**	**3:52**	**4:07**
—	**—**	R **3:24**	**3:36**	**3:43**	**3:53**	B **3:58**	**—**
3:19	**3:24**	**3:30**	**3:42**	**3:49**	**3:59**	**4:04**	**4:19**
3:31	**3:36**	**3:42**	**3:54**	**4:01**	**4:11**	**4:16**	**4:31**
3:43	**3:48**	**3:54**	**4:06**	**4:13**	**4:23**	**4:28**	**4:43**
3:55	**4:00**	**4:06**	**4:18**	**4:25**	**4:35**	**4:40**	**4:55**
4:07	**4:12**	**4:18**	**4:30**	**4:37**	**4:47**	**4:52**	**5:07**
4:19	**4:24**	**4:30**	**4:42**	**4:49**	**4:59**	**5:04**	**5:19**
4:31	**4:36**	**4:42**	**4:54**	**5:01**	**5:11**	**5:16**	**5:31**
4:43	**4:48**	**4:54**	**5:06**	**5:13**	**5:23**	**5:28**	**5:43**
4:55	**5:00**	**5:06**	**5:18**	**5:25**	**5:35**	**5:40**	**5:55**
5:06	**5:11**	**5:17**	**5:29**	**5:36**	**5:46**	**5:51**	**6:06**
5:18	**5:23**	**5:29**	**5:41**	**5:48**	**5:58**	**6:03**	**6:18**
5:31	**5:36**	**5:42**	**5:54**	**6:01**	**6:11**	**6:16**	**6:31**
5:43	**5:48**	**5:54**	**6:06**	**6:13**	**6:23**	**6:28**	**6:43**
5:55	**6:00**	**6:06**	**6:17**	**6:24**	**6:34**	**6:38**	**6:52**
6:07	**6:12**	**6:18**	**6:28**	**6:35**	**6:44**	**6:48**	**7:01**
6:19	**6:24**	**6:30**	**6:40**	**6:47**	**6:56**	**7:00**	**7:13**
6:31	**6:35**	**6:40**	**6:50**	**6:57**	**7:06**	**7:10**	**7:23**
6:43	**6:47**	**6:52**	**7:02**	**7:09**	**7:18**	**7:22**	**7:35**
6:55	**6:59**	**7:04**	**7:14**	**7:20**	**7:28**	**7:32**	**7:44**
7:07	**7:11**	**7:16**	**7:26**	**7:32**	**7:40**	**7:44**	**7:56**
7:22	**7:26**	**7:31**	**7:40**	**7:46**	**7:54**	**7:58**	**8:09**
7:38	**7:42**	**7:47**	**7:56**	**8:02**	**8:10**	**8:14**	**8:25**
7:53	**7:57**	**8:02**	**8:11**	**8:17**	**8:25**	**8:29**	**8:40**
8:08	**8:12**	**8:17**	**8:26**	**8:32**	**8:40**	**8:44**	**8:55**
8:23	**8:27**	**8:32**	**8:41**	**8:47**	**8:55**	**8:59**	**9:10**
8:38	**8:42**	**8:47**	**8:56**	**9:02**	**9:09**	**9:13**	**9:23**
8:53	**8:57**	**9:02**	**9:11**	**9:17**	**9:24**	**9:28**	**9:38**
9:06	**9:10**	**9:15**	**9:24**	**9:30**	**9:37**	**9:41**	**9:51**
9:19	**9:23**	**9:28**	**9:37**	**9:43**	**9:50**	**9:53**	**10:03**
9:34	**9:38**	**9:43**	**9:52**	**9:58**	**10:05**	**10:08**	**10:18**
9:49	**9:53**	**9:58**	**10:07**	**10:13**	**10:20**	**10:23**	**10:33**
10:04	**10:08**	**10:13**	**10:22**	**10:28**	**10:35**	**10:38**	**10:48**
10:19	**10:23**	**10:28**	**10:37**	**10:43**	**10:50**	**10:53**	**11:03**
10:34	**10:38**	**10:43**	**10:52**	**10:58**	**11:05**	**11:08**	**11:18**
10:49	**10:53**	**10:58**	**11:07**	**11:13**	**11:20**	**11:23**	**11:33**
11:07	**11:11**	**11:16**	**11:24**	**11:29**	**11:35**	**11:38**	**11:48**
11:36	**11:40**	**11:45**	**11:53**	**11:58**	12:04a	12:07a	12:17a
12:05a	12:09a	12:14a	12:22a	12:27a	12:33	12:36	12:46
12:35	12:39	12:44	12:52	12:57	1:03	1:06	1:16
1:05	1:09	1:14	1:22	1:27	1:33	1:36	1:46
1:35	1:39	1:44	1:52	1:57	2:03	2:06	2:16

University Avenue & College Avenue → Downtown San Diego

I	H	G	F	E	D	C	B
University Av. & College Av. **DEPART**	University Av. & Fairmount Av.	City Heights Transit Plaza & 15 Fwy.	University Av. & 30th St.	Park Bl. & University Av.	City College Transit Center (Park Bl.)	Broadway & 5th Av.	Broadway & 1st. Av. **ARRIVE**
—	—	4:23a	4:29a	4:34a	4:44a	4:48a	4:51a
4:25a	4:35a	4:39	4:45	4:50	5:00	5:04	5:07
4:41	4:51	4:55	5:01	5:06	5:16	5:20	5:23
4:59	5:09	5:13	5:19	5:24	5:34	5:38	5:41
5:15	5:25	5:29	5:35	5:40	5:50	5:54	5:57
5:30	5:41	5:45	5:52	5:57	6:07	6:11	6:14
5:42	5:53	5:57	6:04	6:09	6:19	6:23	6:26
5:54	6:05	6:09	6:17	6:22	6:33	6:37	6:40
6:06	6:17	6:21	6:29	6:35	6:47	6:51	6:54
6:18	6:30	6:34	6:42	6:48	7:01	7:05	7:09
6:30	6:43	6:47	6:56	7:02	7:15	7:19	7:23
6:42	6:55	6:59	7:08	7:14	7:28	7:32	7:37
6:54	7:08	7:13	7:22	7:28	7:42	7:46	7:51
7:06	7:22	7:28	7:37	7:44	7:58	8:02	8:07
7:18	7:34	7:40	7:49	7:56	8:10	8:14	8:19
7:30	7:46	7:52	8:01	8:08	8:22	8:26	8:31
7:42	7:58	8:04	8:13	8:20	8:34	8:38	8:43
7:56	8:10	8:15	8:24	8:31	8:45	8:49	8:54
8:07	8:21	8:26	8:35	8:42	8:56	9:00	9:05
8:19	8:33	8:38	8:47	8:54	9:08	9:12	9:17
8:31	8:45	8:50	8:59	9:06	9:20	9:24	9:29
8:43	8:57	9:02	9:11	9:18	9:32	9:36	9:41
8:55	9:09	9:14	9:23	9:30	9:44	9:48	9:53
9:07	9:21	9:26	9:35	9:42	9:56	10:00	10:05
9:19	9:33	9:38	9:47	9:54	10:08	10:12	10:17
9:31	9:45	9:50	9:59	10:06	10:20	10:24	10:29
9:43	9:57	10:02	10:11	10:18	10:32	10:36	10:41
9:55	10:09	10:14	10:23	10:30	10:44	10:48	10:53
10:07	10:21	10:26	10:35	10:42	10:56	11:00	11:05
10:19	10:33	10:38	10:47	10:54	11:08	11:12	11:17
10:33	10:47	10:52	11:01	11:08	11:22	11:26	11:31
10:45	10:59	11:04	11:13	11:20	11:34	11:38	11:43
10:57	11:11	11:16	11:25	11:32	11:46	11:50	11:55
11:09	11:23	11:28	11:37	11:44	11:58	**12:02p**	**12:07p**
11:21	11:35	11:40	11:49	11:56	**12:10p**	**12:14**	**12:19**
11:33	11:47	11:52	**12:01p**	**12:08p**	**12:22**	**12:26**	**12:31**
11:45	11:59	**12:04p**	**12:13**	**12:20**	**12:34**	**12:38**	**12:43**
11:58	**12:12p**	**12:17**	**12:26**	**12:33**	**12:47**	**12:51**	**12:56**
12:11p	**12:25**	**12:30**	**12:39**	**12:46**	**1:00**	**1:04**	**1:09**
12:23	**12:37**	**12:42**	**12:51**	**12:58**	**1:12**	**1:16**	**1:21**
12:35	**12:49**	**12:54**	**1:03**	**1:10**	**1:24**	**1:28**	**1:33**
12:47	**1:01**	**1:06**	**1:15**	**1:22**	**1:36**	**1:40**	**1:45**
12:59	**1:13**	**1:18**	**1:27**	**1:34**	**1:48**	**1:52**	**1:57**
1:10	**1:24**	**1:29**	**1:38**	**1:45**	**1:59**	**2:03**	**2:08**
1:22	**1:36**	**1:41**	**1:50**	**1:57**	**2:11**	**2:15**	**2:20**
1:34	**1:48**	**1:53**	**2:02**	**2:09**	**2:23**	**2:27**	**2:32**
1:46	**2:00**	**2:05**	**2:14**	**2:21**	**2:35**	**2:39**	**2:44**
1:58	**2:12**	**2:17**	**2:26**	**2:33**	**2:47**	**2:51**	**2:56**
2:09	**2:23**	**2:28**	**2:37**	**2:44**	**2:58**	**3:02**	**3:07**
2:20	**2:34**	**2:39**	**2:48**	**2:55**	**3:09**	**3:13**	**3:18**
2:31	**2:46**	**2:51**	**3:00**	**3:07**	**3:22**	**3:26**	**3:31**
2:42	**2:57**	**3:02**	**3:11**	**3:18**	**3:33**	**3:37**	**3:42**
2:54	**3:09**	**3:14**	**3:23**	**3:30**	**3:45**	**3:49**	**3:54**
3:06	**3:21**	**3:26**	**3:35**	**3:42**	**3:57**	**4:01**	**4:06**
3:18	**3:33**	**3:38**	**3:47**	**3:54**	**4:09**	**4:13**	**4:18**
3:30	**3:45**	**3:50**	**3:59**	**4:06**	**4:21**	**4:25**	**4:30**
3:42	**3:57**	**4:02**	**4:11**	**4:18**	**4:33**	**4:37**	**4:42**
3:54	**4:09**	**4:14**	**4:23**	**4:30**	**4:45**	**4:49**	**4:54**
4:06	**4:21**	**4:26**	**4:35**	**4:42**	**4:57**	**5:01**	**5:06**
4:18	**4:33**	**4:38**	**4:47**	**4:54**	**5:09**	**5:13**	**5:18**
4:30	**4:45**	**4:50**	**4:59**	**5:06**	**5:21**	**5:25**	**5:30**
4:42	**4:57**	**5:02**	**5:11**	**5:18**	**5:33**	**5:37**	**5:42**
4:54	**5:09**	**5:14**	**5:23**	**5:30**	**5:45**	**5:49**	**5:54**
5:06	**5:21**	**5:26**	**5:35**	**5:42**	**5:57**	**6:01**	**6:06**
5:18	**5:32**	**5:37**	**5:46**	**5:53**	**6:07**	**6:11**	**6:16**
5:30	**5:44**	**5:49**	**5:58**	**6:05**	**6:19**	**6:23**	**6:28**
5:42	**5:56**	**6:01**	**6:10**	**6:17**	**6:31**	**6:35**	**6:40**
5:57	**6:11**	**6:16**	**6:24**	**6:31**	**6:44**	**6:48**	**6:53**
6:13	**6:27**	**6:32**	**6:40**	**6:47**	**7:00**	**7:04**	**7:09**
6:30	**6:43**	**6:48**	**6:56**	**7:02**	**7:14**	**7:18**	**7:23**
6:46	**6:59**	**7:03**	**7:11**	**7:18**	**7:30**	**7:34**	**7:39**
7:01	**7:14**	**7:18**	**7:26**	**7:32**	**7:43**	**7:47**	**7:51**
7:17	**7:30**	**7:34**	**7:42**	**7:48**	**7:59**	**8:03**	**8:07**
7:33	**7:46**	**7:50**	**7:58**	**8:04**	**8:15**	**8:19**	**8:23**
7:48	**8:01**	**8:05**	**8:13**	**8:19**	**8:30**	**8:34**	**8:38**
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8:20	**8:32**	**8:36**	**8:43**	**8:49**	**9:00**	**9:04**	**9:08**
8:35	**8:46**	**8:50**	**8:57**	**9:03**	**9:13**	**9:17**	**9:21**
8:50	**9:01**	**9:05**	**9:12**	**9:18**	**9:28**	**9:32**	**9:36**
9:05	**9:16**	**9:20**	**9:27**	**9:33**	**9:43**	**9:47**	**9:51**
9:23	**9:34**	**9:38**	**9:45**	**9:51**	**10:01**	**10:05**	**10:09**
9:43	**9:54**	**9:58**	**10:05**	**10:11**	**10:21**	**10:25**	**10:29**
10:13	**10:23**	**10:27**	**10:33**	**10:38**	**10:48**	**10:52**	**10:56**
10:43	**10:53**	**10:57**	**11:03**	**11:08**	**11:18**	**11:22**	**11:26**
11:13	**11:23**	**11:26**	**11:32**	**11:37**	**11:47**	**11:51**	**11:54**
11:43	**11:53**	**11:56**	12:02a	12:07a	12:17a	12:21a	12:24a
12:10a	12:20a	12:23a	12:29	12:34	12:44	12:48	12:51
12:40	12:50	12:53	12:59	1:04	1:14	1:18	1:21

B = Trip ends 9 minutes later at University Av. & 54th St. / Viaje termina 9 minutos después en University Av. y 54th St.

R = Trip does not operate during June, July and August school break. / Viaje no opera durante las vacaciones de escuela en Junio, Julio y Agosto.

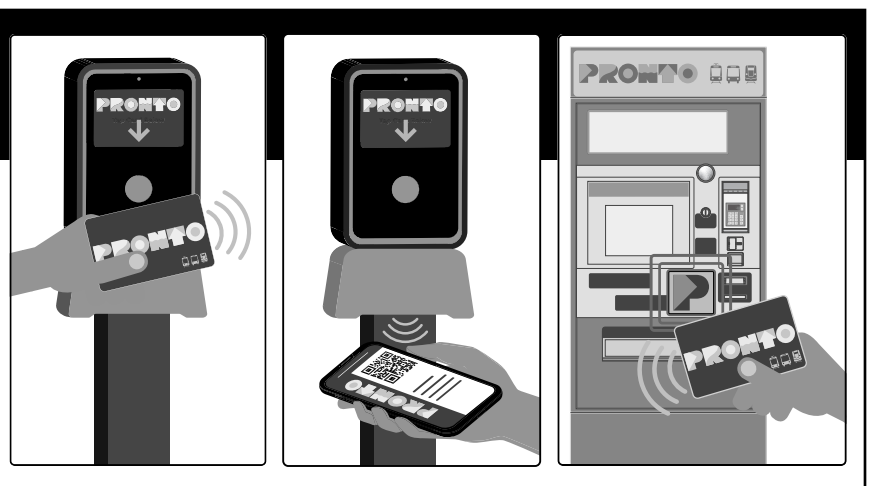
A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

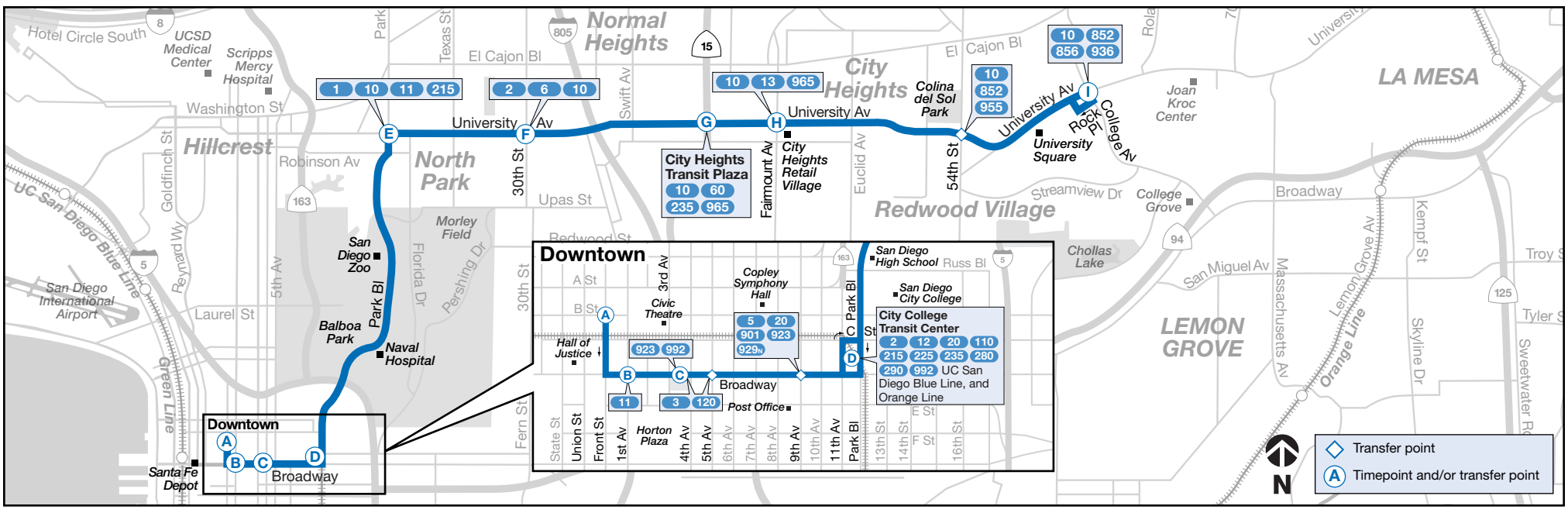
PRONTO

619-595-5636
RidePRONTO.com

TAP or SCAN - Required Before Boarding

TOCA o ESCANEA - Se requiere antes de abordar





7 Saturday • *sábado*

Downtown San Diego → University Avenue & College Avenue

A Front St. & B St. **DEPART**	C Broadway & 3rd Av.	D City College Transit Center (11th Av.)	E Park Bl. & University Av.	F University Av.& 30th St.	G City Heights Transit Plaza & 15 Fwy.	H University Av. & Fairmount Av.	I University Av. & College Av. **ARRIVE**
5:37a	5:39a	5:44a	5:53a	5:58a	6:04a	6:07a	6:16a
6:06	6:09	6:14	6:24	6:29	6:35	6:38	6:47
6:30	6:33	6:38	6:48	6:53	7:00	7:03	7:13
6:45	6:48	6:53	7:03	7:08	7:15	7:18	7:28
7:00	7:03	7:08	7:19	7:25	7:32	7:35	7:46
7:14	7:17	7:22	7:33	7:39	7:46	7:50	8:01
7:29	7:32	7:37	7:48	7:54	8:01	8:05	8:16
7:44	7:47	7:52	8:03	8:09	8:16	8:20	8:31
7:59	8:02	8:07	8:18	8:24	8:32	8:36	8:48
8:14	8:17	8:22	8:33	8:39	8:47	8:51	9:03
8:29	8:32	8:37	8:48	8:54	9:02	9:06	9:18
8:44	8:47	8:52	9:03	9:09	9:17	9:21	9:33
8:59	9:02	9:07	9:18	9:24	9:32	9:36	9:48
9:14	9:17	9:22	9:33	9:39	9:47	9:51	10:03
9:29	9:32	9:37	9:48	9:54	10:02	10:06	10:18
9:44	9:47	9:52	10:03	10:09	10:17	10:21	10:33
9:59	10:02	10:07	10:18	10:24	10:32	10:36	10:48
10:14	10:17	10:22	10:33	10:40	10:49	10:53	11:06
10:29	10:32	10:37	10:48	10:55	11:04	11:08	11:21
10:44	10:47	10:52	11:03	11:10	11:19	11:23	11:36
10:59	11:02	11:07	11:18	11:25	11:34	11:38	11:51
11:14	11:17	11:22	11:33	11:40	11:49	11:53	**12:06p**
11:29	11:32	11:37	11:48	11:55	**12:04p**	**12:08p**	**12:21**
11:44	11:47	11:52	**12:03p**	**12:10p**	**12:19**	**12:23**	**12:36**
11:59	**12:02p**	**12:07p**	**12:18**	**12:25**	**12:34**	**12:38**	**12:51**
12:13p	**12:16**	**12:22**	**12:33**	**12:40**	**12:49**	**12:53**	**1:07**
12:28	**12:31**	**12:37**	**12:48**	**12:55**	**1:04**	**1:08**	**1:22**
12:43	**12:46**	**12:52**	**1:03**	**1:10**	**1:19**	**1:23**	**1:37**
12:59	**1:02**	**1:08**	**1:19**	**1:26**	**1:35**	**1:39**	**1:53**
1:13	**1:17**	**1:23**	**1:34**	**1:41**	**1:51**	**1:56**	**2:10**
1:28	**1:32**	**1:38**	**1:49**	**1:56**	**2:06**	**2:11**	**2:25**
1:43	**1:47**	**1:53**	**2:04**	**2:11**	**2:21**	**2:26**	**2:40**
1:58	**2:02**	**2:08**	**2:19**	**2:26**	**2:36**	**2:41**	**2:55**
2:13	**2:17**	**2:23**	**2:35**	**2:42**	**2:52**	**2:57**	**3:12**
2:28	**2:32**	**2:38**	**2:50**	**2:57**	**3:07**	**3:12**	**3:27**
2:43	**2:47**	**2:53**	**3:05**	**3:12**	**3:22**	**3:27**	**3:42**
2:58	**3:02**	**3:08**	**3:20**	**3:27**	**3:37**	**3:42**	**3:57**
3:13	**3:17**	**3:23**	**3:35**	**3:42**	**3:52**	**3:57**	**4:12**
3:28	**3:32**	**3:38**	**3:50**	**3:57**	**4:07**	**4:12**	**4:27**
3:43	**3:47**	**3:53**	**4:05**	**4:12**	**4:22**	**4:27**	**4:42**
3:58	**4:02**	**4:08**	**4:20**	**4:27**	**4:37**	**4:42**	**4:57**
4:13	**4:17**	**4:23**	**4:35**	**4:42**	**4:52**	**4:57**	**5:12**
4:28	**4:32**	**4:38**	**4:50**	**4:57**	**5:07**	**5:12**	**5:27**
4:43	**4:47**	**4:53**	**5:05**	**5:12**	**5:22**	**5:27**	**5:42**
4:58	**5:02**	**5:08**	**5:20**	**5:27**	**5:37**	**5:42**	**5:57**
5:13	**5:17**	**5:23**	**5:35**	**5:42**	**5:52**	**5:57**	**6:12**
5:28	**5:32**	**5:38**	**5:50**	**5:57**	**6:07**	**6:12**	**6:27**
5:43	**5:47**	**5:53**	**6:05**	**6:12**	**6:22**	**6:27**	**6:42**
5:58	**6:02**	**6:08**	**6:19**	**6:26**	**6:35**	**6:39**	**6:53**
6:13	**6:17**	**6:23**	**6:33**	**6:40**	**6:49**	**6:53**	**7:06**
6:28	**6:32**	**6:38**	**6:48**	**6:55**	**7:04**	**7:08**	**7:21**
6:44	**6:47**	**6:52**	**7:02**	**7:09**	**7:18**	**7:22**	**7:35**
7:00	**7:03**	**7:08**	**7:18**	**7:24**	**7:32**	**7:36**	**7:48**
7:15	**7:18**	**7:23**	**7:32**	**7:38**	**7:46**	**7:50**	**8:01**
7:30	**7:33**	**7:38**	**7:47**	**7:53**	**8:01**	**8:05**	**8:16**
7:45	**7:48**	**7:53**	**8:02**	**8:08**	**8:16**	**8:20**	**8:31**
8:01	**8:04**	**8:09**	**8:18**	**8:24**	**8:32**	**8:36**	**8:47**
8:16	**8:19**	**8:24**	**8:33**	**8:39**	**8:47**	**8:51**	**9:02**
8:33	**8:36**	**8:41**	**8:50**	**8:56**	**9:03**	**9:07**	**9:17**
8:48	**8:51**	**8:56**	**9:05**	**9:11**	**9:18**	**9:22**	**9:32**
9:03	**9:06**	**9:11**	**9:20**	**9:26**	**9:33**	**9:37**	**9:47**
9:32	**9:35**	**9:40**	**9:49**	**9:55**	**10:02**	**10:05**	**10:15**
10:02	**10:05**	**10:10**	**10:19**	**10:25**	**10:32**	**10:35**	**10:45**
10:32	**10:35**	**10:40**	**10:49**	**10:55**	**11:02**	**11:05**	**11:15**
10:59	**11:02**	**11:07**	**11:16**	**11:22**	**11:29**	**11:32**	**11:42**
11:29	**11:32**	**11:37**	**11:45**	**11:50**	**11:56**	**11:59**	12:08a
11:59	12:02a	12:07a	12:15a	12:20a	12:26a	12:29a	12:38
12:29a	12:32	12:37	12:45	12:50	12:56	12:59	1:08
12:59	1:02	1:07	1:15	1:20	1:26	1:29	1:38

University Avenue & College Avenue → Downtown San Diego

I University Av. & College Av. **DEPART**	H University Av. & Fairmount Av.	G City Heights Transit Plaza & 15 Fwy.	F University Av. & 30th St.	E Park Bl. & University Av.	D City College Transit Center (Park Bl.)	C Broadway & 5th Av.	B Broadway & 1st. Av. **ARRIVE**
5:05a	5:15a	5:18a	5:24a	5:29a	5:38a	5:42a	5:46a
5:32	5:43	5:47	5:53	5:58	6:08	6:12	6:16
5:47	5:58	6:02	6:08	6:13	6:23	6:27	6:31
6:02	6:13	6:17	6:23	6:28	6:38	6:42	6:46
6:14	6:26	6:30	6:37	6:42	6:53	6:57	7:01
6:29	6:41	6:45	6:52	6:57	7:08	7:12	7:16
6:44	6:56	7:00	7:07	7:12	7:23	7:27	7:31
6:59	7:11	7:15	7:22	7:27	7:38	7:42	7:46
7:13	7:26	7:31	7:38	7:43	7:55	7:59	8:03
7:28	7:41	7:46	7:53	7:58	8:10	8:14	8:18
7:42	7:55	8:00	8:07	8:13	8:25	8:29	8:34
7:57	8:10	8:15	8:22	8:28	8:40	8:44	8:49
8:12	8:25	8:30	8:37	8:43	8:55	8:59	9:04
8:25	8:38	8:43	8:50	8:56	9:08	9:12	9:17
8:37	8:51	8:56	9:04	9:10	9:23	9:27	9:32
8:52	9:06	9:11	9:19	9:25	9:38	9:42	9:47
9:05	9:19	9:24	9:33	9:40	9:53	9:57	10:02
9:20	9:34	9:39	9:48	9:55	10:08	10:12	10:17
9:35	9:49	9:54	10:03	10:10	10:23	10:27	10:32
9:50	10:04	10:09	10:18	10:25	10:38	10:42	10:47
10:05	10:19	10:24	10:33	10:40	10:53	10:57	11:02
10:20	10:34	10:39	10:48	10:55	11:08	11:12	11:17
10:35	10:49	10:54	11:03	11:10	11:23	11:27	11:32
10:50	11:04	11:09	11:18	11:25	11:38	11:42	11:47
11:05	11:19	11:24	11:33	11:40	11:53	11:57	**12:02p**
11:20	11:34	11:39	11:48	11:55	**12:08p**	**12:12p**	**12:17**
11:35	11:49	11:54	**12:03p**	**12:10p**	**12:23**	**12:27**	**12:32**
11:50	**12:04p**	**12:09p**	**12:18**	**12:25**	**12:39**	**12:43**	**12:49**
12:04p	**12:18**	**12:23**	**12:32**	**12:39**	**12:53**	**12:57**	**1:03**
12:19	**12:33**	**12:38**	**12:47**	**12:54**	**1:08**	**1:12**	**1:18**
12:34	**12:48**	**12:53**	**1:02**	**1:09**	**1:23**	**1:27**	**1:33**
12:49	**1:03**	**1:08**	**1:17**	**1:24**	**1:38**	**1:42**	**1:48**
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1:19	**1:33**	**1:38**	**1:47**	**1:54**	**2:08**	**2:12**	**2:18**
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5:34	**5:48**	**5:53**	**6:02**	**6:09**	**6:23**	**6:27**	**6:33**
5:52	**6:06**	**6:11**	**6:19**	**6:25**	**6:38**	**6:42**	**6:48**
6:07	**6:21**	**6:26**	**6:34**	**6:40**	**6:53**	**6:57**	**7:03**
6:22	**6:36**	**6:41**	**6:49**	**6:55**	**7:08**	**7:12**	**7:18**
6:39	**6:52**	**6:57**	**7:05**	**7:11**	**7:23**	**7:27**	**7:33**
6:56	**7:09**	**7:13**	**7:21**	**7:27**	**7:38**	**7:42**	**7:47**
7:13	**7:26**	**7:30**	**7:38**	**7:44**	**7:55**	**7:59**	**8:04**
7:28	**7:41**	**7:45**	**7:53**	**7:59**	**8:10**	**8:14**	**8:19**
7:43	**7:56**	**8:00**	**8:08**	**8:14**	**8:25**	**8:29**	**8:34**
7:58	**8:11**	**8:15**	**8:23**	**8:29**	**8:40**	**8:44**	**8:49**
8:14	**8:26**	**8:30**	**8:37**	**8:42**	**8:53**	**8:57**	**9:02**
8:31	**8:42**	**8:46**	**8:53**	**8:58**	**9:08**	**9:12**	**9:17**
8:46	**8:57**	**9:01**	**9:08**	**9:13**	**9:23**	**9:27**	**9:32**
9:02	**9:13**	**9:17**	**9:24**	**9:29**	**9:38**	**9:42**	**9:47**
9:32	**9:43**	**9:47**	**9:54**	**9:59**	**10:08**	**10:12**	**10:17**
10:04	**10:14**	**10:18**	**10:24**	**10:29**	**10:38**	**10:42**	**10:47**
10:34	**10:44**	**10:48**	**10:54**	**10:59**	**11:08**	**11:12**	**11:17**
11:05	**11:15**	**11:18**	**11:24**	**11:29**	**11:38**	**11:42**	**11:46**
11:35	**11:45**	**11:48**	**11:54**	**11:59**	12:08a	12:12a	12:16a
12:05a	12:15a	12:18a	12:24a	12:29a	12:38	12:42	12:46

7 Sunday • *domingo*

Downtown San Diego → University Avenue & College Avenue

A Front St. & B St. **DEPART**	C Broadway & 3rd Av.	D City College Transit Center (11th Av.)	E Park Bl. & University Av.	F University Av. & 30th St.	G City Heights Transit Plaza & 15 Fwy.	H University Av. & Fairmount Av.	I University Av. & College Av. **ARRIVE**
6:06a	6:09a	6:14a	6:24a	6:29a	6:35a	6:38a	6:47a
6:30	6:33	6:38	6:48	6:53	7:00	7:03	7:13
7:00	7:03	7:08	7:19	7:25	7:32	7:35	7:46
7:29	7:32	7:37	7:48	7:54	8:01	8:05	8:16
7:59	8:02	8:07	8:18	8:24	8:32	8:36	8:48
8:29	8:32	8:37	8:48	8:54	9:02	9:06	9:18
8:44	8:47	8:52	9:03	9:09	9:17	9:21	9:33
8:59	9:02	9:07	9:18	9:24	9:32	9:36	9:48
9:14	9:17	9:22	9:33	9:39	9:47	9:51	10:03
9:29	9:32	9:37	9:48	9:54	10:02	10:06	10:18
9:44	9:47	9:52	10:03	10:09	10:17	10:21	10:33
9:59	10:02	10:07	10:18	10:24	10:32	10:36	10:48
10:14	10:17	10:22	10:33	10:40	10:49	10:53	11:06
10:29	10:32	10:37	10:48	10:55	11:04	11:08	11:21
10:44	10:47	10:52	11:03	11:10	11:19	11:23	11:36
10:59	11:02	11:07	11:18	11:25	11:34	11:38	11:51
11:14	11:17	11:22	11:33	11:40	11:49	11:53	**12:06p**
11:29	11:32	11:37	11:48	11:55	**12:04p**	**12:08p**	**12:21**
11:44	11:47	11:52	**12:03p**	**12:10p**	**12:19**	**12:23**	**12:36**
11:59	**12:02p**	**12:07p**	**12:18**	**12:25**	**12:34**	**12:38**	**12:51**
12:13p	**12:16**	**12:22**	**12:33**	**12:40**	**12:49**	**12:53**	**1:07**
12:28	**12:31**	**12:37**	**12:48**	**12:55**	**1:04**	**1:08**	**1:22**
12:43	**12:46**	**12:52**	**1:03**	**1:10**	**1:19**	**1:23**	**1:37**
12:59	**1:02**	**1:08**	**1:19**	**1:26**	**1:35**	**1:39**	**1:53**
1:13	**1:17**	**1:23**	**1:34**	**1:41**	**1:51**	**1:56**	**2:10**
1:28	**1:32**	**1:38**	**1:49**	**1:56**	**2:06**	**2:11**	**2:25**
1:43	**1:47**	**1:53**	**2:04**	**2:11**	**2:21**	**2:26**	**2:40**
1:58	**2:02**	**2:08**	**2:19**	**2:26**	**2:36**	**2:41**	**2:55**
2:13	**2:17**	**2:23**	**2:35**	**2:42**	**2:52**	**2:57**	**3:12**
2:28	**2:32**	**2:38**	**2:50**	**2:57**	**3:07**	**3:12**	**3:27**
2:43	**2:47**	**2:53**	**3:05**	**3:12**	**3:22**	**3:27**	**3:42**
2:58	**3:02**	**3:08**	**3:20**	**3:27**	**3:37**	**3:42**	**3:57**
3:13	**3:17**	**3:23**	**3:35**	**3:42**	**3:52**	**3:57**	**4:12**
3:28	**3:32**	**3:38**	**3:50**	**3:57**	**4:07**	**4:12**	**4:27**
3:43	**3:47**	**3:53**	**4:05**	**4:12**	**4:22**	**4:27**	**4:42**
3:58	**4:02**	**4:08**	**4:20**	**4:27**	**4:37**	**4:42**	**4:57**
4:13	**4:17**	**4:23**	**4:35**	**4:42**	**4:52**	**4:57**	**5:12**
4:28	**4:32**	**4:38**	**4:50**	**4:57**	**5:07**	**5:12**	**5:27**
4:43	**4:47**	**4:53**	**5:05**	**5:12**	**5:22**	**5:27**	**5:42**
4:58	**5:02**	**5:08**	**5:20**	**5:27**	**5:37**	**5:42**	**5:57**
5:13	**5:17**	**5:23**	**5:35**	**5:42**	**5:52**	**5:57**	**6:12**
5:28	**5:32**	**5:38**	**5:50**	**5:57**	**6:07**	**6:12**	**6:27**
5:43	**5:47**	**5:53**	**6:05**	**6:12**	**6:22**	**6:27**	**6:42**
5:58	**6:02**	**6:08**	**6:19**	**6:26**	**6:35**	**6:39**	**6:53**
6:13	**6:17**	**6:23**	**6:33**	**6:40**	**6:49**	**6:53**	**7:06**
6:28	**6:32**	**6:38**	**6:48**	**6:55**	**7:04**	**7:08**	**7:21**
6:44	**6:47**	**6:52**	**7:02**	**7:09**	**7:18**	**7:22**	**7:35**
7:00	**7:03**	**7:08**	**7:18**	**7:24**	**7:32**	**7:36**	**7:48**
7:15	**7:18**	**7:23**	**7:32**	**7:38**	**7:46**	**7:50**	**8:01**
7:30	**7:33**	**7:38**	**7:47**	**7:53**	**8:01**	**8:05**	**8:16**
7:45	**7:48**	**7:53**	**8:02**	**8:08**	**8:16**	**8:20**	**8:31**
8:01	**8:04**	**8:09**	**8:18**	**8:24**	**8:32**	**8:36**	**8:47**
8:16	**8:19**	**8:24**	**8:33**	**8:39**	**8:47**	**8:51**	**9:02**
8:33	**8:36**	**8:41**	**8:50**	**8:56**	**9:03**	**9:07**	**9:17**
8:48	**8:51**	**8:56**	**9:05**	**9:11**	**9:18**	**9:22**	**9:32**
9:03	**9:06**	**9:11**	**9:20**	**9:26**	**9:33**	**9:37**	**9:47**
9:32	**9:35**	**9:40**	**9:49**	**9:55**	**10:02**	**10:05**	**10:15**
10:02	**10:05**	**10:10**	**10:19**	**10:25**	**10:32**	**10:35**	**10:45**
10:32	**10:35**	**10:40**	**10:49**	**10:55**	**11:02**	**11:05**	**11:15**
10:59	**11:02**	**11:07**	**11:16**	**11:22**	**11:29**	**11:32**	**11:42**

University Avenue & College Avenue → Downtown San Diego

I University Av. & College Av. **DEPART**	H University Av. & Fairmount Av.	G City Heights Transit Plaza & 15 Fwy.	F University Av. & 30th St.	E Park Bl. & University Av.	D City College Transit Center (Park Bl.)	C Broadway & 5th Av.	B Broadway & 1st. Av. **ARRIVE**
5:32a	5:43a	5:47a	5:53a	5:58a	6:08a	6:12a	6:16a
6:02	6:13	6:17	6:23	6:28	6:38	6:42	6:46
6:29	6:41	6:45	6:52	6:57	7:08	7:12	7:16
6:59	7:11	7:15	7:22	7:27	7:38	7:42	7:46
7:13	7:26	7:31	7:38	7:43	7:55	7:59	8:03
7:28	7:41	7:46	7:53	7:58	8:10	8:14	8:18
7:42	7:55	8:00	8:07	8:13	8:25	8:29	8:34
7:57	8:10	8:15	8:22	8:28	8:40	8:44	8:49
8:12	8:25	8:30	8:37	8:43	8:55	8:59	9:04
8:25	8:38	8:43	8:50	8:56	9:08	9:12	9:17
8:37	8:51	8:56	9:04	9:10	9:23	9:27	9:32
8:52	9:06	9:11	9:19	9:25	9:38	9:42	9:47
9:05	9:19	9:24	9:33	9:40	9:53	9:57	10:02
9:20	9:34	9:39	9:48	9:55	10:08	10:12	10:17
9:35	9:49	9:54	10:03	10:10	10:23	10:27	10:32
9:50	10:04	10:09	10:18	10:25	10:38	10:42	10:47
10:05	10:19	10:24	10:33	10:40	10:53	10:57	11:02
10:20	10:34	10:39	10:48	10:55	11:08	11:12	11:17
10:35	10:49	10:54	11:03	11:10	11:23	11:27	11:32
10:50	11:04	11:09	11:18	11:25	11:38	11:42	11:47
11:05	11:19	11:24	11:33	11:40	11:53	11:57	**12:02p**
11:20	11:34	11:39	11:48	11:55	**12:08p**	**12:12p**	**12:17**
11:35	11:49	11:54	**12:03p**	**12:10p**	**12:23**	**12:27**	**12:32**
11:50	**12:04p**	**12:09p**	**12:18**	**12:25**	**12:39**	**12:43**	**12:49**
12:04p	**12:18**	**12:23**	**12:32**	**12:39**	**12:53**	**12:57**	**1:03**
12:19	**12:33**	**12:38**	**12:47**	**12:54**	**1:08**	**1:12**	**1:18**
12:34	**12:48**	**12:53**	**1:02**	**1:09**	**1:23**	**1:27**	**1:33**
12:49	**1:03**	**1:08**	**1:17**	**1:24**	**1:38**	**1:42**	**1:48**
1:04	**1:18**	**1:23**	**1:32**	**1:39**	**1:53**	**1:57**	**2:03**
1:19	**1:33**	**1:38**	**1:47**	**1:54**	**2:08**	**2:12**	**2:18**
1:34	**1:48**	**1:53**	**2:02**	**2:09**	**2:23**	**2:27**	**2:33**
1:49	**2:03**	**2:08**	**2:17**	**2:24**	**2:38**	**2:42**	**2:48**
2:04	**2:18**	**2:23**	**2:32**	**2:39**	**2:53**	**2:57**	**3:03**
2:19	**2:33**	**2:38**	**2:47**	**2:54**	**3:08**	**3:12**	**3:18**
2:32	**2:47**	**2:52**	**3:01**	**3:08**	**3:23**	**3:27**	**3:33**
2:47	**3:02**	**3:07**	**3:16**	**3:23**	**3:38**	**3:42**	**3:48**
3:02	**3:17**	**3:22**	**3:31**	**3:38**	**3:53**	**3:57**	**4:03**
3:17	**3:32**	**3:37**	**3:46**	**3:53**	**4:08**	**4:12**	**4:18**
3:32	**3:47**	**3:52**	**4:01**	**4:08**	**4:23**	**4:27**	**4:33**
3:47	**4:02**	**4:07**	**4:16**	**4:23**	**4:38**	**4:42**	**4:48**
4:02	**4:17**	**4:22**	**4:31**	**4:38**	**4:53**	**4:57**	**5:03**
4:17	**4:32**	**4:37**	**4:46**	**4:53**	**5:08**	**5:12**	**5:18**
4:32	**4:47**	**4:52**	**5:01**	**5:08**	**5:23**	**5:27**	**5:33**
4:47	**5:02**	**5:07**	**5:16**	**5:23**	**5:38**	**5:42**	**5:48**
5:02	**5:17**	**5:22**	**5:31**	**5:38**	**5:53**	**5:57**	**6:03**
5:19	**5:33**	**5:38**	**5:47**	**5:54**	**6:08**	**6:12**	**6:18**
5:34	**5:48**	**5:53**	**6:02**	**6:09**	**6:23**	**6:27**	**6:33**
5:52	**6:06**	**6:11**	**6:19**	**6:25**	**6:38**	**6:42**	**6:48**
6:07	**6:21**	**6:26**	**6:34**	**6:40**	**6:53**	**6:57**	**7:03**
6:22	**6:36**	**6:41**	**6:49**	**6:55**	**7:08**	**7:12**	**7:18**
6:39	**6:52**	**6:57**	**7:05**	**7:11**	**7:23**	**7:27**	**7:33**
6:56	**7:09**	**7:13**	**7:21**	**7:27**	**7:38**	**7:42**	**7:47**
7:13	**7:26**	**7:30**	**7:38**	**7:44**	**7:55**	**7:59**	**8:04**
7:28	**7:41**	**7:45**	**7:53**	**7:59**	**8:10**	**8:14**	**8:19**
7:58	**8:11**	**8:15**	**8:23**	**8:29**	**8:40**	**8:44**	**8:49**
8:31	**8:42**	**8:46**	**8:53**	**8:58**	**9:08**	**9:12**	**9:17**
9:02	**9:13**	**9:17**	**9:24**	**9:29**	**9:38**	**9:42**	**9:47**
9:32	**9:43**	**9:47**	**9:54**	**9:59**	**10:08**	**10:12**	**10:17**
10:04	**10:14**	**10:18**	**10:24**	**10:29**	**10:38**	**10:42**	**10:47**

APPENDIX D

PEAK HOUR INTERSECTION AND QUEUING ANALYSIS WORKSHEETS – EXISTING

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	2	13	0	3	10	15	28	0	4	27	49
Future Vol, veh/h	46	2	13	0	3	10	15	28	0	4	27	49
Peak Hour Factor	0.85	0.85	0.85	0.54	0.54	0.54	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	54	2	15	0	6	19	18	34	0	6	39	71
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.2	7.3	7.7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	35%	100%	0%	0%	0%	5%
Vol Thru, %	65%	0%	13%	100%	23%	34%
Vol Right, %	0%	0%	87%	0%	77%	61%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	46	15	0	13	80
LT Vol	15	46	0	0	0	4
Through Vol	28	0	2	0	3	27
RT Vol	0	0	13	0	10	49
Lane Flow Rate	52	54	18	0	24	116
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.063	0.081	0.021	0	0.03	0.125
Departure Headway (Hd)	4.379	5.356	4.247	4.988	4.447	3.896
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	822	663	832	0	810	925
Service Time	2.383	3.138	2.028	2.688	2.147	1.899
HCM Lane V/C Ratio	0.063	0.081	0.022	0	0.03	0.125
HCM Control Delay	7.7	8.6	7.1	7.7	7.3	7.5
HCM Lane LOS	A	A	A	N	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0	0.1	0.4

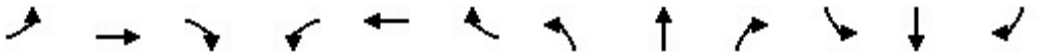
Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	0	0	3	6	0	1	4	11	0	8
Future Vol, veh/h	4	2	0	0	3	6	0	1	4	11	0	8
Conflicting Peds, #/hr	10	0	40	40	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	31	31	31	59	59	59
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	3	0	0	4	8	0	3	13	19	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	43	0	0	78	75	53	49	71	28
Stage 1	-	-	-	-	-	-	53	53	-	18	18	-
Stage 2	-	-	-	-	-	-	25	22	-	31	53	-
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	1587	-	-	1559	-	-	908	813	1012	949	818	1044
Stage 1	-	-	-	-	-	-	957	849	-	999	878	-
Stage 2	-	-	-	-	-	-	990	875	-	983	849	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1500	-	-	852	772	964	914	777	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	852	772	-	914	777	-
Stage 1	-	-	-	-	-	-	918	814	-	987	869	-
Stage 2	-	-	-	-	-	-	968	866	-	954	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0	9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	918	1572	-	-	1500	-	-	957
HCM Lane V/C Ratio	0.018	0.003	-	-	-	-	-	0.034
HCM Control Delay (s)	9	7.3	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	1	95	1	111	2	217	38	31	183	3
Future Volume (veh/h)	1	2	1	95	1	111	2	217	38	31	183	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.87	0.90		0.87	0.98		0.94	0.99		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	2	4	2	110	1	129	3	275	48	37	220	4
Peak Hour Factor	0.50	0.50	0.50	0.86	0.86	0.86	0.79	0.79	0.79	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	225	220	110	339	2	271	804	1032	180	718	1230	22
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1170	1104	552	1264	11	1356	1126	1523	266	1034	1814	33
Grp Volume(v), veh/h	2	0	6	110	0	130	3	0	323	37	0	224
Grp Sat Flow(s),veh/h/ln	1170	0	1657	1264	0	1367	1126	0	1789	1034	0	1847
Q Serve(g_s), s	0.1	0.0	0.2	6.1	0.0	6.7	0.1	0.0	5.7	1.2	0.0	3.6
Cycle Q Clear(g_c), s	6.9	0.0	0.2	6.4	0.0	6.7	3.6	0.0	5.7	6.8	0.0	3.6
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.15	1.00		0.02
Lane Grp Cap(c), veh/h	225	0	331	339	0	273	804	0	1212	718	0	1252
V/C Ratio(X)	0.01	0.00	0.02	0.32	0.00	0.48	0.00	0.00	0.27	0.05	0.00	0.18
Avail Cap(c_a), veh/h	446	0	644	578	0	531	804	0	1212	718	0	1252
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	0.84	0.00	0.84	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	25.7	28.3	0.0	28.3	5.4	0.0	5.1	6.4	0.0	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	1.1	0.0	0.0	0.5	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	1.8	0.0	2.2	0.0	0.0	1.9	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	25.7	28.7	0.0	29.4	5.4	0.0	5.5	6.5	0.0	5.0
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		8			240			326			261	
Approach Delay, s/veh		27.1			29.1			5.5			5.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.9		59.1		20.9		59.1				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		31.1		39.1		31.1		39.1				
Max Q Clear Time (g_c+I1), s		8.9		8.8		8.7		7.7				
Green Ext Time (p_c), s		0.0		1.0		1.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	300	358	20	1	24
Future Vol, veh/h	0	300	358	20	1	24
Conflicting Peds, #/hr	29	0	0	29	37	10
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	78	78	82	82	63	63
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	385	437	24	2	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	708	270
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	-	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.33
Pot Cap-1 Maneuver	0	-	-	-	367	725
Stage 1	0	-	-	-	587	-
Stage 2	0	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	347	698
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	698
HCM Lane V/C Ratio	-	-	-	0.055
HCM Control Delay (s)	-	-	-	10.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

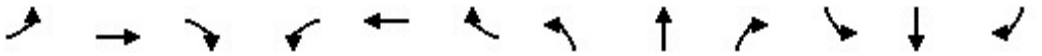
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	329	367	8	0	13
Future Vol, veh/h	0	329	367	8	0	13
Conflicting Peds, #/hr	40	0	0	40	14	10
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	82	82	80	80	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	401	459	10	0	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	285
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	709
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	675
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	675
HCM Lane V/C Ratio	-	-	-	0.042
HCM Control Delay (s)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	229	46	144	243	22	56	159	62	21	180	76
Future Volume (veh/h)	47	229	46	144	243	22	56	159	62	21	180	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.91	1.00		0.91	1.00		0.90
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	53	260	52	182	308	28	69	196	77	25	217	92
Peak Hour Factor	0.88	0.88	0.88	0.79	0.79	0.79	0.81	0.81	0.81	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	68	1127	219	214	1537	138	88	346	136	35	300	127
Arrive On Green	0.04	0.39	0.39	0.12	0.47	0.47	0.05	0.28	0.28	0.02	0.25	0.25
Sat Flow, veh/h	1767	2880	560	1767	3240	291	1767	1229	483	1767	1193	506
Grp Volume(v), veh/h	53	156	156	182	166	170	69	0	273	25	0	309
Grp Sat Flow(s),veh/h/ln	1767	1763	1677	1767	1763	1769	1767	0	1712	1767	0	1699
Q Serve(g_s), s	3.0	5.9	6.2	10.1	5.5	5.6	3.9	0.0	13.6	1.4	0.0	16.7
Cycle Q Clear(g_c), s	3.0	5.9	6.2	10.1	5.5	5.6	3.9	0.0	13.6	1.4	0.0	16.7
Prop In Lane	1.00		0.33	1.00		0.16	1.00		0.28	1.00		0.30
Lane Grp Cap(c), veh/h	68	690	656	214	836	839	88	0	482	35	0	427
V/C Ratio(X)	0.78	0.23	0.24	0.85	0.20	0.20	0.78	0.00	0.57	0.71	0.00	0.72
Avail Cap(c_a), veh/h	129	690	656	258	836	839	117	0	632	101	0	611
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	0.00	1.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	47.7	20.3	20.4	43.0	15.3	15.3	47.0	0.0	30.7	48.7	0.0	34.3
Incr Delay (d2), s/veh	17.3	0.8	0.9	19.7	0.5	0.5	21.4	0.0	1.1	22.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.6	2.6	5.6	2.3	2.4	2.2	0.0	5.8	0.8	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	21.1	21.3	62.7	15.8	15.8	68.3	0.0	31.8	70.7	0.0	36.6
LnGrp LOS	E	C	C	E	B	B	E	A	C	E	A	D
Approach Vol, veh/h		365			518			342			334	
Approach Delay, s/veh		27.5			32.3			39.1			39.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	44.0	9.4	30.0	8.2	52.3	6.4	33.0
Change Period (Y+Rc), s	4.4	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	14.6	23.7	6.6	36.0	7.3	31.0	5.7	36.9
Max Q Clear Time (g_c+I1), s	12.1	8.2	5.9	18.7	5.0	7.6	3.4	15.6
Green Ext Time (p_c), s	0.1	1.6	0.0	1.9	0.0	2.1	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	13	0
Future Vol, veh/h	0	0	0	0	13	0
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	14	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	34	34	24	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	977	1036	1584	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	957	1016	1569	-	-	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1569	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	107	14	15	147	29	12	7	30	17	28	17
Future Vol, veh/h	14	107	14	15	147	29	12	7	30	17	28	17
Peak Hour Factor	0.84	0.84	0.84	0.75	0.75	0.75	0.61	0.61	0.61	0.67	0.67	0.67
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	127	17	20	196	39	20	11	49	25	42	25
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.1	10.1	8.4	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	24%	100%	0%	100%	0%	27%
Vol Thru, %	14%	0%	88%	0%	84%	45%
Vol Right, %	61%	0%	12%	0%	16%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	14	121	15	176	62
LT Vol	12	14	0	15	0	17
Through Vol	7	0	107	0	147	28
RT Vol	30	0	14	0	29	17
Lane Flow Rate	80	17	144	20	235	93
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.107	0.026	0.205	0.031	0.327	0.128
Departure Headway (Hd)	4.779	5.716	5.131	5.629	5.01	4.966
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	747	624	697	635	716	719
Service Time	2.829	3.467	2.881	3.375	2.756	3.014
HCM Lane V/C Ratio	0.107	0.027	0.207	0.031	0.328	0.129
HCM Control Delay	8.4	8.6	9.2	8.6	10.2	8.7
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.4	0.1	0.8	0.1	1.4	0.4

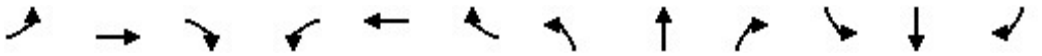
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	168	13	8	168	7	1	0	18	5	1	4
Future Vol, veh/h	13	168	13	8	168	7	1	0	18	5	1	4
Conflicting Peds, #/hr	23	0	30	30	0	23	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	71	71	71	68	68	68	50	50	50
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	181	14	11	237	10	1	0	26	10	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	270	0	0	225	0	0	525	538	228	526	540	275
Stage 1	-	-	-	-	-	-	246	246	-	287	287	-
Stage 2	-	-	-	-	-	-	279	292	-	239	253	-
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	1288	-	-	1338	-	-	462	448	809	461	447	761
Stage 1	-	-	-	-	-	-	756	701	-	718	673	-
Stage 2	-	-	-	-	-	-	725	669	-	762	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	1300	-	-	431	416	778	424	415	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	431	416	-	424	415	-
Stage 1	-	-	-	-	-	-	726	672	-	694	651	-
Stage 2	-	-	-	-	-	-	701	648	-	720	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	10	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	746	1260	-	-	1300	-	-	509
HCM Lane V/C Ratio	0.037	0.011	-	-	0.009	-	-	0.039
HCM Control Delay (s)	10	7.9	0	-	7.8	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	114	40	45	133	48	35	251	72	39	301	42
Future Volume (veh/h)	14	114	40	45	133	48	35	251	72	39	301	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.81	0.91		0.81	0.97		0.90	0.97		0.90
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	17	139	49	58	173	62	38	273	78	43	331	46
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	197	288	101	232	286	102	626	877	250	644	1020	142
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1044	1227	433	1075	1219	437	973	1348	385	995	1569	218
Grp Volume(v), veh/h	17	0	188	58	0	235	38	0	351	43	0	377
Grp Sat Flow(s),veh/h/ln	1044	0	1660	1075	0	1656	973	0	1733	995	0	1787
Q Serve(g_s), s	1.3	0.0	8.3	4.2	0.0	10.8	1.5	0.0	7.5	1.7	0.0	7.9
Cycle Q Clear(g_c), s	12.0	0.0	8.3	12.5	0.0	10.8	9.5	0.0	7.5	9.2	0.0	7.9
Prop In Lane	1.00		0.26	1.00		0.26	1.00		0.22	1.00		0.12
Lane Grp Cap(c), veh/h	197	0	389	232	0	388	626	0	1127	644	0	1162
V/C Ratio(X)	0.09	0.00	0.48	0.25	0.00	0.61	0.06	0.00	0.31	0.07	0.00	0.32
Avail Cap(c_a), veh/h	335	0	607	373	0	606	626	0	1127	644	0	1162
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	0.81	0.00	0.81	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	28.1	33.5	0.0	29.0	8.7	0.0	6.5	8.5	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.5	0.0	1.3	0.2	0.0	0.6	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.3	1.1	0.0	4.2	0.3	0.0	2.6	0.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	28.8	34.0	0.0	30.3	8.8	0.0	7.1	8.7	0.0	7.3
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		205			293			389			420	
Approach Delay, s/veh		29.3			31.1			7.3			7.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		60.2		24.8		60.2				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		31.1		44.1		31.1		44.1				
Max Q Clear Time (g_c+I1), s		14.0		11.2		14.5		11.5				
Green Ext Time (p_c), s		0.9		1.9		1.3		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	608	315	23	0	39
Future Vol, veh/h	0	608	315	23	0	39
Conflicting Peds, #/hr	86	0	0	86	45	11
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	91	91	96	96	70	70
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	668	328	24	0	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	273
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	722
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	656
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	656
HCM Lane V/C Ratio	-	-	-	0.085
HCM Control Delay (s)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

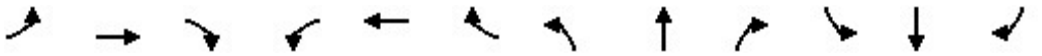
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	619	317	9	0	3
Future Vol, veh/h	0	619	317	9	0	3
Conflicting Peds, #/hr	115	0	0	115	10	10
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	94	94	92	92	38	38
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	659	345	10	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	303
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	690
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	609
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	609
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	11
HCM Lane LOS	-	-	-	B
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)	75	452	84	132	242	45	53	188	98	79	272	38
Future Volume (veh/h)	75	452	84	132	242	45	53	188	98	79	272	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.82	0.96		0.82	0.98		0.82	1.00		0.78
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	81	486	90	150	275	51	55	196	102	98	336	47
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	630	1810	331	504	1815	325	144	304	158	194	439	61
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	965	2866	524	800	2874	515	977	1061	552	1073	1531	214
Grp Volume(v), veh/h	81	297	279	150	165	161	55	0	298	98	0	383
Grp Sat Flow(s),veh/h/ln	965	1763	1628	800	1763	1627	977	0	1613	1073	0	1745
Q Serve(g_s), s	4.5	8.9	9.2	12.3	4.6	4.9	6.5	0.0	19.4	10.6	0.0	24.1
Cycle Q Clear(g_c), s	9.4	8.9	9.2	21.5	4.6	4.9	30.6	0.0	19.4	29.9	0.0	24.1
Prop In Lane	1.00		0.32	1.00		0.32	1.00		0.34	1.00		0.12
Lane Grp Cap(c), veh/h	630	1113	1028	504	1113	1027	144	0	463	194	0	501
V/C Ratio(X)	0.13	0.27	0.27	0.30	0.15	0.16	0.38	0.00	0.64	0.50	0.00	0.76
Avail Cap(c_a), veh/h	630	1113	1028	504	1113	1027	231	0	606	290	0	656
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	0.00	1.00	0.96	0.00	0.96
Uniform Delay (d), s/veh	11.0	9.8	9.8	14.6	9.0	9.0	53.1	0.0	37.4	50.5	0.0	39.1
Incr Delay (d2), s/veh	0.4	0.6	0.7	1.5	0.3	0.3	1.6	0.0	1.5	1.9	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.5	3.4	2.5	1.8	1.8	1.7	0.0	7.9	3.0	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	10.4	10.5	16.1	9.3	9.4	54.7	0.0	38.9	52.5	0.0	42.9
LnGrp LOS	B	B	B	B	A	A	D	A	D	D	A	D
Approach Vol, veh/h		657			476			353			481	
Approach Delay, s/veh		10.6			11.5			41.4			44.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		39.3		80.7		39.3				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		65.1		45.1		65.1		45.1				
Max Q Clear Time (g_c+I1), s		11.4		31.9		23.5		32.6				
Green Ext Time (p_c), s		4.7		2.5		3.5		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	3	0
Future Vol, veh/h	0	0	0	0	3	0
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	23	23	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	991	1051	1599	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1031	1584	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

APPENDIX E

GROWTH FACTOR CALCULATIONS

Growth Factor Calculations

INTERSECTION	DIRECTION	LEG	SANDAG 2016 AMB2+	SANDAG 2025 AMB2+	OVERALL GROWTH FACTOR (9 YEARS)	ANNUAL GROWTH FACTOR
1. Lincoln Ave / Kansas St	Sb	North	0	0		
	Wb	East	4,600	4,800	4.35%	0.48%
	Nb	South	0	0		
	Eb	West	4,600	4,800	4.35%	0.48%
2. Lincoln Ave / Alleyway	Sb	North	0	0		
	Wb	East	4,600	4,800	4.35%	0.48%
	Nb	South	0	0		
	Eb	West	4,600	4,800	4.35%	0.48%
3. Lincoln Ave / 30th St	Sb	North	3,300	3,900	18.18%	2.02%
	Wb	East	5,100	5,000	-1.96%	-0.22%
	Nb	South	5,500	5,500	0.00%	0.00%
	Eb	West	4,600	4,800	4.35%	0.48%
4. University Ave / Kansas St	Sb	North	0	0		
	Wb	East	10,200	12,200	19.61%	2.18%
	Nb	South	0	0		
	Eb	West	10,200	12,200	19.61%	2.18%
5. University Ave / Alleyway	Sb	North	0	0		
	Wb	East	10,200	12,200	19.61%	2.18%
	Nb	South	0	0		
	Eb	West	10,200	12,200	19.61%	2.18%
6. University Ave / 30th St	Sb	North	5,500	5,500	0.00%	0.00%
	Wb	East	14,100	15,100	7.09%	0.79%
	Nb	South	9,800	10,500	7.14%	0.79%
	Eb	West	10,200	12,200	19.61%	2.18%

AVERAGE GROWTH	9.39%	1.04%
AVERAGE GROWTH USING ONLY DATA SETS WITH POSITIVE GROWTH	10.15%	**1.13%**

ASSUME 2% GROWTH PER YEAR

APPENDIX F

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – OPENING YEAR (2027) WITHOUT PROJECT

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	2	14	0	3	11	16	30	0	4	29	53
Future Vol, veh/h	50	2	14	0	3	11	16	30	0	4	29	53
Peak Hour Factor	0.85	0.85	0.85	0.54	0.54	0.54	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	59	2	16	0	6	20	19	36	0	6	42	77
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.3	7.3	7.7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	35%	100%	0%	0%	0%	5%
Vol Thru, %	65%	0%	12%	100%	21%	34%
Vol Right, %	0%	0%	88%	0%	79%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	50	16	0	14	86
LT Vol	16	50	0	0	0	4
Through Vol	30	0	2	0	3	29
RT Vol	0	0	14	0	11	53
Lane Flow Rate	55	59	19	0	26	125
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.068	0.088	0.022	0	0.032	0.136
Departure Headway (Hd)	4.407	5.379	4.263	5.013	4.46	3.916
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	817	659	827	0	806	920
Service Time	2.412	3.171	2.054	2.725	2.172	1.92
HCM Lane V/C Ratio	0.067	0.09	0.023	0	0.032	0.136
HCM Control Delay	7.7	8.7	7.2	7.7	7.3	7.5
HCM Lane LOS	A	A	A	N	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0	0.1	0.5

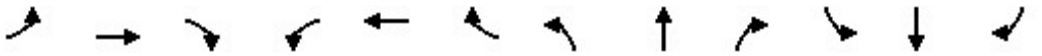
Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	0	0	3	6	0	1	4	12	0	9
Future Vol, veh/h	4	2	0	0	3	6	0	1	4	12	0	9
Conflicting Peds, #/hr	10	0	40	40	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	31	31	31	59	59	59
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	3	0	0	4	8	0	3	13	20	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	43	0	0	79	75	53	49	71	28
Stage 1	-	-	-	-	-	-	53	53	-	18	18	-
Stage 2	-	-	-	-	-	-	26	22	-	31	53	-
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	1587	-	-	1559	-	-	907	813	1012	949	818	1044
Stage 1	-	-	-	-	-	-	957	849	-	999	878	-
Stage 2	-	-	-	-	-	-	989	875	-	983	849	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1500	-	-	849	772	964	914	777	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	849	772	-	914	777	-
Stage 1	-	-	-	-	-	-	918	814	-	987	869	-
Stage 2	-	-	-	-	-	-	965	866	-	954	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0	9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	918	1572	-	-	1500	-	-	958
HCM Lane V/C Ratio	0.018	0.003	-	-	-	-	-	0.037
HCM Control Delay (s)	9	7.3	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	1	103	1	120	2	235	41	34	198	3
Future Volume (veh/h)	1	2	1	103	1	120	2	235	41	34	198	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.87	0.91		0.87	0.98		0.94	0.99		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	2	4	2	120	1	140	3	297	52	41	239	4
Peak Hour Factor	0.50	0.50	0.50	0.86	0.86	0.86	0.79	0.79	0.79	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	219	224	112	343	2	276	783	1027	180	692	1226	21
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1162	1105	553	1266	10	1360	1108	1522	266	1011	1818	30
Grp Volume(v), veh/h	2	0	6	120	0	141	3	0	349	41	0	243
Grp Sat Flow(s),veh/h/ln	1162	0	1658	1266	0	1369	1108	0	1788	1011	0	1848
Q Serve(g_s), s	0.1	0.0	0.2	6.7	0.0	7.3	0.1	0.0	6.3	1.4	0.0	3.9
Cycle Q Clear(g_c), s	7.4	0.0	0.2	6.9	0.0	7.3	4.0	0.0	6.3	7.7	0.0	3.9
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.15	1.00		0.02
Lane Grp Cap(c), veh/h	219	0	336	343	0	278	783	0	1207	692	0	1247
V/C Ratio(X)	0.01	0.00	0.02	0.35	0.00	0.51	0.00	0.00	0.29	0.06	0.00	0.19
Avail Cap(c_a), veh/h	435	0	645	579	0	532	783	0	1207	692	0	1247
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	0.79	0.00	0.79	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	25.5	28.3	0.0	28.3	5.6	0.0	5.3	6.8	0.0	4.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	1.2	0.0	0.0	0.5	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	2.0	0.0	2.4	0.0	0.0	2.1	0.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	0.0	25.5	28.8	0.0	29.6	5.6	0.0	5.7	7.0	0.0	5.2
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		8			261			352			284	
Approach Delay, s/veh		27.1			29.2			5.7			5.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.1		58.9		21.1		58.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		31.1		39.1		31.1		39.1				
Max Q Clear Time (g_c+I1), s		9.4		9.7		9.3		8.3				
Green Ext Time (p_c), s		0.0		1.1		1.1		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	325	388	22	1	26
Future Vol, veh/h	0	325	388	22	1	26
Conflicting Peds, #/hr	29	0	0	29	37	10
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	78	78	82	82	63	63
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	417	473	27	2	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	762	289
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	-	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.33
Pot Cap-1 Maneuver	0	-	-	-	339	705
Stage 1	0	-	-	-	561	-
Stage 2	0	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	320	679
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	679
HCM Lane V/C Ratio	-	-	-	0.061
HCM Control Delay (s)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

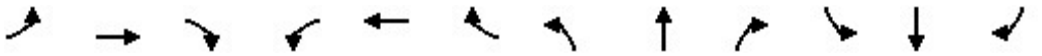
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	356	397	9	0	14
Future Vol, veh/h	0	356	397	9	0	14
Conflicting Peds, #/hr	40	0	0	40	14	10
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	82	82	80	80	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	434	496	11	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	689
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	656
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	656
HCM Lane V/C Ratio	-	-	-	0.046
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	248	50	156	263	24	61	172	67	23	195	82
Future Volume (veh/h)	51	248	50	156	263	24	61	172	67	23	195	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.91	1.00		0.91	1.00		0.90
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	58	282	57	197	333	30	75	212	83	28	235	99
Peak Hour Factor	0.88	0.88	0.88	0.79	0.79	0.79	0.81	0.81	0.81	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	74	1080	213	229	1503	134	96	353	138	38	304	128
Arrive On Green	0.04	0.38	0.38	0.13	0.46	0.46	0.05	0.29	0.29	0.02	0.25	0.25
Sat Flow, veh/h	1767	2870	565	1767	3242	289	1767	1232	482	1767	1196	504
Grp Volume(v), veh/h	58	170	169	197	180	183	75	0	295	28	0	334
Grp Sat Flow(s),veh/h/ln	1767	1763	1673	1767	1763	1769	1767	0	1714	1767	0	1700
Q Serve(g_s), s	3.3	6.7	7.0	10.9	6.1	6.2	4.2	0.0	14.8	1.6	0.0	18.2
Cycle Q Clear(g_c), s	3.3	6.7	7.0	10.9	6.1	6.2	4.2	0.0	14.8	1.6	0.0	18.2
Prop In Lane	1.00		0.34	1.00		0.16	1.00		0.28	1.00		0.30
Lane Grp Cap(c), veh/h	74	663	629	229	817	820	96	0	491	38	0	432
V/C Ratio(X)	0.78	0.26	0.27	0.86	0.22	0.22	0.78	0.00	0.60	0.73	0.00	0.77
Avail Cap(c_a), veh/h	129	663	629	258	817	820	117	0	632	101	0	612
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	0.00	1.00	0.96	0.00	0.96
Uniform Delay (d), s/veh	47.4	21.5	21.6	42.6	16.0	16.0	46.7	0.0	30.7	48.6	0.0	34.6
Incr Delay (d2), s/veh	15.9	0.9	1.0	22.4	0.6	0.6	23.9	0.0	1.2	22.6	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.9	2.9	6.2	2.6	2.7	2.5	0.0	6.3	0.9	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	22.5	22.7	65.1	16.6	16.7	70.6	0.0	31.9	71.2	0.0	38.4
LnGrp LOS	E	C	C	E	B	B	E	A	C	E	A	D
Approach Vol, veh/h		397			560			370			362	
Approach Delay, s/veh		28.5			33.7			39.8			41.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	42.5	9.8	30.3	8.6	51.3	6.6	33.6
Change Period (Y+Rc), s	4.4	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	14.6	23.7	6.6	36.0	7.3	31.0	5.7	36.9
Max Q Clear Time (g_c+I1), s	12.9	9.0	6.2	20.2	5.3	8.2	3.6	16.8
Green Ext Time (p_c), s	0.1	1.7	0.0	2.0	0.0	2.2	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	14	0
Future Vol, veh/h	0	0	0	0	14	0
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	15	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	35	35	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	975	1035	1583	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1015	1568	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	116	15	16	159	31	13	8	32	18	30	18
Future Vol, veh/h	15	116	15	16	159	31	13	8	32	18	30	18
Peak Hour Factor	0.84	0.84	0.84	0.75	0.75	0.75	0.61	0.61	0.61	0.67	0.67	0.67
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	138	18	21	212	41	21	13	52	27	45	27
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.4	10.4	8.6	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	25%	100%	0%	100%	0%	27%
Vol Thru, %	15%	0%	89%	0%	84%	45%
Vol Right, %	60%	0%	11%	0%	16%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	15	131	16	190	66
LT Vol	13	15	0	16	0	18
Through Vol	8	0	116	0	159	30
RT Vol	32	0	15	0	31	18
Lane Flow Rate	87	18	156	21	253	99
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.118	0.029	0.225	0.034	0.356	0.139
Departure Headway (Hd)	4.88	5.778	5.193	5.683	5.065	5.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	730	617	688	628	707	704
Service Time	2.942	3.538	2.953	3.438	2.82	3.122
HCM Lane V/C Ratio	0.119	0.029	0.227	0.033	0.358	0.141
HCM Control Delay	8.6	8.7	9.5	8.6	10.6	8.9
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.4	0.1	0.9	0.1	1.6	0.5

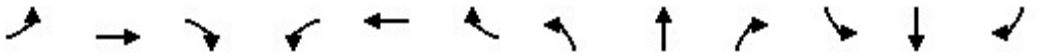
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	182	14	9	182	8	1	0	19	5	1	4
Future Vol, veh/h	14	182	14	9	182	8	1	0	19	5	1	4
Conflicting Peds, #/hr	23	0	30	30	0	23	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	71	71	71	68	68	68	50	50	50
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	196	15	13	256	11	1	0	28	10	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	241	0	0	567	580	244	569	582	295
Stage 1	-	-	-	-	-	-	264	264	-	311	311	-
Stage 2	-	-	-	-	-	-	303	316	-	258	271	-
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	1266	-	-	1320	-	-	433	424	792	431	423	742
Stage 1	-	-	-	-	-	-	739	688	-	697	656	-
Stage 2	-	-	-	-	-	-	704	653	-	744	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1282	-	-	402	392	762	394	391	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	392	-	394	391	-
Stage 1	-	-	-	-	-	-	708	658	-	672	634	-
Stage 2	-	-	-	-	-	-	679	631	-	700	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	10.1	12.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	729	1238	-	-	1282	-	-	481
HCM Lane V/C Ratio	0.04	0.012	-	-	0.01	-	-	0.042
HCM Control Delay (s)	10.1	7.9	0	-	7.8	0	-	12.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	123	43	49	144	52	38	272	78	42	326	45
Future Volume (veh/h)	15	123	43	49	144	52	38	272	78	42	326	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.81	0.91		0.81	0.98		0.90	0.98		0.90
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	150	52	64	187	68	41	296	85	46	358	49
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	186	293	101	225	288	105	601	872	250	617	1019	139
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1033	1235	428	1066	1214	441	949	1346	387	971	1573	215
Grp Volume(v), veh/h	18	0	202	64	0	255	41	0	381	46	0	407
Grp Sat Flow(s),veh/h/ln	1033	0	1663	1066	0	1655	949	0	1733	971	0	1788
Q Serve(g_s), s	1.4	0.0	9.0	4.7	0.0	11.8	1.8	0.0	8.4	1.9	0.0	8.8
Cycle Q Clear(g_c), s	13.2	0.0	9.0	13.7	0.0	11.8	10.6	0.0	8.4	10.3	0.0	8.8
Prop In Lane	1.00		0.26	1.00		0.27	1.00		0.22	1.00		0.12
Lane Grp Cap(c), veh/h	186	0	394	225	0	392	601	0	1122	617	0	1158
V/C Ratio(X)	0.10	0.00	0.51	0.28	0.00	0.65	0.07	0.00	0.34	0.07	0.00	0.35
Avail Cap(c_a), veh/h	319	0	608	362	0	606	601	0	1122	617	0	1158
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	0.00	0.80	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	28.2	34.1	0.0	29.3	9.2	0.0	6.8	9.1	0.0	6.8
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.6	0.0	1.6	0.2	0.0	0.7	0.2	0.0	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	0.3	0.0	3.6	1.2	0.0	4.7	0.4	0.0	3.0	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	29.0	34.7	0.0	30.8	9.4	0.0	7.4	9.3	0.0	7.7
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		220			319			422			453	
Approach Delay, s/veh		29.5			31.6			7.6			7.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		60.0		25.0		60.0				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		31.1		44.1		31.1		44.1				
Max Q Clear Time (g_c+I1), s		15.2		12.3		15.7		12.6				
Green Ext Time (p_c), s		0.9		2.0		1.4		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	658	341	25	0	42
Future Vol, veh/h	0	658	341	25	0	42
Conflicting Peds, #/hr	86	0	0	86	45	11
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	91	91	96	96	70	70
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	723	355	26	0	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	288
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	706
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	641
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	641
HCM Lane V/C Ratio	-	-	-	0.094
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

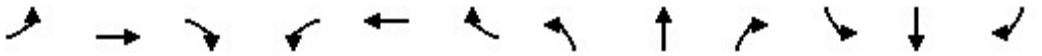
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	670	343	10	0	3
Future Vol, veh/h	0	670	343	10	0	3
Conflicting Peds, #/hr	115	0	0	115	10	10
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	94	94	92	92	38	38
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	713	373	11	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	317
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	676
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	596
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	596
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
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)	81	489	91	143	262	49	57	203	106	86	294	41
Future Volume (veh/h)	81	489	91	143	262	49	57	203	106	86	294	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.82	0.97		0.81	1.00		0.83	1.00		0.79
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	87	526	98	162	298	56	59	211	110	106	363	51
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	594	1750	323	463	1753	319	147	326	170	201	469	66
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	945	2857	527	770	2862	521	963	1066	556	1050	1534	216
Grp Volume(v), veh/h	87	322	302	162	180	174	59	0	321	106	0	414
Grp Sat Flow(s),veh/h/ln	945	1763	1622	770	1763	1620	963	0	1621	1050	0	1750
Q Serve(g_s), s	5.3	10.4	10.6	15.2	5.3	5.6	7.1	0.0	20.6	11.7	0.0	25.8
Cycle Q Clear(g_c), s	10.9	10.4	10.6	25.8	5.3	5.6	32.9	0.0	20.6	32.2	0.0	25.8
Prop In Lane	1.00		0.32	1.00		0.32	1.00		0.34	1.00		0.12
Lane Grp Cap(c), veh/h	594	1080	993	463	1080	992	147	0	496	201	0	535
V/C Ratio(X)	0.15	0.30	0.30	0.35	0.17	0.18	0.40	0.00	0.65	0.53	0.00	0.77
Avail Cap(c_a), veh/h	594	1080	993	463	1080	992	215	0	609	275	0	658
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	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	12.5	11.0	11.1	17.2	10.0	10.1	52.8	0.0	36.1	50.0	0.0	37.9
Incr Delay (d2), s/veh	0.5	0.7	0.8	2.1	0.3	0.4	1.8	0.0	1.7	2.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	3.9	3.0	2.1	2.1	1.8	0.0	8.4	3.2	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	11.7	11.9	19.3	10.4	10.5	54.6	0.0	37.8	52.0	0.0	42.3
LnGrp LOS	B	B	B	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h		711			516			380			520	
Approach Delay, s/veh		11.9			13.2			40.4			44.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.4		41.6		78.4		41.6				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		65.1		45.1		65.1		45.1				
Max Q Clear Time (g_c+I1), s		12.9		34.2		27.8		34.9				
Green Ext Time (p_c), s		5.2		2.5		3.9		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	3	0
Future Vol, veh/h	0	0	0	0	3	0
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	23	23	13	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	991	1051	1599	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1031	1584	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

APPENDIX G

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS – OPENING YEAR (2027) WITH PROJECT

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	2	14	0	3	11	16	39	0	9	29	53
Future Vol, veh/h	50	2	14	0	3	11	16	39	0	9	29	53
Peak Hour Factor	0.85	0.85	0.85	0.54	0.54	0.54	0.83	0.83	0.83	0.69	0.69	0.69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	59	2	16	0	6	20	19	47	0	13	42	77
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.4	7.4	7.8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	29%	100%	0%	0%	0%	10%
Vol Thru, %	71%	0%	12%	100%	21%	32%
Vol Right, %	0%	0%	88%	0%	79%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	50	16	0	14	91
LT Vol	16	50	0	0	0	9
Through Vol	39	0	2	0	3	29
RT Vol	0	0	14	0	11	53
Lane Flow Rate	66	59	19	0	26	132
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.081	0.09	0.023	0	0.032	0.145
Departure Headway (Hd)	4.405	5.513	4.396	5.057	4.504	3.96
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	816	654	819	0	797	909
Service Time	2.415	3.213	2.096	2.771	2.218	1.968
HCM Lane V/C Ratio	0.081	0.09	0.023	0	0.033	0.145
HCM Control Delay	7.8	8.8	7.2	7.8	7.4	7.6
HCM Lane LOS	A	A	A	N	A	A
HCM 95th-tile Q	0.3	0.3	0.1	0	0.1	0.5

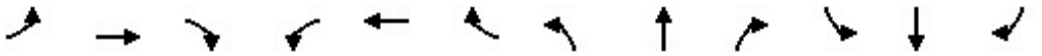
Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	5	11	3	6	33	1	4	12	0	9
Future Vol, veh/h	4	2	5	11	3	6	33	1	4	12	0	9
Conflicting Peds, #/hr	10	0	40	40	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	31	31	31	59	59	59
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	3	7	15	4	8	106	3	13	20	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	50	0	0	113	109	57	83	108	28
Stage 1	-	-	-	-	-	-	57	57	-	48	48	-
Stage 2	-	-	-	-	-	-	56	52	-	35	60	-
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	1587	-	-	1550	-	-	862	779	1006	902	780	1044
Stage 1	-	-	-	-	-	-	952	845	-	963	853	-
Stage 2	-	-	-	-	-	-	954	850	-	978	843	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1491	-	-	801	732	958	861	733	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	801	732	-	861	733	-
Stage 1	-	-	-	-	-	-	913	810	-	951	836	-
Stage 2	-	-	-	-	-	-	922	833	-	949	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	4.1	10.2	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	1572	-	-	1491	-	-	924
HCM Lane V/C Ratio	0.151	0.003	-	-	0.01	-	-	0.039
HCM Control Delay (s)	10.2	7.3	0	-	7.4	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2	25	103	1	120	13	235	41	34	198	3
Future Volume (veh/h)	10	2	25	103	1	120	13	235	41	34	198	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.87	0.92		0.87	0.98		0.94	0.99		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	20	4	50	120	1	140	16	297	52	41	239	4
Peak Hour Factor	0.50	0.50	0.50	0.86	0.86	0.86	0.79	0.79	0.79	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	232	22	275	313	2	290	771	1013	177	681	1209	20
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1164	104	1298	1234	10	1367	1108	1522	266	1011	1818	30
Grp Volume(v), veh/h	20	0	54	120	0	141	16	0	349	41	0	243
Grp Sat Flow(s),veh/h/ln	1164	0	1401	1234	0	1377	1108	0	1788	1011	0	1848
Q Serve(g_s), s	1.2	0.0	2.5	7.1	0.0	7.2	0.5	0.0	6.5	1.4	0.0	4.1
Cycle Q Clear(g_c), s	8.4	0.0	2.5	9.6	0.0	7.2	4.5	0.0	6.5	7.9	0.0	4.1
Prop In Lane	1.00		0.93	1.00		0.99	1.00		0.15	1.00		0.02
Lane Grp Cap(c), veh/h	232	0	297	313	0	292	771	0	1190	681	0	1230
V/C Ratio(X)	0.09	0.00	0.18	0.38	0.00	0.48	0.02	0.00	0.29	0.06	0.00	0.20
Avail Cap(c_a), veh/h	438	0	545	531	0	535	771	0	1190	681	0	1230
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	0.75	0.00	0.75	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	25.8	29.8	0.0	27.7	6.0	0.0	5.6	7.2	0.0	5.2
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.7	0.0	1.1	0.0	0.0	0.5	0.2	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	0.3	0.0	0.8	2.1	0.0	2.3	0.1	0.0	2.2	0.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	26.1	30.4	0.0	28.7	6.1	0.0	6.0	7.4	0.0	5.5
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		74			261			365			284	
Approach Delay, s/veh		27.5			29.5			6.0			5.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.9		58.1		21.9		58.1				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		31.1		39.1		31.1		39.1				
Max Q Clear Time (g_c+I1), s		10.4		9.9		11.6		8.5				
Green Ext Time (p_c), s		0.3		1.1		1.1		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	336	406	31	1	26
Future Vol, veh/h	0	336	406	31	1	26
Conflicting Peds, #/hr	29	0	0	29	37	10
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	78	78	82	82	63	63
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	431	495	38	2	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	796	306
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	-	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.33
Pot Cap-1 Maneuver	0	-	-	-	322	687
Stage 1	0	-	-	-	543	-
Stage 2	0	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	304	662
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	662
HCM Lane V/C Ratio	-	-	-	0.062
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

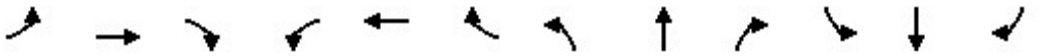
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	367	397	28	0	41
Future Vol, veh/h	0	367	397	28	0	41
Conflicting Peds, #/hr	40	0	0	40	14	10
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	82	82	80	80	46	46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	448	496	35	0	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	316
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	677
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	645
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	248	50	156	281	24	63	172	67	44	198	82
Future Volume (veh/h)	62	248	50	156	281	24	63	172	67	44	198	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.91	1.00		0.91	1.00		0.90
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	70	282	57	197	356	30	78	212	83	53	239	99
Peak Hour Factor	0.88	0.88	0.88	0.79	0.79	0.79	0.81	0.81	0.81	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	90	1073	211	229	1477	123	100	335	131	68	306	127
Arrive On Green	0.05	0.37	0.37	0.13	0.45	0.45	0.06	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	1767	2870	565	1767	3263	273	1767	1230	481	1767	1203	498
Grp Volume(v), veh/h	70	170	169	197	191	195	78	0	295	53	0	338
Grp Sat Flow(s),veh/h/ln	1767	1763	1672	1767	1763	1773	1767	0	1711	1767	0	1702
Q Serve(g_s), s	3.9	6.7	7.0	10.9	6.6	6.8	4.4	0.0	15.2	3.0	0.0	18.5
Cycle Q Clear(g_c), s	3.9	6.7	7.0	10.9	6.6	6.8	4.4	0.0	15.2	3.0	0.0	18.5
Prop In Lane	1.00		0.34	1.00		0.15	1.00		0.28	1.00		0.29
Lane Grp Cap(c), veh/h	90	659	625	229	798	802	100	0	466	68	0	433
V/C Ratio(X)	0.78	0.26	0.27	0.86	0.24	0.24	0.78	0.00	0.63	0.78	0.00	0.78
Avail Cap(c_a), veh/h	129	659	625	258	798	802	117	0	631	101	0	613
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	0.00	1.00	0.96	0.00	0.96
Uniform Delay (d), s/veh	46.9	21.7	21.8	42.6	16.8	16.8	46.6	0.0	32.0	47.7	0.0	34.7
Incr Delay (d2), s/veh	17.1	1.0	1.1	22.4	0.7	0.7	25.0	0.0	1.4	19.6	0.0	4.1
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	2.1	2.9	2.9	6.2	2.8	2.9	2.6	0.0	6.4	1.7	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	22.7	22.9	65.1	17.5	17.6	71.6	0.0	33.4	67.2	0.0	38.8
LnGrp LOS	E	C	C	E	B	B	E	A	C	E	A	D
Approach Vol, veh/h		409			583			373			391	
Approach Delay, s/veh		29.8			33.6			41.4			42.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	42.3	10.0	30.3	9.5	50.1	8.2	32.1
Change Period (Y+Rc), s	4.4	4.9	4.4	4.9	4.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	14.6	23.7	6.6	36.0	7.3	31.0	5.7	36.9
Max Q Clear Time (g_c+I1), s	12.9	9.0	6.4	20.5	5.9	8.8	5.0	17.2
Green Ext Time (p_c), s	0.1	1.7	0.0	2.0	0.0	2.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	27	19	0	14	16
Future Vol, veh/h	33	27	19	0	14	16
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	36	29	21	0	15	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	86	44	42	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	52	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	913	1023	1561	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	882	1004	1546	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	7.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	933	-	-
HCM Lane V/C Ratio	0.013	-	0.07	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	116	15	16	159	31	13	13	32	28	30	18
Future Vol, veh/h	15	116	15	16	159	31	13	13	32	28	30	18
Peak Hour Factor	0.84	0.84	0.84	0.75	0.75	0.75	0.61	0.61	0.61	0.67	0.67	0.67
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	18	138	18	21	212	41	21	21	52	42	45	27
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.5	10.6	8.8	9.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	100%	0%	100%	0%	37%
Vol Thru, %	22%	0%	89%	0%	84%	39%
Vol Right, %	55%	0%	11%	0%	16%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	15	131	16	190	76
LT Vol	13	15	0	16	0	28
Through Vol	13	0	116	0	159	30
RT Vol	32	0	15	0	31	18
Lane Flow Rate	95	18	156	21	253	113
Geometry Grp	2	5	5	5	5	2
Degree of Util (X)	0.131	0.029	0.228	0.034	0.361	0.162
Departure Headway (Hd)	4.943	5.851	5.266	5.752	5.134	5.128
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	720	608	677	619	697	695
Service Time	3.011	3.621	3.035	3.516	2.897	3.193
HCM Lane V/C Ratio	0.132	0.03	0.23	0.034	0.363	0.163
HCM Control Delay	8.8	8.8	9.6	8.7	10.8	9.2
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.4	0.1	0.9	0.1	1.6	0.6

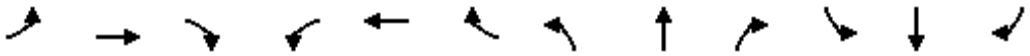
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	182	24	29	182	8	20	0	19	5	1	4
Future Vol, veh/h	14	182	24	29	182	8	20	0	19	5	1	4
Conflicting Peds, #/hr	23	0	30	30	0	23	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	71	71	71	68	68	68	50	50	50
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	196	26	41	256	11	29	0	28	10	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	252	0	0	628	641	249	630	649	295
Stage 1	-	-	-	-	-	-	269	269	-	367	367	-
Stage 2	-	-	-	-	-	-	359	372	-	263	282	-
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	1266	-	-	1307	-	-	394	392	787	393	387	742
Stage 1	-	-	-	-	-	-	734	685	-	650	620	-
Stage 2	-	-	-	-	-	-	657	617	-	740	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1270	-	-	359	353	757	352	349	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	359	353	-	352	349	-
Stage 1	-	-	-	-	-	-	703	656	-	627	583	-
Stage 2	-	-	-	-	-	-	617	581	-	696	647	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1	13.5	13.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	1238	-	-	1270	-	-	442
HCM Lane V/C Ratio	0.119	0.012	-	-	0.032	-	-	0.045
HCM Control Delay (s)	13.5	7.9	0	-	7.9	0	-	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	123	57	49	144	52	58	272	78	42	326	45
Future Volume (veh/h)	20	123	57	49	144	52	58	272	78	42	326	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.81	0.92		0.81	0.98		0.90	0.98		0.90
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	24	150	70	64	187	68	63	296	85	46	358	49
Peak Hour Factor	0.82	0.82	0.82	0.77	0.77	0.77	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	264	123	210	289	105	599	870	250	616	1017	139
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1034	1107	517	1056	1214	441	949	1346	387	971	1573	215
Grp Volume(v), veh/h	24	0	220	64	0	255	63	0	381	46	0	407
Grp Sat Flow(s),veh/h/ln	1034	0	1624	1056	0	1655	949	0	1733	971	0	1788
Q Serve(g_s), s	1.8	0.0	10.1	4.8	0.0	11.8	2.8	0.0	8.5	1.9	0.0	8.9
Cycle Q Clear(g_c), s	13.6	0.0	10.1	15.0	0.0	11.8	11.6	0.0	8.5	10.4	0.0	8.9
Prop In Lane	1.00		0.32	1.00		0.27	1.00		0.22	1.00		0.12
Lane Grp Cap(c), veh/h	187	0	387	210	0	394	599	0	1120	616	0	1156
V/C Ratio(X)	0.13	0.00	0.57	0.30	0.00	0.65	0.11	0.00	0.34	0.07	0.00	0.35
Avail Cap(c_a), veh/h	319	0	594	345	0	606	599	0	1120	616	0	1156
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	0.79	0.00	0.79	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	28.5	35.1	0.0	29.2	9.5	0.0	6.8	9.2	0.0	6.9
Incr Delay (d2), s/veh	0.2	0.0	1.1	0.7	0.0	1.5	0.3	0.0	0.7	0.2	0.0	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	0.5	0.0	4.0	1.2	0.0	4.7	0.6	0.0	3.0	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	29.6	35.8	0.0	30.7	9.8	0.0	7.5	9.4	0.0	7.7
LnGrp LOS	D	A	C	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		244			319			444			453	
Approach Delay, s/veh		30.2			31.7			7.8			7.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.1		59.9		25.1		59.9				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		31.1		44.1		31.1		44.1				
Max Q Clear Time (g_c+I1), s		15.6		12.4		17.0		13.6				
Green Ext Time (p_c), s		1.1		2.0		1.3		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	678	352	30	0	42
Future Vol, veh/h	0	678	352	30	0	42
Conflicting Peds, #/hr	86	0	0	86	45	11
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	91	91	96	96	70	70
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	745	367	31	0	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	296
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	697
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	633
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	633
HCM Lane V/C Ratio	-	-	-	0.095
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

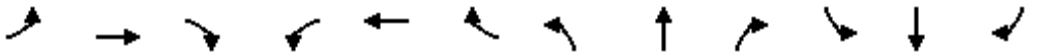
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	690	343	46	0	19
Future Vol, veh/h	0	690	343	46	0	19
Conflicting Peds, #/hr	115	0	0	115	10	10
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	94	94	92	92	38	38
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	734	373	50	0	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	337
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	0	-	-	-	0	656
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	579
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	579
HCM Lane V/C Ratio	-	-	-	0.086
HCM Control Delay (s)	-	-	-	11.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	489	91	143	295	49	60	203	106	98	296	41
Future Volume (veh/h)	101	489	91	143	295	49	60	203	106	98	296	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.82	0.97		0.81	1.00		0.83	1.00		0.79
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	109	526	98	162	335	56	62	211	110	121	365	51
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	571	1738	321	460	1780	290	151	330	172	207	476	67
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	919	2857	527	770	2925	477	961	1067	556	1050	1536	215
Grp Volume(v), veh/h	109	323	301	162	198	193	62	0	321	121	0	416
Grp Sat Flow(s),veh/h/ln	919	1763	1621	770	1763	1639	961	0	1623	1050	0	1751
Q Serve(g_s), s	7.2	10.5	10.7	15.4	6.0	6.3	7.5	0.0	20.4	13.4	0.0	25.8
Cycle Q Clear(g_c), s	13.4	10.5	10.7	26.1	6.0	6.3	33.3	0.0	20.4	33.9	0.0	25.8
Prop In Lane	1.00		0.33	1.00		0.29	1.00		0.34	1.00		0.12
Lane Grp Cap(c), veh/h	571	1073	986	460	1073	997	151	0	503	207	0	542
V/C Ratio(X)	0.19	0.30	0.31	0.35	0.19	0.19	0.41	0.00	0.64	0.59	0.00	0.77
Avail Cap(c_a), veh/h	571	1073	986	460	1073	997	175	0	542	232	0	585
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	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	13.4	11.3	11.3	17.6	10.4	10.4	52.6	0.0	35.6	50.2	0.0	37.5
Incr Delay (d2), s/veh	0.7	0.7	0.8	2.1	0.4	0.4	1.8	0.0	2.2	2.9	0.0	5.4
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	1.6	4.2	4.0	3.0	2.4	2.4	1.9	0.0	8.5	3.7	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	12.0	12.1	19.7	10.7	10.8	54.3	0.0	37.9	53.1	0.0	42.9
LnGrp LOS	B	B	B	B	B	B	D	A	D	D	A	D
Approach Vol, veh/h		733			553			383			537	
Approach Delay, s/veh		12.3			13.4			40.5			45.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.9		42.1		77.9		42.1				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		70.1		40.1		70.1		40.1				
Max Q Clear Time (g_c+I1), s		15.4		35.9		28.1		35.3				
Green Ext Time (p_c), s		5.4		1.3		4.2		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									

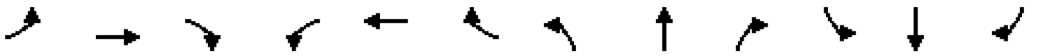
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	16	36	0	3	30
Future Vol, veh/h	19	16	36	0	3	30
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	21	17	39	0	3	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	118	40	46	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	875	1028	1555	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	837	1009	1540	-	-	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	7.4	0
HCM LOS	A		

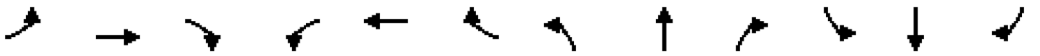
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	908	-	-
HCM Lane V/C Ratio	0.025	-	0.042	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	248	50	156	281	24	63	172	67	44	198	82
Future Volume (vph)	62	248	50	156	281	24	63	172	67	44	198	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.99		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3320		1752	3427		1752	1733		1752	1713	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	3320		1752	3427		1752	1733		1752	1713	
Peak-hour factor, PHF	0.88	0.88	0.88	0.79	0.79	0.79	0.81	0.81	0.81	0.83	0.83	0.83
Adj. Flow (vph)	70	282	57	197	356	30	78	212	83	53	239	99
RTOR Reduction (vph)	0	16	0	0	5	0	0	16	0	0	17	0
Lane Group Flow (vph)	70	323	0	197	381	0	78	279	0	53	321	0
Confl. Peds. (#/hr)	52		61	61		52	65		38	38		65
Confl. Bikes (#/hr)			10			10			14			15
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	10.1	27.7		23.5	41.1		5.1	24.4		5.8	25.1	
Effective Green, g (s)	10.1	27.7		23.5	41.1		5.1	24.4		5.8	25.1	
Actuated g/C Ratio	0.10	0.28		0.24	0.41		0.05	0.24		0.06	0.25	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	919		411	1408		89	422		101	429	
v/s Ratio Prot	0.04	c0.10		c0.11	0.11		c0.04	0.16		0.03	c0.19	
v/s Ratio Perm												
v/c Ratio	0.40	0.35		0.48	0.27		0.88	0.66		0.52	0.75	
Uniform Delay, d1	42.1	29.0		33.0	19.5		47.1	34.1		45.8	34.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	1.1		0.9	0.5		56.4	3.9		4.8	7.0	
Delay (s)	43.6	30.0		33.9	20.0		103.5	37.9		50.6	41.5	
Level of Service	D	C		C	B		F	D		D	D	
Approach Delay (s/veh)		32.3			24.7			51.7			42.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	23.1
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	489	91	143	295	49	60	203	106	98	296	41
Future Volume (vph)	101	489	91	143	295	49	60	203	106	98	296	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.9	4.9		4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.91		1.00	0.94		1.00	0.91		1.00	0.97	
Flpb, ped/bikes	0.79	1.00		0.80	1.00		0.91	1.00		0.90	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1378	3127		1400	3238		1602	1586		1573	1749	
Flt Permitted	0.52	1.00		0.39	1.00		0.19	1.00		0.33	1.00	
Satd. Flow (perm)	749	3127		574	3238		324	1586		549	1749	
Peak-hour factor, PHF	0.93	0.93	0.93	0.88	0.88	0.88	0.96	0.96	0.96	0.81	0.81	0.81
Adj. Flow (vph)	109	526	98	162	335	56	62	211	110	121	365	51
RTOR Reduction (vph)	0	9	0	0	8	0	0	17	0	0	4	0
Lane Group Flow (vph)	109	615	0	163	383	0	63	304	0	121	412	0
Confl. Peds. (#/hr)	143		251	251		143	186		130	130		186
Confl. Bikes (#/hr)			10			10			13			35
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	76.7	76.7		76.7	76.7		33.5	33.5		33.5	33.5	
Effective Green, g (s)	76.7	76.7		76.7	76.7		33.5	33.5		33.5	33.5	
Actuated g/C Ratio	0.64	0.64		0.64	0.64		0.28	0.28		0.28	0.28	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.9	4.9		4.9	4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	478	1998		366	2069		90	442		153	488	
v/s Ratio Prot		0.20			0.12			0.19			c0.24	
v/s Ratio Perm	0.15			c0.28			0.19			0.22		
v/c Ratio	0.23	0.31		0.45	0.18		0.70	0.69		0.79	0.84	
Uniform Delay, d1	9.1	9.7		10.9	8.9		38.7	38.6		40.0	40.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.4		3.9	0.2		21.7	4.4		23.7	12.6	
Delay (s)	10.3	10.1		14.8	9.1		60.5	43.0		63.7	53.3	
Level of Service	B	B		B	A		E	D		E	D	
Approach Delay (s/veh)		10.1			10.7			45.9			55.7	
Approach LOS		B			B			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX H
QUEUING ANALYSIS WORKSHEETS – OPENING YEAR (2028)

Intersection: 1: Kansas St & Lincoln Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	TR	LTR	LTR
Maximum Queue (ft)	56	32	36	59	68
Average Queue (ft)	26	12	12	27	33
95th Queue (ft)	49	36	36	51	55
Link Distance (ft)		299	130	611	560
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	55				
Storage Blk Time (%)	0	0	0		
Queuing Penalty (veh)	0	0	0		

Intersection: 2: Alleyway & Lincoln Ave

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	3	29	38
Average Queue (ft)	0	4	15
95th Queue (ft)	3	20	41
Link Distance (ft)	132		573
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: 30th St & Lincoln Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	15	27	83	151	20	196	67	132
Average Queue (ft)	1	2	52	51	1	68	19	52
95th Queue (ft)	8	14	88	109	11	151	52	107
Link Distance (ft)		132		292		618		576
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		60		30		50	
Storage Blk Time (%)		0	9	2	0	16	1	8
Queuing Penalty (veh)		0	11	2	1	0	2	3

Intersection: 4: University Ave & Kansas St

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	52	44	71	82	50
Average Queue (ft)	8	4	9	12	16
95th Queue (ft)	35	24	40	48	43
Link Distance (ft)	328	328	117	117	611
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: University Ave & Alleyway

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	82	46	60	54	31
Average Queue (ft)	12	3	4	4	10
95th Queue (ft)	48	22	27	25	34
Link Distance (ft)	117	117	139	139	32
Upstream Blk Time (%)	0	0			1
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: 30th St & University Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	94	144	132	105	243	194	94	283	55	318
Average Queue (ft)	52	95	62	88	108	61	58	123	26	158
95th Queue (ft)	100	152	122	119	207	142	102	225	60	269
Link Distance (ft)		139	139		363	363		348		618
Upstream Blk Time (%)		2	0					0		
Queuing Penalty (veh)		4	0					0		
Storage Bay Dist (ft)	70			80			70		30	
Storage Blk Time (%)	7	20		27	9		11	24	32	57
Queuing Penalty (veh)	8	10		35	13		26	14	88	13

Intersection: 7: Alleyway & Garage Entrance

Movement	SB
Directions Served	TR
Maximum Queue (ft)	12
Average Queue (ft)	1
95th Queue (ft)	7
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 233

Intersection: 1: Kansas St & Lincoln Ave

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	37	79	54	104	66	71
Average Queue (ft)	12	41	12	54	29	32
95th Queue (ft)	37	66	40	91	54	59
Link Distance (ft)		299		130	611	560
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	55		50			
Storage Blk Time (%)	0	2	0	5		
Queuing Penalty (veh)	0	0	0	1		

Intersection: 2: Alleyway & Lincoln Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	84	48	46	38
Average Queue (ft)	14	3	14	9
95th Queue (ft)	53	24	40	33
Link Distance (ft)	130	132		573
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 30th St & Lincoln Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	141	84	206	56	239	74	222
Average Queue (ft)	15	85	39	89	24	105	25	94
95th Queue (ft)	52	145	84	166	59	198	64	183
Link Distance (ft)		132		292		618		576
Upstream Blk Time (%)		3		0				
Queuing Penalty (veh)		6		0				
Storage Bay Dist (ft)	50		60		30		50	
Storage Blk Time (%)	1	29	3	17	10	26	2	17
Queuing Penalty (veh)	2	4	6	8	36	10	9	7

Intersection: 4: University Ave & Kansas St

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	101	55	58	60	44
Average Queue (ft)	18	9	11	7	23
95th Queue (ft)	64	35	43	35	46
Link Distance (ft)	328	328	118	118	611
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: University Ave & Alleyway

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	101	74	35	35	25
Average Queue (ft)	31	9	2	2	2
95th Queue (ft)	83	43	17	18	15
Link Distance (ft)	118	118	138	138	73
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: 30th St & University Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	94	153	148	104	200	156	94	363	57	465
Average Queue (ft)	53	121	97	75	86	65	51	188	41	248
95th Queue (ft)	101	165	151	116	163	124	110	329	72	429
Link Distance (ft)		138	138		363	363		348		618
Upstream Blk Time (%)		5	1					2		0
Queuing Penalty (veh)		15	4					0		0
Storage Bay Dist (ft)	70			80			70		30	
Storage Blk Time (%)	3	21		14	5		6	43	40	58
Queuing Penalty (veh)	7	17		19	7		19	25	133	50

Intersection: 7: Alleyway & Garage Entrance.

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 386

Intersection: 1: Kansas St & Lincoln Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	TR	LTR	LTR
Maximum Queue (ft)	56	32	33	61	70
Average Queue (ft)	26	12	11	28	36
95th Queue (ft)	50	35	36	51	57
Link Distance (ft)		299	130	611	560
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	55				
Storage Blk Time (%)	0	0	0		
Queuing Penalty (veh)	0	0	0		

Intersection: 2: Alleyway & Lincoln Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	9	15	44	38
Average Queue (ft)	0	1	21	14
95th Queue (ft)	5	8	44	40
Link Distance (ft)	130	132	526	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 30th St & Lincoln Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	40	58	83	156	51	182	72	134
Average Queue (ft)	8	17	54	49	8	73	20	50
95th Queue (ft)	31	47	89	105	35	153	54	104
Link Distance (ft)		132		292		618		576
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		60		30		50	
Storage Blk Time (%)	0	1	10	1	2	17	1	8
Queuing Penalty (veh)	0	0	12	1	5	2	2	3

Intersection: 4: University Ave & Kansas St

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	52	40	56	68	48
Average Queue (ft)	8	4	8	10	19
95th Queue (ft)	35	22	35	40	45
Link Distance (ft)	328	328	117	117	611
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: University Ave & Alleyway

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	96	60	58	65	51
Average Queue (ft)	16	4	4	5	24
95th Queue (ft)	61	27	28	30	49
Link Distance (ft)	117	117	139	139	32
Upstream Blk Time (%)	0	0			4
Queuing Penalty (veh)	0	0			2
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: 30th St & University Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	94	151	138	105	275	202	94	285	59	356
Average Queue (ft)	57	100	68	90	115	67	59	126	38	174
95th Queue (ft)	104	158	130	120	225	149	108	227	68	302
Link Distance (ft)		139	139		363	363		348		618
Upstream Blk Time (%)		4	0					0		
Queuing Penalty (veh)		7	1					0		
Storage Bay Dist (ft)	70			80			70		30	
Storage Blk Time (%)	10	21		29	9		11	26	49	53
Queuing Penalty (veh)	12	13		41	13		25	16	138	23

Intersection: 7: Alleyway & Garage Entrance

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	72	29	12
Average Queue (ft)	29	1	0
95th Queue (ft)	55	13	6
Link Distance (ft)	102	32	526
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 317

Intersection: 1: Kansas St & Lincoln Ave

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	36	76	56	110	60	67
Average Queue (ft)	13	39	13	53	29	34
95th Queue (ft)	38	63	41	90	52	59
Link Distance (ft)		299		130	611	560
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	55		50			
Storage Blk Time (%)	0	1	0	5		
Queuing Penalty (veh)	0	0	0	1		

Intersection: 2: Alleyway & Lincoln Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	74	61	33
Average Queue (ft)	9	10	24	7
95th Queue (ft)	41	45	51	28
Link Distance (ft)	130	132	486	573
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 30th St & Lincoln Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	141	84	198	57	259	74	261
Average Queue (ft)	19	84	38	96	30	116	25	103
95th Queue (ft)	57	144	82	171	64	221	63	205
Link Distance (ft)		132		292		618		576
Upstream Blk Time (%)		2						
Queuing Penalty (veh)		4						
Storage Bay Dist (ft)	50		60		30		50	
Storage Blk Time (%)	1	26	3	20	13	27	2	20
Queuing Penalty (veh)	2	5	5	10	46	16	7	8

Intersection: 4: University Ave & Kansas St

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	104	80	63	79	48
Average Queue (ft)	25	11	11	9	24
95th Queue (ft)	73	47	43	42	49
Link Distance (ft)	328	328	118	118	611
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: University Ave & Alleyway

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	119	95	59	59	56
Average Queue (ft)	41	14	5	6	15
95th Queue (ft)	108	60	31	32	44
Link Distance (ft)	118	118	138	138	73
Upstream Blk Time (%)	1	0			0
Queuing Penalty (veh)	3	0			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: 30th St & University Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	94	155	155	105	221	187	94	362	58	525
Average Queue (ft)	58	124	103	76	91	75	55	180	43	262
95th Queue (ft)	107	166	157	115	177	144	112	316	71	454
Link Distance (ft)		138	138		363	363		348		618
Upstream Blk Time (%)		6	2					1		0
Queuing Penalty (veh)		21	6					0		2
Storage Bay Dist (ft)	70			80			70		30	
Storage Blk Time (%)	5	21		15	6		6	42	36	59
Queuing Penalty (veh)	12	22		22	9		17	25	122	58

Intersection: 7: Alleyway & Garage Entrance.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	53	32
Average Queue (ft)	22	3
95th Queue (ft)	47	18
Link Distance (ft)	89	73
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 424

APPENDIX I
EXCERPT FROM SITE DEVELOPMENT PERMIT (SDP) PLANS

THE NEWMAN BUILDING

2906-2920 UNIVERSITY AVE SAN DIEGO, CA 92104

SITE DEVELOPMENT PERMIT

05/07/2025

PROJECT SUMMARY

PROGRAM SUMMARY BY LEVEL

Level	Name	Gross Area
B1	Amenity	394 SF
B1	Circulation	732 SF
B1	Parking	11,911 SF
B1	Support	577 SF
		13,615 SF
Level 1	Amenity	773 SF
Level 1	Circulation	1,649 SF
Level 1	Commercial	4,889 SF
Level 1	Outdoor	708 SF
Level 1	Parking	2,346 SF
Level 1	Support	2,445 SF
		12,810 SF
Mezzanine	Amenity	3,427 SF
Mezzanine	Circulation	791 SF
Mezzanine	Outdoor	499 SF
Mezzanine	Support	293 SF
		5,010 SF
Level 2	Circulation	1,558 SF
Level 2	Outdoor	717 SF
Level 2	Support	282 SF
Level 2	Units	9,812 SF
		12,368 SF
Level 3	Circulation	1,550 SF
Level 3	Outdoor	415 SF
Level 3	Support	277 SF
Level 3	Units	10,602 SF
		12,845 SF
Level 4	Circulation	1,550 SF
Level 4	Outdoor	545 SF
Level 4	Support	277 SF
Level 4	Units	10,612 SF
		12,984 SF
Level 5	Circulation	1,550 SF
Level 5	Outdoor	545 SF
Level 5	Support	277 SF
Level 5	Units	10,612 SF
		12,984 SF
Level 6	Circulation	1,550 SF
Level 6	Outdoor	545 SF
Level 6	Support	277 SF
Level 6	Units	10,612 SF
		12,984 SF
Level 7	Amenity	923 SF
Level 7	Circulation	1,543 SF
Level 7	Outdoor	2,942 SF
Level 7	Support	283 SF
Level 7	Units	7,088 SF
		12,779 SF

UNIT COUNT BY LEVEL

Name	Count	Net Rentable Area
Level 2		
STUDIO	9	4,334 SF
2 BD	2	1,877 SF
1 BD	5	3,601 SF
	16	9,812 SF
Level 3		
STUDIO	9	4,564 SF
2 BD	2	2,113 SF
1 BD	5	3,926 SF
	16	10,602 SF
Level 4		
STUDIO	9	4,566 SF
2 BD	2	2,113 SF
1 BD	5	3,933 SF
	16	10,612 SF
Level 5		
STUDIO	9	4,566 SF
2 BD	2	2,113 SF
1 BD	5	3,933 SF
	16	10,612 SF
Level 6		
STUDIO	9	4,566 SF
2 BD	2	2,113 SF
1 BD	5	3,933 SF
	16	10,612 SF
Level 7		
STUDIO	8	3,640 SF
2 BD	2	1,979 SF
1 BD	2	1,469 SF
	12	7,088 SF
TOTAL NET RENTABLE AREA	92	59,337 SF

GROSS FLOOR AREA

Name	Area
Amenity	5,518 SF
Circulation	12,475 SF
Commercial	4,889 SF
Outdoor	6,916 SF
Parking	14,256 SF
Support	4,988 SF
Units	59,337 SF
GROSS AREA	108,379 SF

FAR AREA

Level	Area
Level 1	9,372 SF
Mezzanine	4,511 SF
Level 2	11,652 SF
Level 3	12,430 SF
Level 4	12,439 SF
Level 5	12,439 SF
Level 6	12,439 SF
Level 7	9,837 SF
FAR	85,119 SF

UNIT MIX

Name	Count	Total Area	Percentage
1 BD	27	20,795 SF	24%
2 BD	12	12,306 SF	5%
STUDIO	53	26,236 SF	71%
TOTAL UNITS: 92	92	59,337 SF	100%

PRIVATE EXTERIOR OPEN SPACE

Level	Area
Level 2	717 SF
Level 3	415 SF
Level 4	545 SF
Level 5	545 SF
Level 6	545 SF
Level 7	1,208 SF
PRIVATE OUTDOOR SPACE: 54	3,974 SF

RESIDENTIAL PARKING SCHEDULE

TYPE	DIMENSIONS	SDMC	REQUIRED	PROVIDED
Motorcycle	3'-0" x 8'-0"	§142.0528(b)(5)	9	9
Standard	9'-0" X 18'-0"	§142.0528(a)(1)	0	8
Standard EV	9'-0" X 18'-0"	§142.0528(b)(3)	2	8
USPS	9'-0" X 18'-0"		0	1
VAN ACCESSIBLE	9'-0" X 18'-0"	§142.0528(b)(2)	2	2
TOTAL PARKING				28

NON-RESIDENTIAL PARKING TABLE

Parking Type	SDMC Reference	Parking Required	Parking Provided
Carpool/Zero Emission Vehicle	§142.0530(d)(B)(i)	0	0
Loading	§142.0531(c)(1)	1	1
Long-Term Bicycle Parking	§142.0530(e)(2)(A)	0	0
Motorcycle	§142.0530(g)	0	0
Non-Residential Vehicle	Table 142-05E	0	0
Short-Term Bicycle Parking	§142.0530(e)(1)(C)	2	Credit of 4 spaces at permanently anchored racks applied.

BICYCLE PARKING PROVIDED

TYPE	SDMC REQ	REQUIRED	PROVIDED
LONG-TERM (RESIDENTIAL)	§142.0528(b)(4)	38	44
SHORT-TERM BICYCLE PARKING (NON-RESIDENTIAL)	§142.0530(e)(1)(C) CREDIT APPLIED	2	4

LEGEND

DETAIL: SIM 1 / A1.1 — DETAIL NUMBER / SHEET WHERE DRAWN

EXTERIOR ELEVATION: 1 / A1.1 — ELEVATION NUMBER / SHEET WHERE DRAWN

INTERIOR ELEVATION: 1 / A1.1 — ELEVATION NUMBER / SHEET WHERE DRAWN

WALL SECTION: SIM 1 / A1.1 — SECTION NUMBER

BUILDING SECTION: SIM 1 / A1.1 — SECTION NUMBER / SHEET WHERE DRAWN

CENTER LINE

PROPERTY LINE

FACE DIMENSION

CENTER LINE DIMENSION

NAME 0' - 0" — ELEVATION

0' - 0" — SPOT ELEVATION

GR — GRID OR COLUMN LINE

NORTH

000 — ROOM NUMBER

000 — DOOR NUMBER

00 — WINDOW TYPE

000 — WALL TYPE

00 — KEYNOTE

CT 1 — FLOOR FINISH

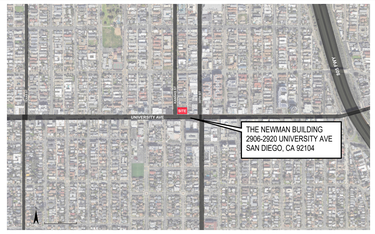
TI 06 — WALL FINISH

CT 01 — MILLWORK FINISH

0 — CEILING HEIGHT

/0 — REVISION

VICINITY MAP



SCOPE OF WORK

A. PROPOSE TO PRESERVE AND RESTORE THE DESIGNATED HISTORIC RESOURCE FACADES LOCATED AT 2906-2912 UNIVERSITY AVE. THE HISTORIC RESEARCH AND RESOURCES REPORT PREPARED BY HERITAGE ARCHITECTURE AND PLANNING INDICATES THE PRESERVATION AND RESTORATION OF THE HISTORICAL FACADES OF 2906-2912 UNIVERSITY AVE ALONG BOTH UNIVERSITY AVE AND KANSAS ST AS WELL AS THE CORNER TOWER LOCATED AT NORTHEAST CORNER OF UNIVERSITY AVE AND KANSAS ST.

B. PROPOSE TO CONSTRUCT A 7-STORY BUILDING WITH A MEZZANINE LEVEL CONSISTING OF 6 LEVELS OF RESIDENTIAL ABOVE A 1-STORY + MEZZANINE (DOUBLE-HEIGHT) PODIUM COMMERCIAL SPACE WITH 1-STORY SUBTERRANEAN PARKING GARAGE.

C. SINCE THE APPLICANT IS PURSUING COMPLETE COMMUNITIES: HOUSING SOLUTIONS OFFERING 6.5 FAR-BASED DENSITY IN EXCHANGE FOR 40% OF THE PRE-DENSITY DEDICATED TO AFFORDABLE HOUSING; THE PROPOSED DEVELOPMENT WILL CONTAIN 92 DWELLING UNITS, WITH 16 TOTAL AFFORDABLE (15% VERY-LOW, 10% LOW, AND 15% MODERATE INCOME). ADDITIONALLY, THE PROPOSED DEVELOPMENT WILL INCLUDE COMMERCIAL SPACE ON THE GROUND-FLOOR.

D. SITE DEVELOPMENT PERMIT (PROCESS FOUR) HISTORIC RESOURCES HAS BEEN REQUESTED.

E. §143.1010(a-g) AUTOMATICALLY GRANTED WAIVERS AND TWO BONUS INCENTIVES TO DEVIATE FROM DEVELOPMENT REGULATIONS.

F. APPLICANT WILL OPT TO PAY FEE INTO BEIGHBORHOOD ENHANCEMENT FUND PER §143.1020 IN LIEU OF CONSTRUCTING A PROMENADE.

APPLICABLE CODES & STANDARDS

STATE CODES		
2022	CAC	CALIFORNIA ADMINISTRATIVE CODE
2022	CBC	CALIFORNIA BUILDING CODE
2022	CEC	CALIFORNIA ELECTRICAL CODE
2022	CMC	CALIFORNIA MECHANICAL CODE
2022	CPC	CALIFORNIA PLUMBING CODE
2022	CEC	CALIFORNIA ENERGY CODE
2022	CHBC	CALIFORNIA HISTORICAL BUILDING CODE
2022	CFC	CALIFORNIA FIRE CODE
2022	CBC	CALIFORNIA EXISTING BUILDING CODE
2022	CGBC	CALIFORNIA GREEN BUILDING CODE
2022		CALIFORNIA REFERENCED STANDARDS
LOCAL ORDINANCES		
2019		CITY OF SAN DIEGO BUILDING CODE AMENDMENTS
2012		CITY OF SAN DIEGO STORM WATER STANDARDS MANUAL
		COUNTY OF SAN DIEGO DEPARTMENT OF ENVIRONMENTAL HEALTH
		FOOD ESTABLISHMENT REGULATIONS
		PUBLIC SWIMMING POOL REGULATIONS
CAL / OSHA TITLE 8 REGULATIONS		
SUBCHAPTER 6		ELEVATOR SAFETY ORDERS
SUBCHAPTER 7		GENERAL INDUSTRY SAFETY ORDERS
	ARTICLE 5	WINDOW CLEANING
	ARTICLE 6	POWERED PLATFORMS AND EQUIPMENT FOR BUILDING MAINTENANCE
NFPA STANDARDS (PARITAL LIST)		
2016	NFPA 13	AUTOMATIC SPRINKLER SYSTEMS
2016	NFPA 14	STANDIPE SYSTEMS AND HOSE SYSTEMS
2017	NFPA 17A	STANDARD FOR WET CHEMICAL EXTINGUISHING SYSTEMS
2016	NFPA 20	STATIONARY PUMPS FOR FIRE PROTECTION
2013	NFPA 22	WATER TANKS FOR PRIVATE FIRE PROTECTION
2016	NFPA 24	PRIVATE FIRE SERVICE MAINS
2016	NFPA 72	NATIONAL FIRE ALARM CODE
2016	NFPA 80	FIRE DOORS AND OTHER PROTECTIVE OPENINGS
2015	NFPA 720	INSTALL. OF CARBON MONOXIDE DETECTION AND WARNING EQUIPMENT
2015	NFPA 2001	CLEAN AGENT FIRE EXTINGUISHING STSTEMS
FEDERAL STANDARDS		
2010	ADA	AMERICANS WITH DISABILITIES ACT
	FAA	FEDERAL AVIATION ADMINISTRATION - ADVISORY CIRCULAR 70/7460-IL OBSTRUCTION MARKING AND LIGHTING
2013	ASME A17.1	SAFETY CODE FOR ELEVATORS AND ESCALATORS

FAIR HOUSING ACT (FHA APPROVED SAFE HARBOR
FHA DESIGN MANUAL 1998 COMBINED WITH ANSI A117.1 - 2033 (REQUIREMENTS 1 AND 2)

REQUESTED INCENTIVES AND WAIVERS

INCENTIVES
PURSUANT TO §143.1010(H)(4)(A) THE APPLICANT IS ALSO GRANTED AT LEAST TWO BONUS INCENTIVES. THE APPLICANT WOULD LIKE TO UTILIZE THEIR TWO BONUS INCENTIVES AS FOLLOWS:

INCENTIVE 1: PRIVATE EXTERIOR OPEN SPACE
UTILIZE ONE INCENTIVE TO DEVIATE FROM §131.0455(D) REQUIRING EACH DWELLING UNIT TO HAVE AT LEAST 50 SF OF PRIVATE EXTERIOR OPEN SPACE WITH A MINIMUM DIMENSION OF 4'-0". THE APPLICANT PROPOSES ONLY 54 DWELLING UNITS TO MEET THIS DEVELOPMENT REGULATION, LEAVING 38 DWELLING UNITS OUT OF COMPLIANCE; OR 58% OF TOTAL DWELLING UNITS MEETING THIS DEVELOPMENT REGULATION. SEE DRAFT FINDINGS REPORT FOR GREATER DETAIL.

INCENTIVE 2: COMMON OPEN SPACE
UTILIZE SECOND INCENTIVE TO DEVIATE FROM §131.0456(A) REQUIRING 25 SF PER DWELLING UNIT DEDICATED TO COMMON OPEN SPACE. THE APPLICANT PROPOSE 1,674 SF OF COMMON OPEN SPACE ON LEVEL 7; ESSENTIALLY ±519 SF LESS COMMON OPEN SPACE THAN REQUIRED. SEE DRAFT FINDINGS REPORT FOR GREATER DETAIL.

WAIVERS
PURSUANT TO §143.1010(I) THE APPLICANT IS ENTITLED TO WAIVERS AS DESCRIBED IN §143.1010(I) FOR ANY DEVELOPMENT FOR WHICH A WRITTEN AGREEMENT AND A DEED OF TRUST SECURING THE AGREEMENT IS ENTERED INTO BY THE APPLICANT AND THE PRESIDENT AND CHIEF EXECUTIVE OFFICER OF THE SAN DIEGO HOUSING COMMISSION.

WAIVER 1: TRANSPARENCY
REQUEST A WAIVER TO DEVIATE FROM §131.0552 TRANSPARENCY REQUIRING A MINIMUM OF 50% OF STREET WALL AREA BETWEEN 3 AND 10 FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT WITH CLEAR GLASS VISIBLE INTO A COMMERCIAL OR RESIDENTIAL USE. INSTEAD, THE APPLICANT PROPOSES 40% TRANSPARENCY ALONG KANSAS STREET AS THE PROPOSED PROJECT MUST PRESERVE AND REHABILITATE THE EXISTING HISTORICAL FAçADE AND THUS CANNOT MODIFY THE STREET WALL AREA TO BE FULLY COMPLIANT.

WAIVER 2: STREET TREE COUNT
REQUEST A SECOND WAIVER TO DEVIATE FROM §143.1025(A)(2) THAT REQUIRES AT LEAST ONE, 24-INCH BOX CANOPY TREE FOR EACH 20 FEET OF STREET TREE FRONTAGE. THE STREET TREE FRONTAGE EXCLUDES CURB CUTS AND REQUIRED CLEARANCES FOR DESIGNATED BUS STOPS. THE INSTALLED TREE SPACING AND LOCATION MAY BE VARIED TO ACCOMMODATE SITE CONDITIONS OR DESIGN CONSIDERATIONS.

ACCORDING TO THIS STREET FRONTAGE CALCULATION, THE APPLICANT IS REQUIRED TO PROVIDE 12 STREET TREES. THE EXISTING LOCATION OF UTILITY STRUCTURES PRESENT ON UNIVERSITY AVE NEAR THE PUBLIC ALEY MAKES IT INFEASIBLE TO PLANT STREET TREES IN THIS LOCATION. ADDITIONALLY, THE CITY ARBORIST REQUIRES THE APPLICANT TO KEEP THE EXISTING CHINESE PISTACHE STREET TREE ON UNIVERSITY AVE NEAR THE PUBLIC ALLEY, THE AMERICAN SWEETGUM STREET TREE ON UNIVERSITY AVE NEAR THE INTERSECTION WITH KANSAS STREET, AND THE BRISBANE BOX STREET TREE ON KANSAS STREET NEAR THE INTERSECTION WITH UNIVERSITY AVE. THEREFORE, THE APPLICANT REQUESTS A WAIVER TO DEVIATE FROM PROVIDING 12 REQUIRED STREET TREES IN LIEU OF PROVIDING 8 STREET TREES AS INDICATED ON SHEETS L603 AND L610 IN THE SITE DEVELOPMENT PLANS.

PROJECT CALCULATIONS

SITE AREA:	14,591 SF OR 0.335 AC
BASE FAR:	5.0 FAR (SEE TABLE 131-05E: DEVELOPMENT REGULATIONS FOR CC-ZONES)
MAXIMUM ALLOWABLE FAR:	6.5 FAR (SEE COMPLETE COMMUNITIES: HOUSING SOLUTIONS - TIER 3, §143.1010(a)(3))
MAXIMUM ALLOWABLE GFA:	6.5 FAR x 14,591 = 94,842 SF (SEE §143.1010(a)(3))
PROPOSED FAR & GFA:	COMPLETE COMMUNITIES: HOUSING SOLUTIONS - TIER 3, 6.5 FAR MAXIMUM DEVELOPABLE AREA 14,591 SF X 6.5 FAR = 94,842 SF PROPOSED DEVELOPABLE AREA = 85,354 SF PROPOSED FAR = 5.85 FAR
PRE-DENSITY:	CC-3-9 PERMITS 400 SF/DU OF LOT AREA 14,591 SF ÷ 400 SF/DU = 36.47 OR 37 PRE-DENSITY DU
COMPLETE COMMUNITIES AFFORDABLE HOUSING REQ.:	AFFORDABLE HOUSING REQUIREMENT 37 PRE-DENSITY DU X 15% VERY-LOW INCOME DU = 5.55 OR 6 VERY-LOW INCOME DU 37 PRE-DENSITY DU X 10% LOW INCOME DU = 3.7 OR 4 LOW INCOME DU 37 PRE-DENSITY DU X 15% MODERATE INCOME DU = 5.55 OR 6 MODERATE INCOME DU TOTAL AFFORDABLE HOUSING REQUIREMENT = 16 TOTAL AFFORDABLE DU
TOTAL DENSITY:	PROPOSED TOTAL DWELLING UNITS = 92 TOTAL DU PROPOSED MARKET-RATE UNITS 92 TOTAL DU - 16 TOTAL AFFORDABLE DU = 76 MARKET-RATE DU 100% LOT COVERAGE
PARKING AREA:	STRUCTURED PARKING EXEMPT PER SDMC 113.0302(d)(3)(B)(ii) AND 113.0302(d)(3)(B)(iii). REFER TO ELEVATIONS
LANDSCAPE COVERAGE:	ON-SITE: 735 SF (GROUND LEVEL) + 402 SF (L7) = 1,137 SF OFF-SITE: 0 SF SEE LANDSCAPE PLANS FOR REQUIRED AND PROVIDED (PCOOS / COOS)
REFUSE & RECYCLABLE STORAGE:	PER SDMC 142.0820(c), THE PROJECT WILL PROVIDE ALTERNATIVE MEANS OF COMPLIANCE FOR SDMC TABLE 142-08B BY UTILIZING COMPACTORS THAT WILL ACCOMMODATE THE SAME OR GREATER CAPACITY THAN TABLE 142-08B REQUIRES.

PROJECT DATA

ADDRESS:	2906 - 2920 UNIVERSITY AVE SAN DIEGO, CA 92104
ASSESSOR'S PARCEL NO.:	446-412-10-00; 446-412-11-00
BASE ZONE:	COMMUNITY COMMERCIAL-3-9 (CC-3-9)
OVERLAY ZONES:	1. AIRPORT APPROACH OVERLAY ZONE (AAOZ): YES, SAN DIEGO INTERNATIONAL AIRPORT 2. TRANSIT AREA OVERLAY ZONE (TAOZ): YES 3. PARKING STANDARDS TRANSIT PRIORITY AREA (PSTA): YES 4. SUSTAINABLE DEVELOPMENT AREA 5. AFFORDABLE HOUSING PARKING DEMAND: YES, MEDIUM 6. ALUCP AIRPORT INFLUENCE AREA: YES, SAN DIEGO INTERNATIONAL AIRPORT, REVIE AREA 2 7. DESIGNATED HISTORIC RESOURCE: YES, HRB #1482 8. FAA PART 77 NOTICING AREA: YES SDIA - LINDBERGH FIELD//165 TO 170 FEET ELEVATION ABOVE SEA LEVEL // 15000 TO 15500 FEET HORIZONTAL DISTANCE FROM RUNWAY SDIA - LINDBERGH FIELD//160 TO 165 FEET ELEVATION ABOVE SEA LEVEL // 14500 TO 15000 FEET HORIZONTAL DISTANCE FROM RUNWAY *PROJECT IS NOT LOCATED IN THE COASTAL HEIGHT LIMIT OVERLAY ZONE (CHLOZ) AND THEREFORE DOES NOT NEED TO COMPLY WITH PROPOSITION D HEIGHT LIMITS AS OUTLINED IN TECHNICAL BULLETIN BLDG-5-4
CONSTRUCTION TYPE:	TYPE-IIIA OVER TYPE-IA SPECIAL PROVISIONS PER SECTION 510.2 IS USED FOR PODIUM BLDG (REFER TO A62X SERIES FOR FIRE-RESISTANT AND STC RATED HORIZONTAL ASSEMBLIES)
OCCUPANCY GROUP(S):	A-2, M, R-2, S-2
STORIES ABOVE GRADE PLANE:	7 STORIES, 2 STORIES TYPE-IA AND 5 STORIES TYPE-IIIA

PROJECT TEAM

OWNER:	PURPOSE REAL ESTATE GROUP THE NORTH PARK BUILDING, LLC 1001 PAGE MILL ROAD, BLDG. 1, STE. 200 PALO ALTO, CA 94304 TEL: 619-818-0399 CONTACT: NATE CADIEUX
ARCHITECT:	CARRIER JOHNSON 185 W F STREET, SUITE 500 SAN DIEGO, CA, 92101 TEL: 619-239-2353 CONTACT: DUANE HAGEWOOD
CIVIL ENGINEER:	KETTLER LEWECK 1620 FIFTH AVE SAN DIEGO, CA 92101 TEL: 619-269-3444 CONTACT: LISA LEWECK
LANDSCAPE ARCHITECT:	CARRIER JOHNSON 185 W F STREET, SUITE 500 SAN DIEGO, CA, 92101 TEL: 619-239-2353 CONTACT: AMBER L. LAKE, LANDSCAPE ARCHITECT

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SAN DIEGO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE WEST 90 FEET OF LOTS 21, 22, 23, AND 24 INCLUSIVE IN BLOCK 206 OF UNIVERSITY HEIGHTS, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE AMENDED MAP THEREOF MADE BY G.A. DHEMECOURT RECORDED IN THE OFFICE OF THE RECORDER OF SAN DIEGO COUNTY, IN BOOK 8, PAGE 36, ET SEQ. OF LIS PENDENS.

PARKING NOTES

PARKING REQUIREMENTS

AUTOMOBILE §142.0528(a)(1)	MOTORCYCLE §142.0528(b)(5)	LONG-TERM BICYCLE §142.0528(b)(4)	SHORT-TERM BICYCLE §142.0530(e)(1)(A)
TRANSIT PRIORITY AREA - 0 SPACES REQUIRED TITLE 24 REQ: 10% EQUIPPED WITH LEVEL 2 EVSE = 2 SPACES 2% OF DU SHALL BE ACCESSIBLE = 2 SPACES	0.1 SPACES PER DU 9 SPACES REQUIRED	0.4 SPACES PER < 1 BDRM 0.5 SPACES PER 2 BDRM 38 SPACES REQUIRED	2 SPACES REQUIRED

PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA):

PROPOSED DEVELOPMENT IS LOCATED IN THE PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA) AND IS REQUIRED TO PROVIDE TWO POINTS WORTH OF TRANSPORTATION AMENITIES (SEE TRANSPORTATION AMENITY CALCULATOR) IN ORDER TO ENJOY REDUCED PARKING AT A RATIO THE APPLICANT DETERMINES. ADDITIONALLY, ALL PARKING SPACES WILL BE UNBUNLDED (SEE §142.0528)

APPLICANT WILL SELECT THE APPROPRIATE TRANSPORTATION AMENITY TO SATISFY THIS REQUIREMENT AS INDICATED IN APPENDIX Q: DETERMINING TRANSPORTATION AMENITIES REQUIRED BY THE PARKING STANDARDS TRANSIT PRIORITY AREA REGULATIONS.

2 PTS - CO-/WORKING SPACE WITHIN THE PROJECT PREMISES AVAILABLE FOR RESIDENT USE AT LEAST 500 SF IN AREA AND SHALL PROVED PRIVATE OR SEMI-PRIVATE WORK SPACES. THE CO-WORKING SPACE SHALL BE LOCATED ON THE MEZZANINE LEVEL.

SINCE PROPOSED DEVELOPMENT IS LOCATED IN BASE ZONE CC-3-9, A PSTPA AND A TPA, ACCORDING TO TABLE 142-05E, 142-05F, 142-05G, THE PROPOSED DEVELOPMENT IN THE COMENT HEIGHT LIMIT OVERLAY ZONE (CHLOZ) AND THEREFORE DOES NOT NEED TO COMPLY WITH PROPOSITION D HEIGHT LIMITS AS OUTLINED IN TECHNICAL BULLETIN BLDG-5-4 PROVIDE 0 PARKING SPACES FOR ALL PROPOSED NON-RESIDENTIAL USES. THE APPLICANT WILL PROVIDE NO MINIMUM PARKING REQUIREMENT FOR NON-RESIDENTIAL AND RESIDENTIAL USES.

MOBILITY CHOICE REGULATIONS (VMT):

PROPOSED DEVELOPMENT IS LOCATED IN THE PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA) AND IS REQUIRED TO PROVIDE FIVE POINTS WORTH OF VMT REDUCTION MEASURES FOR EACH NON-RESIDENTIAL LAND USE PER SDMC TABLE 145-05F FOOTNOTE 6.

APPLICANT WILL SELECT THE APPROPRIATE TRANSPORTATION AMENITY TO SATISFY THIS REQUIREMENT AS INDICATED IN APPENDIX T: MOBILITY CHOICES REGULATIONS: IMPLEMENTATION GUIDELINES

1.5 PTS - BICYCLE REPAIR STATION (LOCATED AT STREET FRONTAGE ALONG UNIVERSITY AVE.)
2 PTS - ON-SITE MULTI-MODAL INFORMATION KIOSKS (LOCATED WITHIN LOBBY ENTRANCE)
1.5 PTS - SHORT-TERM BICYCLE PARKING SPACES THAT ARE AVAILABLE TO THE PUBLIC, AT LEAST 10% BEYOND MINIMUM REQUIREMENTS. (EXISTING PERMANENTLY ANCHORED RACKS PROVIDE 200% BEYOND THE MINIMUM REQUIREMENT OF 2 SPACES)

SUSTAINABLE FEATURES

OPTIONAL SUSTAINABILITY FEATURES UNDER THE CALIFORNIA GREEN BUILDING STANDARDS CODE TO BE DETERMINED AT A LATER DATE

FAA

*SEE SHEETS A1.2 AND A1.3 FOR FAA APPROVAL DOCUMENTS

SHEET INDEX

Grand total: 45

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

THE NEWMAN BUILDING
2906 University Ave San Diego, CA 92104

ISSUES:

NO	DESCRIPTION	DATE
1	SDP CYCLE 1	9/2023
2	SDP CYCLE 2	5/2024
3	SDP CYCLE 3	10/23/24

PRELIMINARY NOT FOR CONSTRUCTION

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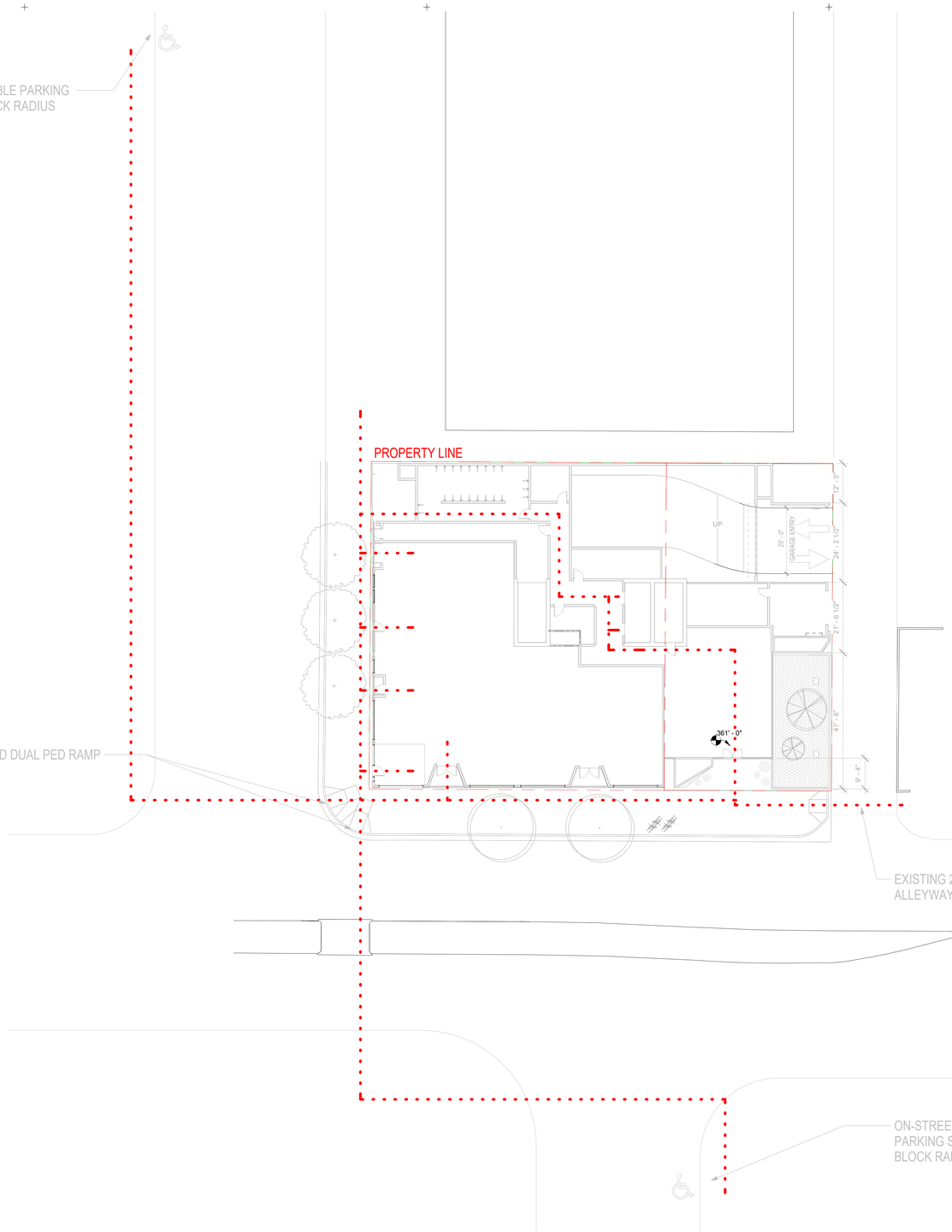

1 ACCESSIBILITY PLAN
SCALE: 1/16" = 1'-0"

ACCESSIBILITY PLAN LEGEND

ACCESSIBLE ROUTE PER CBC 11B-403, 405
A CONTINUOUS UNOBSTRUCTED PATH CONNECTING ACCESSIBLE ELEMENTS AND SPACES OF AN ACCESSIBLE SITE. BUILDING OR FACILITY THAT CAN BE NEGOTIATED BY A PERSON WITH A DISABILITY USING A WHEELCHAIR, AND THAT IS ALSO SAFE FOR AND USABLE BY PERSONS WITH OTHER DISABILITIES. EXTERIOR ACCESSIBLE ROUTES MAY INCLUDE PARKING ACCESS AISLES, CURB RAMPS, CROSSWALKS AT VEHICULAR WAYS, WALKS, RAMPS AND LIFTS.

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architecture + environments + brand strategy + graphics

THE NEWMAN BUILDING
2906 University Ave San Diego, CA 92104

ISSUES:

NO	DESCRIPTION	DATE
2	SDP CYCLE 2 REV.	3/22/24

PRELIMINARY NOT FOR CONSTRUCTION

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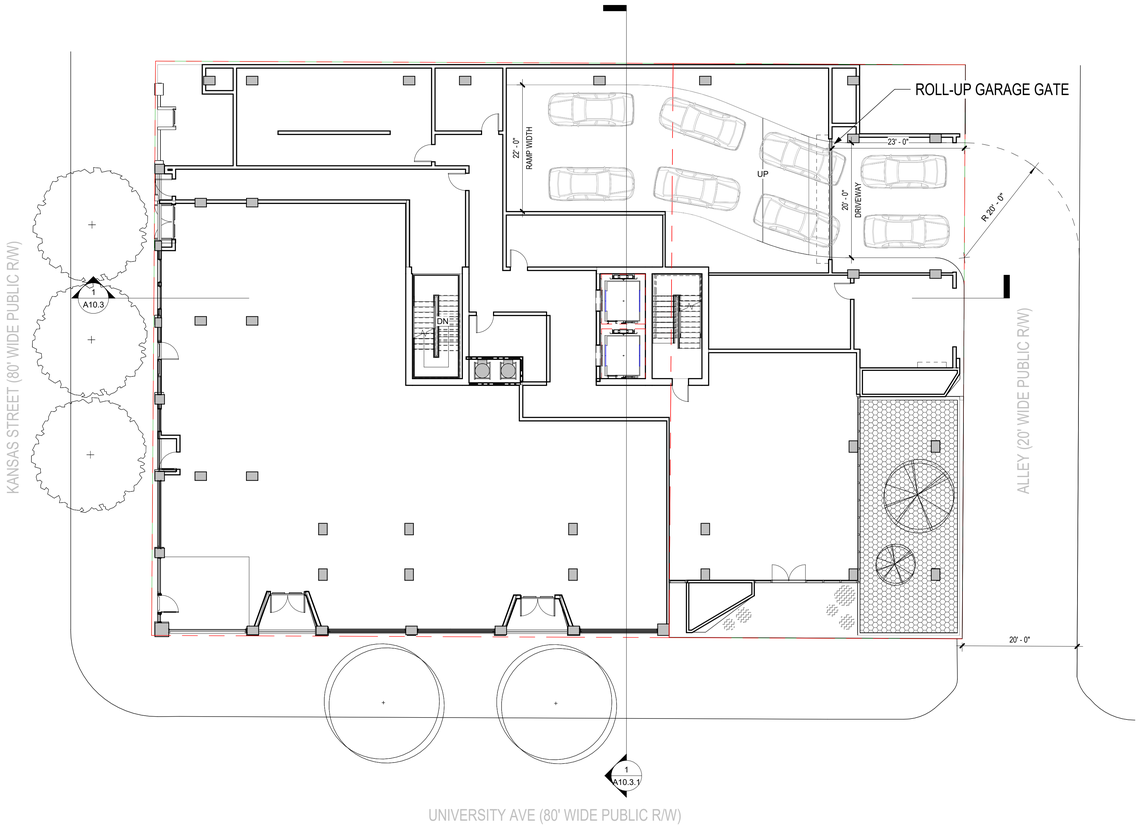
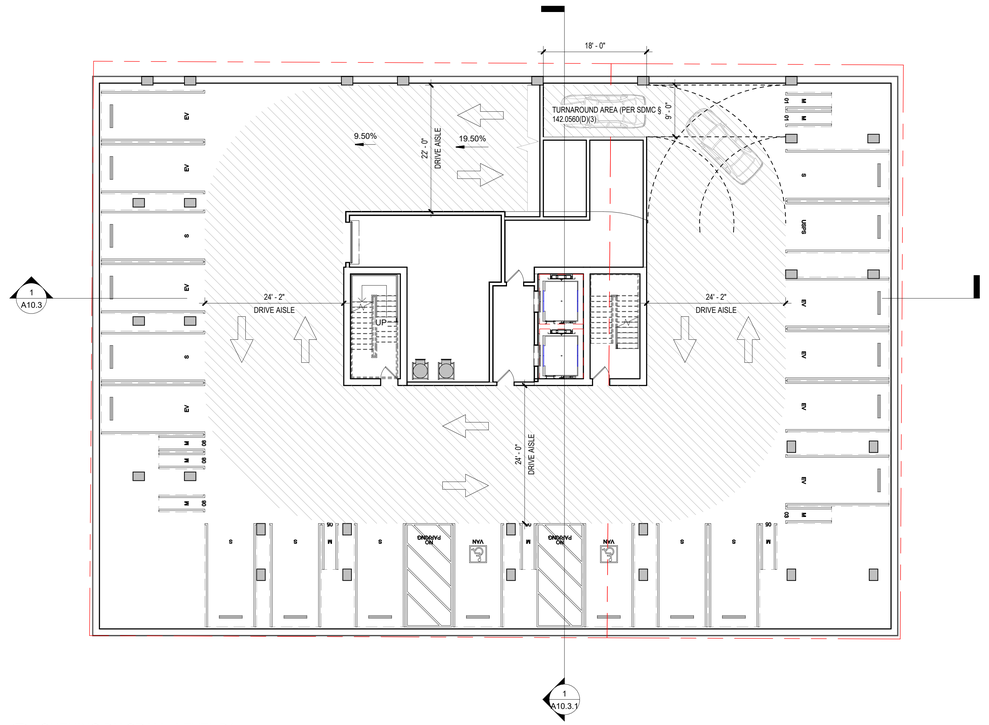
DRAWING NO: A10.2



1 QUEUING DIAGRAM - LEVEL 1
SCALE: 3/32" = 1'-0"



2 QUEUING DIAGRAM - LEVEL B1
SCALE: 3/32" = 1'-0"

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THE NEWMAN BUILDING
2906 University Ave San Diego, CA 92104

ISSUES:

NO	DESCRIPTION	DATE

PRELIMINARY NOT FOR CONSTRUCTION

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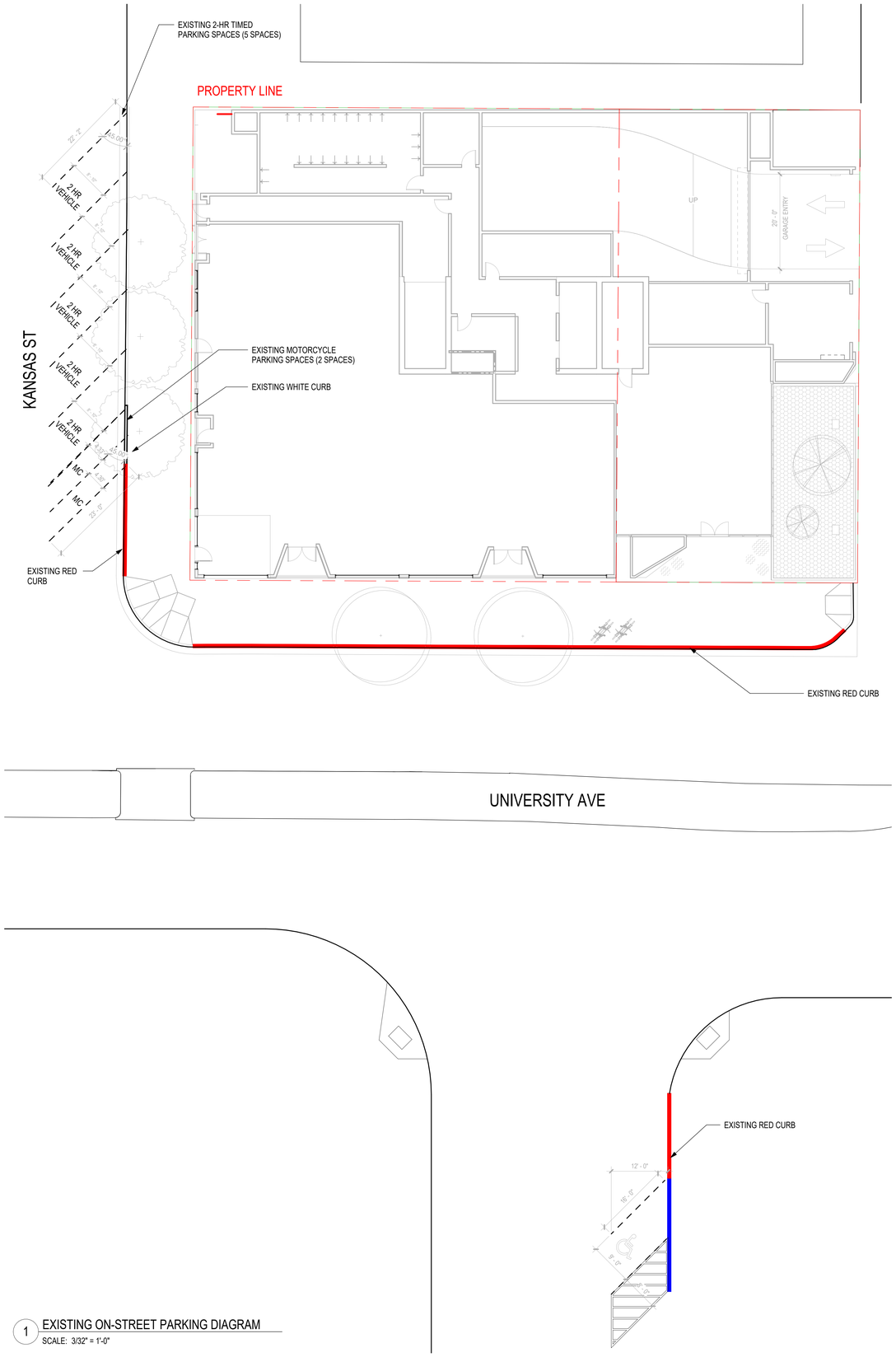
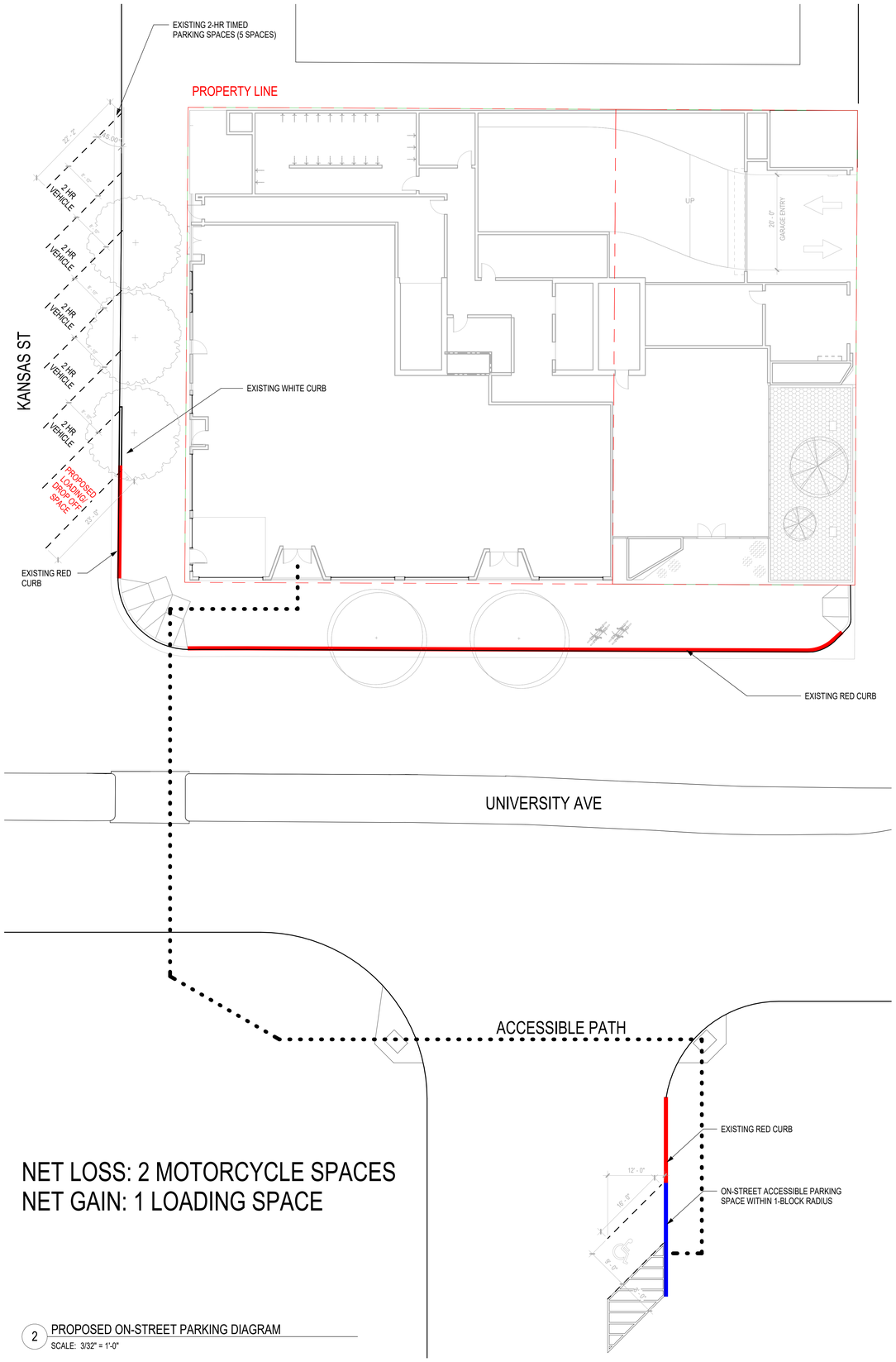
A10.2.1



1 EXISTING ON-STREET PARKING DIAGRAM
SCALE: 3/32" = 1'-0"



NET LOSS: 2 MOTORCYCLE SPACES
NET GAIN: 1 LOADING SPACE

2 PROPOSED ON-STREET PARKING DIAGRAM
SCALE: 3/32" = 1'-0"

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

THE NEWMAN BUILDING
2906 University Ave San Diego, CA 92104

ISSUES:

NO	DESCRIPTION	DATE

PRELIMINARY NOT FOR CONSTRUCTION

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5/9/2025 11:31:48 AM
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ON-STREET PARKING DIAGRAMS

DRAWING NO:

A10.2.2

Transportation Amenity Requirement

Project Applicant:	Project Address:
Purpose Real Estate Group	2906-2920 University Ave San Diego, CA 92104
Project No:	Phone:
	619-818-0399

The purpose of this form is to determine the transportation amenity requirement per San Diego Municipal Code (SDMC) Section 142.0528. This applies to multifamily residential developments within Parking Standards Transit Priority Areas. This form must be completed by the project applicant and submitted to Development Services at time of project submittal.

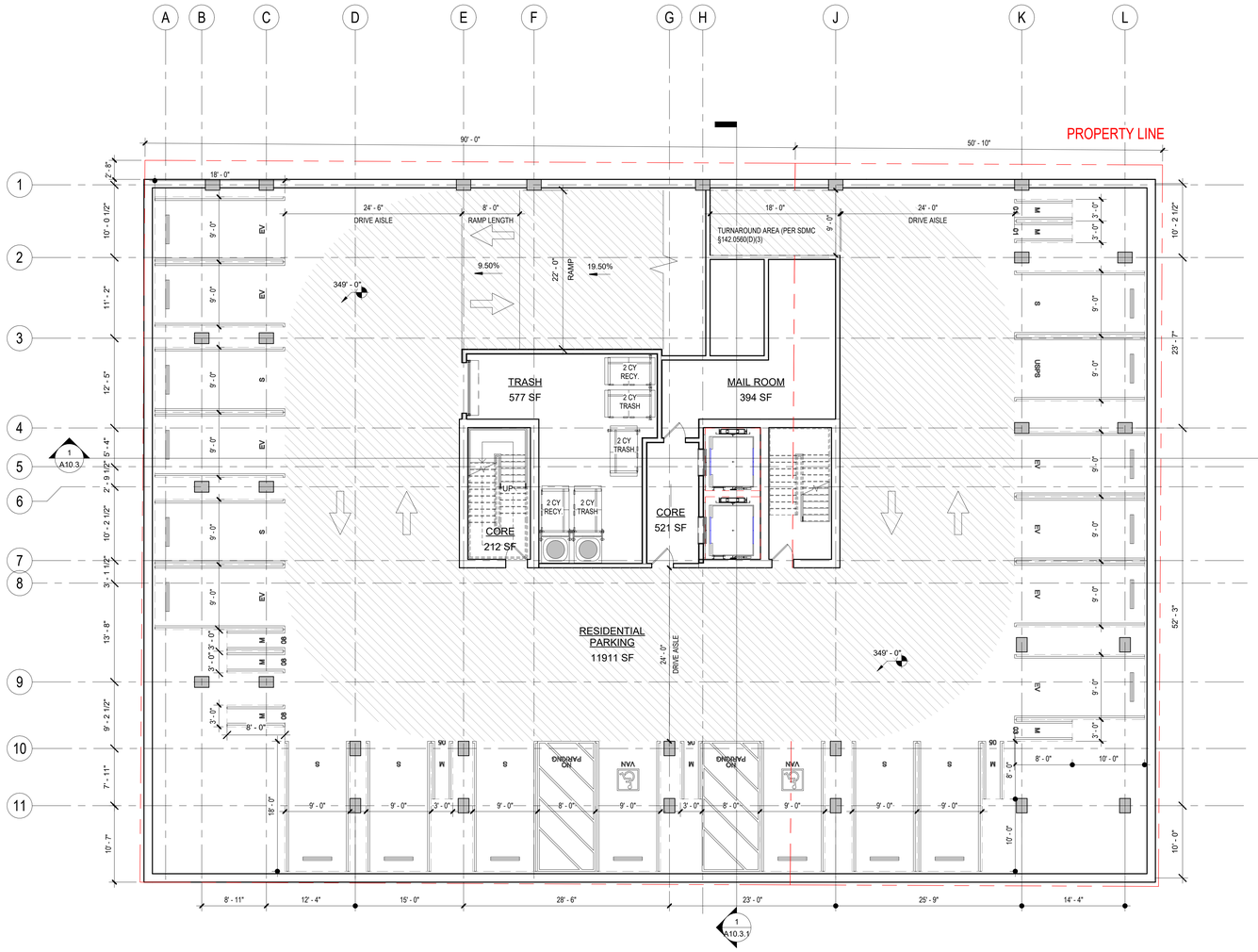
Step 1:	Enter **APN:** (Please type in and do not copy and paste)	4464121000
Step 2:	Find out if your parcel is located within a Parking Standards TPA?	**Within a Parking Standards TPA; proceed to Steps 3 & 4 for Transportation Amenity Requirement**

Please note:
- If parcel is located within a Parking Standards TPA, zero minimum parking standards apply.
  - If parcel is located within Downtown, maximum parking requirements also apply.
  - If parcel is located within Coastal Overlay Zone, zero minimum parking standards are not in effect.
- If parcel is NOT located within a Parking Standards TPA, zero minimum parking standards do not apply.

Step 3:	Enter **Total Number of Units**:	92
Step 4:	Enter **Total Number of Bedrooms**:	104
	Bedroom Ratio:	1.13
	Jobs Within a Mile (Walking):	6,502
	CalEnviro Screen:	19.16
	Employment within a 30-Minute Transit Trip:	626
	Bedroom Ratio Score:	5
	Jobs-Housing Score:	1
	Enviornmental Priority Index Score:	1
	Transit Commute Score:	1
	Transportation Amenity Score:	8
	Transportation Amenity Requirement:	**2 Points**

9/27/2023

The City of SAN DIEGO



1 FLOOR PLAN LEVEL B1
SCALE: 1/8" = 1'-0"

TRANSPORTATION NOTES

PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA):

PROPOSED DEVELOPMENT IS LOCATED IN THE PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA) AND IS REQUIRED TO PROVIDE TWO POINTS WORTH OF TRANSPORTATION AMENITIES (SEE TRANSPORTATION AMENITY CALCULATOR) IN ORDER TO ENJOY REDUCED PARKING AT A RATIO THE APPLICANT DETERMINES. ADDITIONALLY, ALL PARKING SPACES WILL BE UNBUNDLED (SEE §142.0528)

APPLICANT WILL SELECT THE APPROPRIATE TRANSPORTATION AMENITY TO SATISFY THIS REQUIREMENT AS INDICATED IN APPENDIX Q: DETERMINING TRANSPORTATION AMENITIES REQUIRED BY THE PARKING STANDARDS TRANSIT PRIORITY AREA REGULATIONS.

2 PTS - CO-WORKING SPACE WITHIN THE PROJECT PREMISES AVAILABLE FOR RESIDENT USE AT LEAST 500 SF IN AREA AND SHALL PROVED PRIVATE OR SEMI-PRIVATE WORK SPACES. THE CO-WORKING SPACE SHALL BE LOCATED ON THE MEZZANINE LEVEL.

SINCE PROPOSED DEVELOPMENT IS LOCATED IN BASE ZONE CC-3-9, A PSTPA AND A TPA, ACCORDING TO TABLE 142-05E, 142-05F, 142-05G, THE PROPOSED DEVELOPMENT HAS NO MINIMUM PARKING REQUIREMENT FOR NON-RESIDENTIAL AND RESIDENTIAL USES. THE APPLICANT WILL PROVIDE 0 PARKING SPACES FOR ALL PROPOSED NON-RESIDENTIAL USES.

COMPLETE COMMUNITIES: HOUSING SOLUTIONS: PER SDMC SECTION 143.1025(A)(1), FOR A PREMISES THAT IS LESS THAN 25,000 SQUARE FEET, THE APPLICANT ELECTS TO PROVIDE A BICYCLE REPAIR STATION LOCATED ALONG UNIVERSITY AVENUE IN LIEU OF A SIDEWALK WIDENING.

MOBILITY CHOICE REGULATIONS (VMT):

PROPOSED DEVELOPMENT IS LOCATED IN THE PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA) AND IS REQUIRED TO PROVIDE FIVE POINTS WORTH OF VMT REDUCTION MEASURES FOR EACH NON-RESIDENTIAL LAND USE PER SDMC TABLE 145-05F FOOTNOTE 6.

APPLICANT WILL SELECT THE APPROPRIATE TRANSPORTATION AMENITY TO SATISFY THIS REQUIREMENT AS INDICATED IN APPENDIX T: MOBILITY CHOICES REGULATIONS: IMPLEMENTATION GUIDELINES

1.5 PTS - BICYCLE REPAIR STATION
2 PTS - ON-SITE MULTI-MODAL INFORMATION KIOSKS LOCATED WITHIN RESIDENTIAL LOBBY ENTRY
1.5 PTS - SHORT-TERM BICYCLE PARKING SPACES THAT ARE AVAILABLE TO THE PUBLIC, AT LEAST 10% BEYOND MINIMUM REQUIREMENTS.

BICYCLE PARKING NOTES

BICYCLE PARKING: AT LEAST 50 PERCENT OF ALL RESIDENTIAL AND NON-RESIDENTIAL BICYCLE PARKING SPACES REQUIRED IN ACCORDANCE WITH CHAPTER 14, ARTICLE 2, DIVISION 5 SHALL BE SUPPLIED WITH INDIVIDUAL OUTLETS FOR ELECTRIC CHARGING AT EACH BICYCLE PARKING SPACE.

LONG-TERM RESIDENTIAL BICYCLE PARKING SPACES:
44 SPACES (50% SHALL BE SUPPLIED WITH ELECTRIC CHARGING OUTLETS).
LONG-TERM BICYCLE PARKING SHALL BE LOCATED WITHIN THE SECURE BICYCLE PARKING STORAGE AT LEVEL 1.

LONG-TERM BICYCLE PARKING (NON-RESIDENTIAL):
THE APPLICANT DOES NOT ANTICIPATE MORE THAN 10 FULL-TIME EMPLOYEES ON-SITE.

SHORT-TERM BICYCLE PARKING SPACES (NON-RESIDENTIAL):
A CREDIT SHALL BE APPLIED FOR EXISTING BICYCLE PARKING SPACES (4 SPACES) THAT ARE LOCATED IN A PERMANENTLY ANCHORED BICYCLE RACK IN THE PUBLIC RIGHT-OF-WAY ALONG UNIVERSITY AVE TO FULFILL THE REQUIREMENT OF 2 NON-RESIDENTIAL SHORT-TERM BICYCLE PARKING SPACES.

BICYCLE PARKING PROVIDED

TYPE	SDMC REQ	REQUIRED	PROVIDED
LONG-TERM (RESIDENTIAL)	§142.0528(b)(4)	38	44
SHORT-TERM BICYCLE PARKING (NON-RESIDENTIAL)	§142.0530(e)(1)(C) CREDIT APPLIED	2	4

FLOOR PLAN KEYNOTES

1. VISIBILITY ENHANCEMENT MIRRORS
2. SMART KIOSK
3. PUBLIC BICYCLE REPAIR STATION (SDMC 143.1025(a)(1))
4. EXISTING PERMANENTLY ANCHORED BICYCLE RACKS
5. GARAGE OVERHEAD ROLL UP GATE
6. SDGE WORKING AREA FOR TRANSFORMER ROOM, NOT A LOADING SPACE
7. PROPOSED 6" FIRE LATERAL & BACKFLOW
8. PROPOSED 2'-2" WATER LATERALS & BACKFLOWS
9. PROPOSED 1" IRRIGATION LATERAL

PARKING PROVIDED

RESIDENTIAL PARKING SCHEDULE

TYPE	DIMENSIONS	SDMC	REQUIRED	PROVIDED
Motorcycle	3'-0" x 8'-0"	§142.0528(b)(5)	9	9
Standard	9'-0" X 18'-0"	§142.0528(a)(1)	0	8
Standard EV	9'-0" X 18'-0"	§142.0528(b)(3)	2	8
USPS	9'-0" X 18'-0"		0	1
VAN ACCESSIBLE	9'-0" X 18'-0"	§142.0528(b)(2)	2	2
TOTAL PARKING				28

NON-RESIDENTIAL PARKING TABLE

Parking Type	SDMC Reference	Parking Required	Parking Provided
Carpool/Zero Emission Vehicle	§142.0530(d)(B)(i)	0	0
Loading	§142.0531(c)(1)	1	1
Long-Term Bicycle Parking	§142.0530(e)(2)(A)	0	0
Motorcycle	§142.0530(g)	0	0
Non-Residential Vehicle	Table 142-05E	0	0
Short-Term Bicycle Parking	§142.0530(e)(1)(C)	2	Credit of 4 spaces at permanently anchored racks applied.

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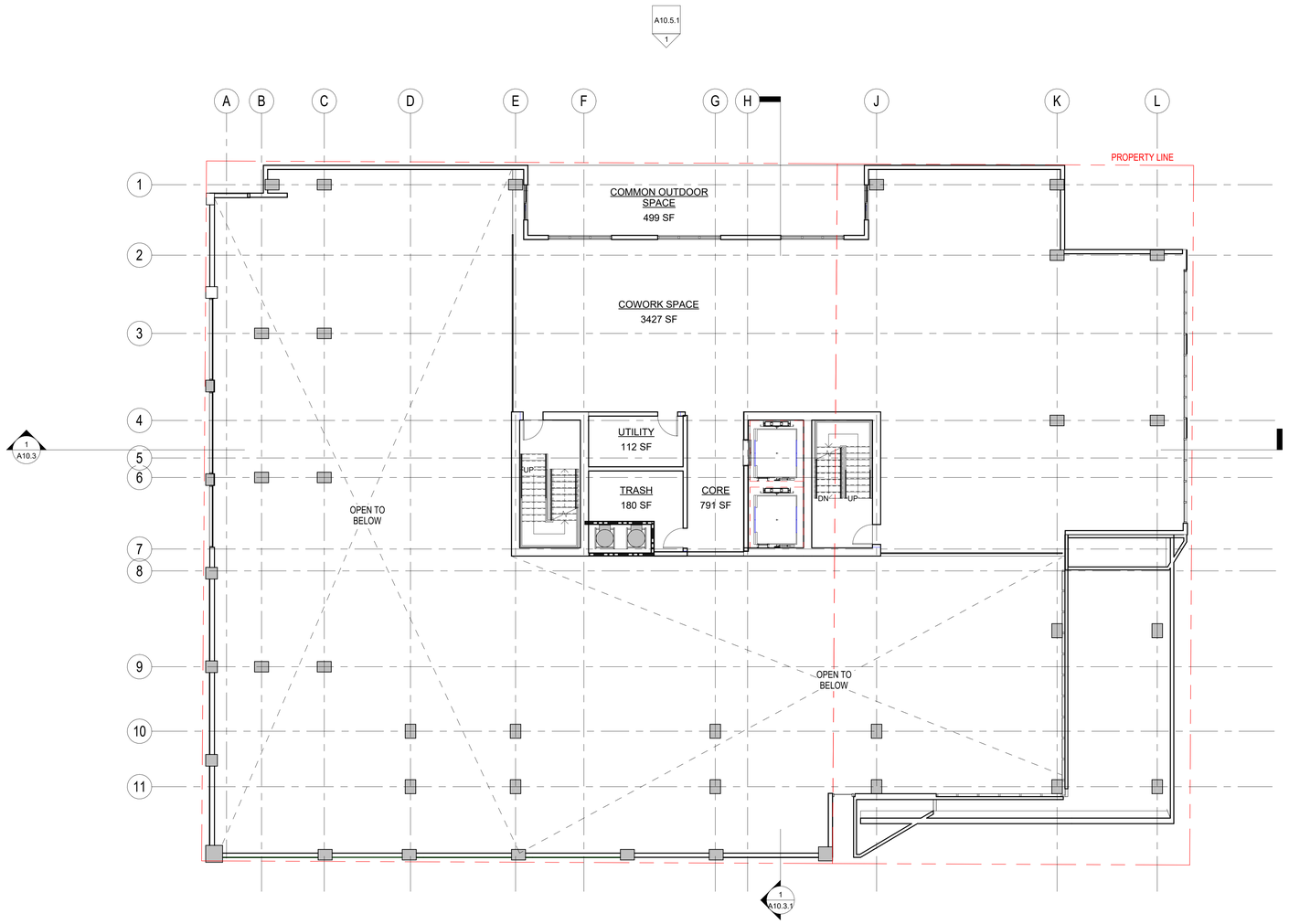

1 FLOOR PLAN - MEZZANINE
SCALE: 1/8" = 1'-0"

TRANSPORTATION NOTES

PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA):

PROPOSED DEVELOPMENT IS LOCATED IN THE PARKING STANDARDS TRANSIT PRIORITY AREA (PSTPA) AND IS REQUIRED TO PROVIDE TWO POINTS WORTH OF TRANSPORTATION AMENITIES (SEE TRANSPORTATION AMENITY CALCULATOR) IN ORDER TO ENJOY REDUCED PARKING AT A RATIO THE APPLICANT DETERMINES. ADDITIONALLY, ALL PARKING SPACES WILL BE UNBUNDLED (SEE §142.0528)

APPLICANT WILL SELECT THE APPROPRIATE TRANSPORTATION AMENITY TO SATISFY THIS REQUIREMENT AS INDICATED IN APPENDIX Q: DETERMINING TRANSPORTATION AMENITIES REQUIRED BY THE PARKING STANDARDS TRANSIT PRIORITY AREA REGULATIONS.

2 PTS - CO-WORKING SPACE WITHIN THE PROJECT PREMISES AVAILABLE FOR RESIDENT USE AT LEAST 500 SF IN AREA AND SHALL PROVED PRIVATE OR SEMI-PRIVATE WORK SPACES. THE CO-WORKING SPACE SHALL BE LOCATED ON THE MEZZANINE LEVEL.

SINCE PROPOSED DEVELOPMENT IS LOCATED IN BASE ZONE CC-3-9, A PSTPA AND A TPA, ACCORDING TO TABLE 142-05E, 142-05F, 142-05G, THE PROPOSED DEVELOPMENT HAS NO MINIMUM PARKING REQUIREMENT FOR NON-RESIDENTIAL AND RESIDENTIAL USES. THE APPLICANT WILL PROVIDE 0 PARKING SPACES FOR ALL PROPOSED NON-RESIDENTIAL USES.

COMPLETE COMMUNITIES: HOUSING SOLUTIONS: PER SDMC SECTION 143.1025(A)(1), FOR A PREMISES THAT IS LESS THAN 25,000 SQUARE FEET, THE APPLICANT ELECTS TO PROVIDE A BICYCLE REPAIR STATION LOCATED ALONG UNIVERSITY AVENUE IN LIEU OF A SIDEWALK WIDENING.

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FLOOR PLAN KEYNOTES

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Motorcycle	§142.0530(g)	0	0
Non-Residential Vehicle	Table 142-05E	0	0
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DRAWING NO: A10.4.2

APPENDIX J
EXPLANATION OF INTERSECTION DELAY DECREASE WITH THE ADDITION OF PROJECT TRAFFIC

Explanation of Intersection Delay Decrease with the Addition of Project Traffic:
Under the HCM unsignalized/signalized methodology, it is possible to have better LOS or a decrease in delay with the project (in comparison to base conditions without the project), because the delay reported for the entire intersection is a weighted average of the different traffic movements on each approach based upon volumes. Therefore, the project-generated traffic may have been added to those movements with very good LOS, so that this benefit is further exemplified in the weighted average reported for the entire intersection.

Typically when the delay improves when volume is added it is due to the effect of volumes being added to movements that previously had lower delays than the intersection average delay, and therefore by adding more volume to those movements the intersection average delay actually decreases.

APPENDIX K
MUTCD FIGURE 4D-12

Figure 4D-12. Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns

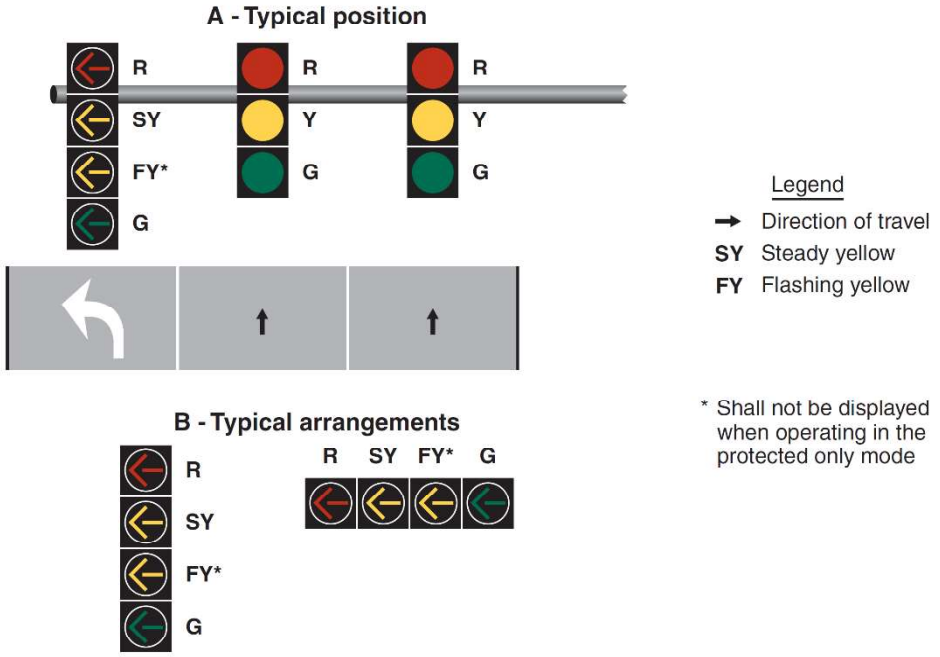

Figure 4D-13. Typical Positions and Arrangements of Shared Signal Faces for Permissive Only Mode Right Turns