



**Towne Centre View**  
Local Mobility Analysis

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

Project Number: 001320  
PTS# 624751  
November 14, 2022



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## Table of Contents

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION	4
3.0 METHODOLOGY PROCEDURES AND CRITERIA	13
4.0 PROJECT STUDY AREA, TRIP DISTRIBUTION, & TRIP ASSIGNMENT	32
5.0 EXISTING CONDITIONS	66
6.0 CUMULATIVE PROJECTS	108
7.0 NEAR-TERM (OPENING DAY YEAR 2027)	121
8.0 NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT	138
9.0 HORIZON YEAR 2050	157
10.0 HORIZON YEAR 2050 WITH PROJECT	175
11.0 PROJECT EFFECTS AND OFF-SITE IMPROVEMENTS	194
12.0 SITE ACCESS, CIRCULATION, & PARKING	222
13.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)	225
14.0 SYSTEMIC SAFETY ANALYSIS	229
15.0 CONCLUSION	236
16.0 REFERENCES	258

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## Figures

<u>Section</u>	<u>Page</u>
FIGURE 1-1: PROJECT VICINITY MAP	2
FIGURE 1-2: PROJECT LOCATION MAP	3
FIGURE 2-1: PROJECT SITE PLAN	10
FIGURE 4-1: PROJECT STUDY AREA AND INTERSECTION KEY	34
FIGURE 4-1: PROJECT STUDY AREA AND INTERSECTION KEY CONT'D	35
FIGURE 4-1: PROJECT STUDY AREA AND INTERSECTION KEY CONT'D	36
FIGURE 4-1: PROJECT STUDY AREA AND INTERSECTION KEY CONT'D	37
FIGURE 4-2: PROJECT ONLY TRIP DISTRIBUTION PERCENTAGES	45
FIGURE 4-2: PROJECT ONLY TRIP DISTRIBUTION PERCENTAGES CONT'D	46
FIGURE 4-2: PROJECT ONLY TRIP DISTRIBUTION PERCENTAGES CONT'D	47
FIGURE 4-2: PROJECT ONLY TRIP DISTRIBUTION PERCENTAGES CONT'D	48
FIGURE 4-3: PROJECT ONLY INBOUND TRIP ASSIGNMENT PERCENTAGES	49
FIGURE 4-3: PROJECT ONLY INBOUND TRIP ASSIGNMENT PERCENTAGES CONT'D	50
FIGURE 4-3: PROJECT ONLY INBOUND TRIP ASSIGNMENT PERCENTAGES CONT'D	51
FIGURE 4-3: PROJECT ONLY INBOUND TRIP ASSIGNMENT PERCENTAGES CONT'D	52
FIGURE 4-4: PROJECT ONLY OUTBOUND TRIP ASSIGNMENT PERCENTAGES	53
FIGURE 4-4: PROJECT ONLY OUTBOUND TRIP ASSIGNMENT PERCENTAGES CONT'D	54
FIGURE 4-4: PROJECT ONLY OUTBOUND TRIP ASSIGNMENT PERCENTAGES CONT'D	55
FIGURE 4-4: PROJECT ONLY OUTBOUND TRIP ASSIGNMENT PERCENTAGES CONT'D	56
FIGURE 4-5: PROJECT ONLY AVERAGE DAILY TRAFFIC	57
FIGURE 4-5: PROJECT ONLY AVERAGE DAILY TRAFFIC CONT'D	58
FIGURE 4-5: PROJECT ONLY AVERAGE DAILY TRAFFIC CONT'D	59

---

<b>FIGURE 4-5: PROJECT ONLY AVERAGE DAILY TRAFFIC CONT'D</b>	<b>60</b>
<b>FIGURE 4-6: PROJECT ONLY AM / PM PEAK HOUR VOLUMES</b>	<b>61</b>
<b>FIGURE 5-1: WALKSHED ANALYSIS</b>	<b>69</b>
<b>FIGURE 5-2: BIKESHED ANALYSIS</b>	<b>72</b>
<b>FIGURE 5-3: PROJECT LOCATION MAP W/ NEARBY TRANSIT FACILITIES</b>	<b>76</b>
<b>FIGURE 5-4: EXISTING ADT VOLUMES</b>	<b>91</b>
<b>FIGURE 5-5: EXISTING AM/PM PEAK HOUR VOLUMES</b>	<b>97</b>
<b>FIGURE 5-6: EXISTING LANE CONFIGURATIONS</b>	<b>102</b>
<b>FIGURE 6-1: CUMULATIVE PROJECTS LOCATION MAP</b>	<b>111</b>
<b>FIGURE 6-2: CUMULATIVE PROJECTS ADT VOLUMES</b>	<b>112</b>
<b>FIGURE 6-3: CUMULATIVE PROJECTS AM / PM PEAK HOUR VOLUMES</b>	<b>116</b>
<b>FIGURE 7-1: NEAR-TERM (OPENING DAY YEAR 2027) ADT VOLUMES</b>	<b>125</b>
<b>FIGURE 7-2: NEAR-TERM (OPENING DAY YEAR 2027) AM/PM PEAK HOUR VOLUMES</b>	<b>132</b>
<b>FIGURE 8-1: NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT ADT VOLUMES</b>	<b>141</b>
<b>FIGURE 8-2: NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT AM/PM PEAK HOUR VOLUMES</b>	<b>150</b>
<b>FIGURE 9-1: HORIZON YEAR 2050 ADT VOLUMES</b>	<b>162</b>
<b>FIGURE 9-2: HORIZON YEAR 2050 AM/PM PEAK HOUR VOLUMES</b>	<b>169</b>
<b>FIGURE 10-1: HORIZON YEAR 2050 WITH PROJECT ADT VOLUMES</b>	<b>178</b>
<b>FIGURE 10-2: HORIZON YEAR 2050 WITH PROJECT AM/PM PEAK HOUR VOLUMES</b>	<b>187</b>
<b>FIGURE 11-1: PROJECT GRADING PLAN</b>	<b>195</b>
<b>FIGURE 12-1: PROJECT PARKING TABULATIONS</b>	<b>224</b>

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## Tables

<u>Section</u>	<u>Page</u>
<b>TABLE 2-1: PROJECT TRIP GENERATION</b>	<b>12</b>
<b>TABLE 3-1: SIGNALIZED INTERSECTION ANALYSIS PARAMETERS</b>	<b>20</b>
<b>TABLE 3-2: LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS</b>	<b>22</b>
<b>TABLE 3-3: ROADWAY CLASSIFICATIONS, LOS, AND ADT</b>	<b>24</b>
<b>TABLE 4-1: STUDY INTERSECTIONS</b>	<b>38</b>
<b>TABLE 4-2: STUDY ROADWAY SEGMENTS</b>	<b>39</b>
<b>TABLE 5-1: EXISTING PEDESTRIAN FACILITIES (ROADWAY SEGMENT LEVEL)</b>	<b>67</b>
<b>TABLE 5-2: EXISTING PEDESTRIAN FACILITIES (INTERSECTION LEVEL)</b>	<b>67</b>
<b>TABLE 5-3: EXISTING BICYCLE FACILITIES</b>	<b>70</b>
<b>TABLE 5-4: ROUTES, AMENITIES, AND LOCATION OF TRANSIT STOPS</b>	<b>74</b>
<b>TABLE 5-5: TRANSIT ROUTES DESTINATIONS</b>	<b>75</b>
<b>TABLE 5-6: STUDY ROADWAY SEGMENTS AND COUNT DATA DATE AND SOURCE</b>	<b>85</b>
<b>TABLE 5-7: STUDY INTERSECTIONS AND COUNT DATA DATE AND SOURCE</b>	<b>86</b>
<b>TABLE 5-8: EXISTING BASELINE VOLUME PROJECTIONS</b>	<b>88</b>
<b>TABLE 5-9: EXISTING ROADWAY SEGMENT ANALYSIS</b>	<b>95</b>
<b>TABLE 5-10: EXISTING INTERSECTION PEAK HOUR ANALYSIS</b>	<b>107</b>
<b>TABLE 6-1: CUMULATIVE PROJECTS LIST</b>	<b>110</b>
<b>TABLE 7-1: NEAR-TERM (OPENING DAY YEAR 2027) ROADWAY SEGMENT ANALYSIS</b>	<b>129</b>
<b>TABLE 7-2: NEAR-TERM (OPENING DAY YEAR 2027) INTERSECTION PEAK HOUR ANALYSIS</b>	<b>137</b>
<b>TABLE 8-1: NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT ROADWAY SEGMENT ANALYSIS</b>	<b>145</b>
<b>TABLE 8-2: NEAR-TERM (OPENING DAY YEAR 2027) AND NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT ROADWAY SEGMENT ANALYSIS COMPARISON</b>	<b>146</b>

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<b>TABLE 8-3: NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT INTERSECTION PEAK HOUR ANALYSIS</b>	<b>155</b>
<b>TABLE 8-4: NEAR-TERM (OPENING DAY YEAR 2027) AND NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT INTERSECTION PEAK HOUR ANALYSIS COMPARISON</b>	<b>156</b>
<b>TABLE 9-1: HORIZON YEAR 2050 ROADWAY SEGMENT ANALYSIS</b>	<b>166</b>
<b>TABLE 9-2: HORIZON YEAR 2050 INTERSECTION PEAK HOUR ANALYSIS</b>	<b>174</b>
<b>TABLE 10-1: HORIZON YEAR 2050 WITH PROJECT ROADWAY SEGMENT ANALYSIS</b>	<b>182</b>
<b>TABLE 10-2: HORIZON YEAR 2050 AND HORIZON YEAR 2050 WITH PROJECT ROADWAY SEGMENT ANALYSIS COMPARISON</b>	<b>183</b>
<b>TABLE 10-3: HORIZON YEAR 2050 WITH PROJECT INTERSECTION PEAK HOUR ANALYSIS</b>	<b>192</b>
<b>TABLE 10-4: HORIZON YEAR 2050 AND HORIZON YEAR 2050 WITH PROJECT INTERSECTION PEAK HOUR ANALYSIS COMPARISON</b>	<b>193</b>
<b>TABLE 11-1: NEAR-TERM (OPENING DAY YEAR 2027) AND NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT INTERSECTION PEAK HOUR TURNING MOVEMENT VOLUME COMPARISON</b>	<b>208</b>
<b>TABLE 11-2: HORIZON YEAR 2050 AND HORIZON YEAR 2050 WITH PROJECT INTERSECTION PEAK HOUR TURNING MOVEMENT VOLUME COMPARISON</b>	<b>209</b>
<b>TABLE 11-3: 95<sup>TH</sup> PERCENTILE QUEUEING ANALYSIS FOR NEAR-TERM (OPENING DAY YEAR 2027) AND HORIZON YEAR 2050 COMPARISON</b>	<b>217</b>
<b>TABLE 14-1: SYSTEMIC SAFETY ANALYSIS FOR PEDESTRIANS</b>	<b>233</b>
<b>TABLE 14-2: SYSTEMIC SAFETY ANALYSIS FOR BICYCLES</b>	<b>234</b>
<b>TABLE 14-3: SYSTEMIC SAFETY ANALYSIS FOR VEHICLES</b>	<b>235</b>

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## Appendices

### Section

### Page

**APPENDIX A: PROJECT INFORMATION FORM (PIF)**

**APPENDIX B: CLIMATE ACTION PLAN CONSISTENCY CHECKLIST FORM FOR TOWNE CENTRE VIEW**

**APPENDIX C: SANDAG SERIES 14 ABM 2 YEAR 2025 SZA**

**APPENDIX D: SDMTS TRANSIT SCHEDULES**

**APPENDIX E: SIGNAL TIMING AND TRAFFIC COUNT DATA**

**APPENDIX F: VOLUME PROJECTIONS FOR EXISTING CONDITIONS**

**APPENDIX G: EXISTING AM/PM SYNCHRO WORKSHEETS**

**APPENDIX H: CUMULATIVE PROJECTS LIST**

**APPENDIX I: NEAR-TERM (OPENING DAY YEAR 2027 AM/PM SYNCHRO WORKSHEETS**

**APPENDIX J: NEAR-TERM (OPENING DAY YEAR 2027) WITH PROJECT AM/PM SYNCHRO WORKSHEETS**

**APPENDIX K: CALCULATIONS FOR HORIZON YEAR 2050 VOLUMES**

**APPENDIX L: HORIZON YEAR 2050 SYNCHRO WORKSHEETS**

**APPENDIX M: HORIZON YEAR 2050 WITH PROJECT SYNCHRO WORKSHEETS**

**APPENDIX N: CONCEPT DESIGN DRAWINGS**

**APPENDIX O: SIGNAL TIMING WARRANT**

**APPENDIX P: FAIR-SHARE CONTRIBUTION CALCULATIONS**

**APPENDIX Q: 95<sup>TH</sup> PERCENTILE QUEUEING SIMTRAFFIC WORKSHEETS**

**APPENDIX R: 95<sup>TH</sup> PERCENTILE QUEUEING SUMMARY TABLES**

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## EXECUTIVE SUMMARY

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Conclusions – Project Effects and Off-Site Improvements**

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

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

#### **#2 Towne Centre Dr. / Towne Centre Ct.**

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

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

**#3** Towne Centre Dr. / Eastgate Mall

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

**#4** Towne Centre Dr. / Executive Dr.

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

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

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

**#7** Judicial Dr. / Eastgate Mall

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

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**#8 Judicial Dr. / Executive Dr.**

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

**#15 Regents Rd. / Eastgate Mall**

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

**#17 Regents Rd. / Regents Park Row**

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

**#18 Regents Rd. / La Jolla Village Dr.**

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

**#27 Eastgate Mall / Eastgate Dr.**

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

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**#30** Miramar Rd. / Eastgate Mall

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

**#32** Miramar Rd. / Miramar Pl.

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

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

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

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

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**#15 Regents Rd. / Eastgate Mall**

- Near-Term (Opening Day Year 2027)
  - WB-L (*PM peak hour*)
- Horizon Year 2050
  - WB-L (*PM peak hour*)
    - The addition of a turn lane is not feasible and therefore, the improvement is not proposed for this deficiency. Please refer to **Chapter 11.5** for further detail.
- As discussed in **Chapter 11.4.2** of this report, an assessment of the potential lengthening of existing turn lanes for all study intersections based on 95<sup>th</sup> percentile queuing was conducted. The Project would result in conditions that do not warrant turn lane modifications/improvements as a result of 95<sup>th</sup> percentile queuing deficiencies.
- As discussed in **Chapter 11.6** of this report, and as shown in **Table B** and **Table C** for Near-Term Opening Day (Year 2027) and Horizon Year 2050 conditions respectively, the Project would require improvements to roadway segments consistent with the City's TSM criteria for eleven (11) of the analyzed roadway segments, including the following:
  - Towne Centre Dr. (Westerra Ct. –Eastgate Mini Park)
    - This segment is not classified in the University Community Plan and the University Community Plan Update Mobility Corridor Concepts show draft cross sections for this roadway at a 2-lane cross-section as a bicycle boulevard.
      - No additional widening is identified or planned.



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

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## **Conclusions – Systemic Safety Review**

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

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

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

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

**Table A: Existing Roadway Segment LOS Analysis**

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

**Legend:**

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

**Notes:**

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

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

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

**Legend:**

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

**Notes:**

Identified improvements in the Community Plans have been referenced from the following sources:  
 A) Mira Mesa Community Plan (April 2011)  
 B) University Community Plan (November 2019)

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

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

**Legend:**

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

**Notes:**

- Identified improvements in the Community Plans have been referenced from the following sources:
- A) Mira Mesa Community Plan (April 2011)
- B) University Community Plan (November 2019)

**Table D: Existing Intersection LOS Analysis**

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

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

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

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



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

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

**Notes:**  
 LOS = Level of Service  
 D = Delay (in sec.)  
 Δ = Change in Delay (in sec.)  
 DNE = Driveway does not exist

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

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

**Notes:**  
 LOS = Level of Service  
 D = Delay (in sec.)  
 Δ = Change in Delay (in sec.)  
 DNE = Driveway does not exist

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

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

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

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





**Table J: Systemic Safety Analysis for Pedestrians**

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

**Table K: Systemic Safety Analysis for Bicycles**

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

**Table L: Systemic Safety Analysis for Vehicles**

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

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## 1.0 INTRODUCTION

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

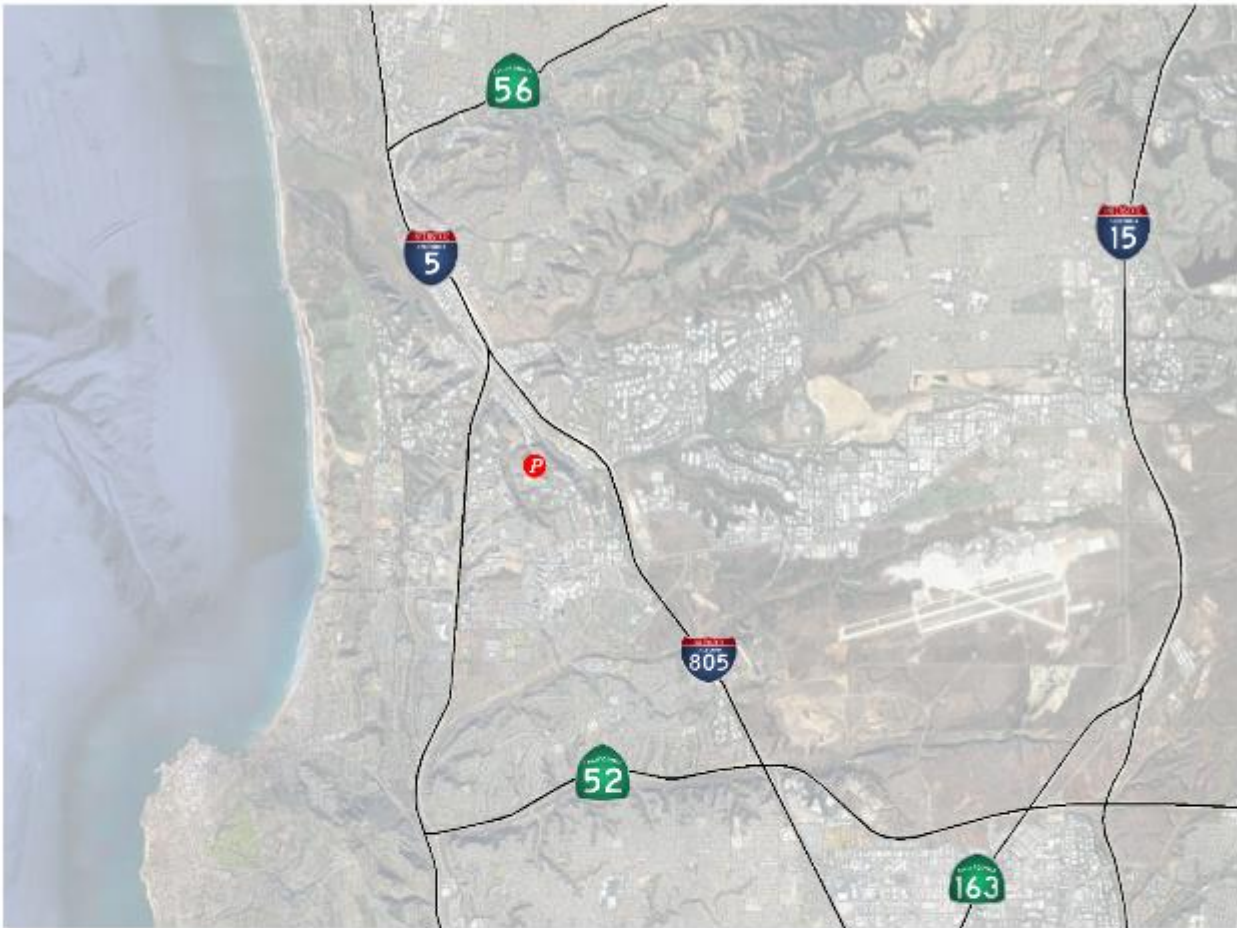
The Project is located on a 33.55-acre site that encompasses five (5) parcels of real property located within Subarea 11 in the University Community Planning Area of the City of San Diego and a portion of Towne Centre Drive proposed to be vacated. The Project development area is limited to four lots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

**Figure 1-1** includes a project vicinity map.

**Figure 1-2** includes a project location map.

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

Figure 1-1: Project Vicinity Map

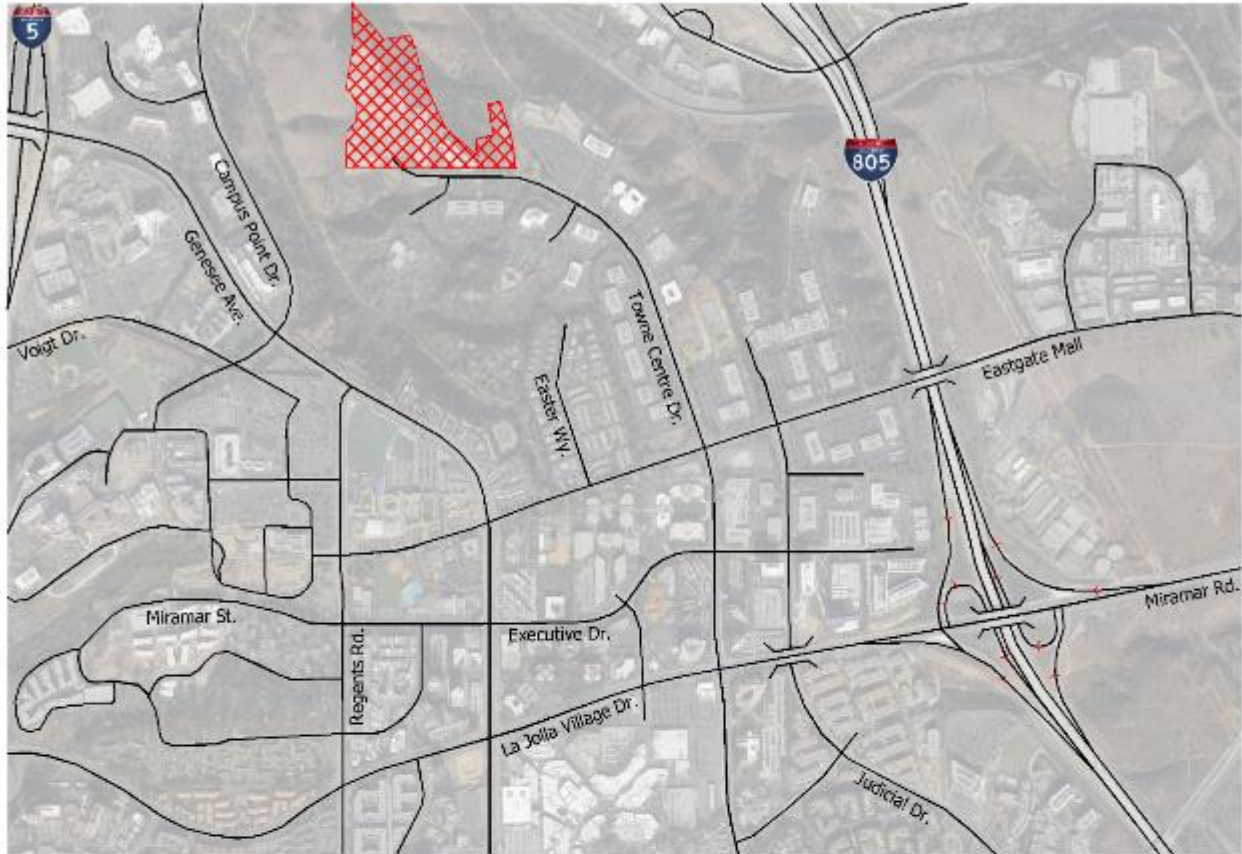


Legend

 = Project Location



Figure 1-2: Project Location Map



Legend

 = Project Location



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## 2.0 PROJECT DESCRIPTION

### 2.1 Existing Setting

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

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

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

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



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## 2.2 Proposed Project

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

These five (5) new buildings will consist of the following:

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

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

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

**Figure 2-1** includes the Project site plan.

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

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

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

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

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

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

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

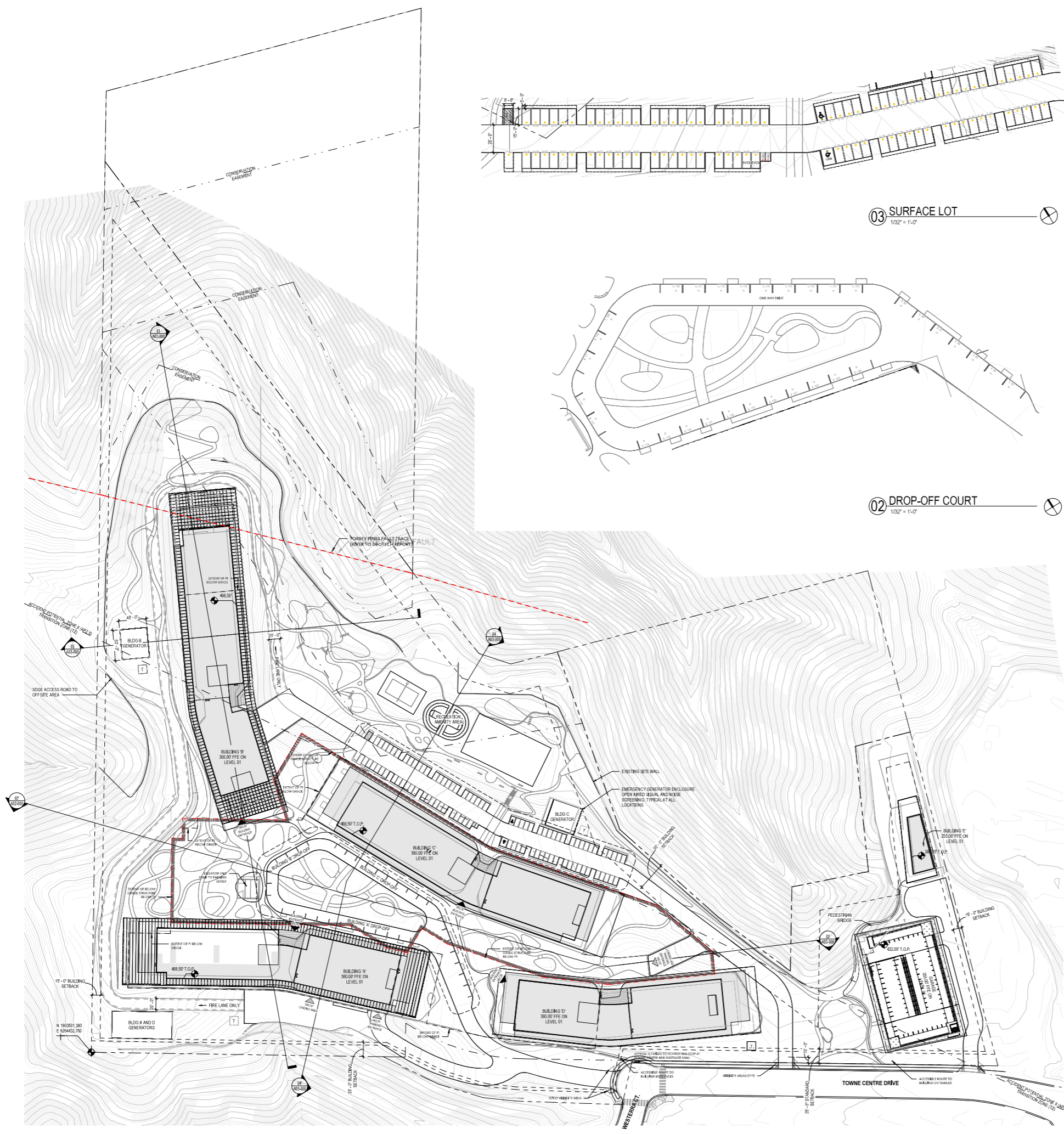
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Research and development uses within Subarea 11 would increase the existing entitlements by 617,635 SF.

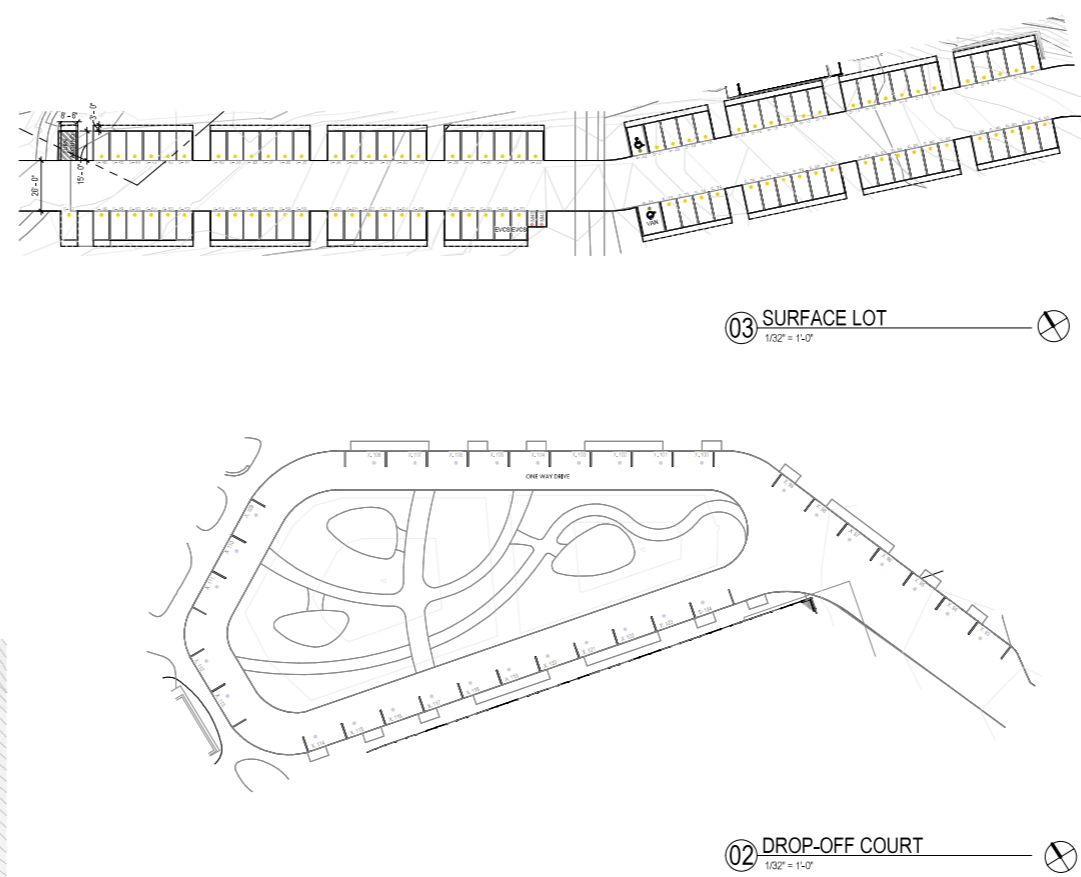
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**Figure 2-1: Project Site Plan**

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



01 ARCHITECTURAL SITE PLAN  
1" = 80'-0"



### ARCHITECTURAL SITE GENERAL NOTES

- ARCHITECTURAL SITE PLAN ISSUED FOR REFERENCE ONLY.
- REFERENCE CIVIL DRAWINGS FOR ALL SITE CONSTRUCTION INFORMATION INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
  - SITE GEOMETRY AND DIMENSIONAL CONTROL
  - SITE UTILITIES
  - SITE GRADING AND DRAINAGE
  - ASPHALT/CONCRETE PAVING DETAILS
  - PAVING MARKERS
  - CONCRETE SIDEWALK, CURB, AND GUTTER DETAILS
  - PAVING BUMPERS
  - TRAFFIC SIGNAGE
  - PAVING STRIPING AND CURB MARKINGS
  - TYPICAL LANDSCAPE SPACES
  - FIRE ACCESS
- REFERENCE LANDSCAPE PLANS FOR:
  - LANDSCAPE AND PLANTING DETAILS
  - IRRIGATION AND DRAINAGE
  - LANDSCAPE BED DRAINAGE
  - HARDSCAPE LAYOUT AND DETAILS (SPECIALTY PLANTING)
  - BIOMANAGEMENT
- ALL PLANTING AND IRRIGATION LOADS ASSOCIATED WITH THE PARKING STRUCTURE SHALL BE INCORPORATED IN THE DESIGN OF THE UPPER LEVEL DECK
- BIOMANAGEMENT AND MONUMENT SIGNAGE WILL BE PROPOSED UNDER A SEPARATE PERMIT
- PROVIDE BUILDING ADDRESS NUMBERS, VISIBLE AND LEGIBLE FROM THE STREET ON ROAD FRONTING THE PROPERTY PER SAN DIEGO MUNICIPAL CODE REQUIREMENTS
- REFER TO LANDSCAPE AND CIVIL OR FIRE LANE SIGNAGE AND DEMARCATION
- REFER TO PAVING NOTES FOR POISSON REQUIREMENTS

### ARCHITECTURAL SITE PLAN LEGEND

- PROPERTY LINE
- EASEMENT, AS NOTED PER PLAN
- ACCIDENT POTENTIAL ZONE TRANSITION LINE
- SETBACK, AS NOTED PER PLAN
- EXISTING SITE WALLS TO REMAIN
- VEHICULAR ENTRANCES WITH SPOT ELEVATION
- MAIN BUILDING ENTRANCES WITH SPOT ELEVATION
- SPOT ELEVATION  
T.O.P. = TOP OF PARAPET

### PARKING GENERAL NOTES

- ELECTRIC VEHICLE SERVICE EQUIPMENT MUST COMPLY WITH CALIFORNIA GREEN BUILDING CODE, CALIFORNIA BUILDING CODE AND CALIFORNIA ELECTRICAL CODE REQUIREMENTS. REFER TO ELECTRICAL PLANS
- STALLS DESIGNATED AS CLEAN AIR CARPOOL/VANPOOL EV SHALL BE MARKED ACCORDING TO CALIFORNIA GREEN BUILDING CODE AND VISIBLE BENEATH PARKED VEHICLES
- RIDE SHARE BULLETIN BOARD SHALL BE PROVIDED AT P1 LEVEL ELEVATOR LOBBY AREAS

### PARKING

- WHEEL STOP
- STALL TYPE DESIGNATION (BLANK WHEN STANDARD STALL)
- STALL SIZE DESIGNATION (SEE BELOW)
- STALL NUMBER

LEVEL PREFIX:  
 S = SURFACE  
 # = PODIUM LEVEL  
 G = ABOVE GARAGE  
 M = MOTORCYCLE (PREFIX NOT LEVEL RELATED)

REGULAR STALL - 8'-0" x 18'-0"  
 SINGLE ABUTMENT STALL - 9'-0" x 18'-0"  
 SURFACE STALL - 8'-0" x 15'-0" (+2) LANDSCAPE OVERHANG  
 MOTORCYCLE STALL - 3'-0" x 8'-0"  
 PARALLEL STALL - 8'-0" x 21'-0"  
 VAN STALL - 12'-0" x 18'-0" WITH 5' REAR ADJACENT  
 EVCS STALL DESIGNATED FOR ELECTRIC VEHICLE CHARGING STATION  
 F-EV DESIGNATED FUTURE USE ELECTRIC VEHICLE CHARGING STATION  
 CEV DESIGNATED CLEAN-AIR/ZERO EMISSIONS STALL

### PARKING SUMMARY TABLE

Parking Type	SDMAC/CBC	Requirements COBIC	CAP	# required	Provided
Automobile	21 units/1000 GSP			237*	2500
Accessible**	20 plus 1 for each 100 or fraction thereof over 1000			4	4
Van	10% of total automobile stalls			23	23
Clean-Air**			10%	23	23
EVCS/EVSE*			2%	5	5
Motorcycle	1% of total automobile stalls		60%	14	14
Future Use*				75	75
EVCS Accessible*	see table, see below			4	4
Standard	3 plus 1 for each 50, or fraction thereof of over 100			4	4
Ambulatory**	3 plus 1 for each 50, or fraction thereof of over 100			4	4
Van	1 plus 1 for each 100, or fraction thereof of over 100			2	2
Motorcycle	2% of min. req.			4	4
Short-term Bicycle*	exempt per use		SDMAC	1	50
Long-term Bicycle*	5% of min. req.		SDMAC	18	18

\* Based on area per FAR calculations and below grade, non-parking area (1,008,820 sq ft); refer to cover sheet; excludes motorcycle.  
 \*\* Per CBC Table 18B.2002.2; electric vehicle charging stations excluded from this calculation per 18B.2001.1 based on provided stalls.  
 \* Clean-Air vehicle as defined by COBIC: carbon, zero-emissions, and fuel efficient based on minimum automobile required.  
 \* SDMAC includes electric and zero-emissions vehicles; CAP requirement does not include electric vehicle requirements.  
 \* Electric Vehicle Charging Station (EVCS) and Electric Vehicle Service Equipment (EVSE) are used interchangeably in this document and refer to cabinets, conduit, and boxes required per COBIC, CBC, and CAP requirements based on actual provided stall count.  
 \* CAP requires a minimum quantity ready for use upon construction completion.  
 \* Future use may qualify as Clean-Air designated stalls.  
 \* Per CBC Table 18B.  
 \* Ambulatory stalls defined by 18B-02.6.3.  
 \* In addition to automobile requirements, based on minimum automobile requirement.  
 \* Short-term bicycle parking requirements are exempt from industrial uses per 18B.0200.1.  
 \* Based on minimum required automobile stalls.

### GEOTECHNICAL NOTICE

NOTICE OF GEOLOGIC AND GEOTECHNICAL CONDITIONS, DOCUMENT NO. \_\_\_\_\_, DATE RECORDED \_\_\_\_\_

Location	Total	Accessible	Standard	Van	Clean Air/Zero Emissions	EVCS Typical	EVCS Accessible	Standard	Ambulatory	Van	Motorcycle
Podium	1872	1497	21	4	206	135	4	3	2	2	44
Level P1	357	272	4	4	12	22	4	2	2	2	12
Level P2	644	479	0	0	52	70	0	0	0	0	0
Level P3	545	545	0	0	0	0	0	0	0	0	0
Level P4	653	653	0	0	0	0	0	0	0	0	0
Surface	184	180	1	1	0	2	0	0	0	0	2
Garage	604	468	4	1	27	3	0	1	0	0	0
Level G1	17	17	0	0	0	0	0	0	0	0	0
Level G2	78	68	4	1	1	3	0	1	0	0	0
Level G3	83	83	0	0	0	0	0	0	0	0	0
Level G4	83	83	0	0	0	0	0	0	0	0	0
Level G5	83	83	0	0	0	0	0	0	0	0	0
Level G6	77	77	0	0	0	0	0	0	0	0	0
Subtotals						140	4	4	4	2	49
Overall Totals	2500	2088	32	9	333	160	8	7	6	4	49

\* 76 EVCS stalls located on P2 are designated for future use.

### PROJECT TEAM:

**ARCHITECT:**  
**Perkins+Will**  
 1301 Fifth Avenue, Suite 2000  
 Seattle, WA 98101  
 1.206.381.8800

**CIVIL:**  
**PASCO LARET SUITER**  
 535 N Highway 101, Suite A  
 San Diego, CA 92175  
 1.619.592.9217

**LANDSCAPE:**  
**OJB** THE OFFICE OF JAMES BURNETT  
 Office of James Burnett  
 550 La Mesa Santa Fe Dr  
 San Diego, CA 92175  
 1.858.763.8870

**PROJECT NAME / ADDRESS:**  
**TOWNE CENTRE VIEW**  
 TOWNE CENTRE DRIVE,  
 SAN DIEGO, CA

**DEVELOPER:**  
**BIOMED REALTY**  
 17190 BERNARDO CENTER DR  
 SAN DIEGO, CA 92128

**KEYPLAN**

### SITE DEVELOPMENT PERMIT

REVISION CHART

REVISION	DATE	DESCRIPTION
REVISION 14	DATE	
REVISION 13	DATE	
REVISION 12	DATE	
REVISION 11	DATE	
REVISION 10	DATE	
REVISION 9	DATE	
REVISION 8	DATE	
REVISION 7	DATE	
REVISION 6	DATE	
REVISION 5	DATE	
REVISION 4	DATE	
REVISION 3	DATE	
REVISION 2	DATE	
REVISION 1	DATE	

ORIGINAL ISSUANCE DATE: 10/07/2020

SHEET TITLE: ARCHITECTURAL SITE PLAN

SHEET NUMBER: A01-000

TOTAL SHEET COUNT: 17 of 37

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## 2.3 Trip Generation

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

**Table 2-1** includes the project trip generation.

**Table 2-1: Project Trip Generation**

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

**Source:**

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

**Note:**

ADT= Average Daily Trips

KSF = 1,000 Square Feet



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## 3.0 METHODOLOGY PROCEDURES AND CRITERIA

### 3.1 City of San Diego Transportation Study Manual

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

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

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

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## 3.2 Screening Criteria

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

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

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

### 3.3 Extents of Study

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

- Pedestrian: Documentation of pedestrian facilities and basic deficiencies (missing sidewalk, curb ramps, and major obstructions) within ½-mile walking distance measured from each pedestrian access point (for example, driveways, internal project sidewalk connections to the street, etc.).
- Bicycle: Documentation of bicycle facilities and basic deficiencies (bike lane gaps, obstructions) within a ½-mile bicycling distance measured from the center of the intersection formed by each project driveway.
- Transit: Identification of the closest transit routes and stops to the project. If the transit stops are within ½-mile walking distance of each pedestrian access point, the condition of the stop amenities must be described/evaluated.
- Intersection Operations: Intersections are focal points within a mobility network where multiple modes interact and at times, conflict, in their movements.

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

- For projects that generate less than 2,400 daily final driveway trips the typical study intersections are as follows:
  - All signalized intersections and signalized project driveways located within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.
  - All unsignalized intersections (side street stop-controlled, all-way stop-controlled, and roundabouts) and unsignalized project driveways located within a ½-mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips in either direction.
  - All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in either direction must be analyzed regardless of their distance from the project site.
- For projects that generate more than 2,400 daily final driveway trips the typical study intersections are as follows:

- 
- All signalized intersections and signalized project driveways where the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.
  - All unsignalized intersections (side street stop-controlled, all-way stop-controlled, and roundabouts) and unsignalized project driveways where the project will add 50 or more peak hour final primary (cumulative) trips on any approach.
  - All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) (AM or PM) net new trips in any approach must be analyzed regardless of their distance from the project site.
- Roadway Segments: The study area should include any roadway segments where the project adds 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, or 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan AND:
    - Have improvements identified in the community plan; OR
    - Not built to the community plan ultimate classification (including planned new circulation element roadways).

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## **3.4 Analysis Methodology**

### **3.4.1 Pedestrian Analysis**

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

### **3.4.2 Bicycle Analysis**

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

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

### **3.4.3 Transit Analysis**

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

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

### **3.4.4 Systemic Safety Review**

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

### **3.4.5 Signalized & Unsignalized Intersection Analysis**

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

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

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

**Table 3-1: Signalized Intersection Analysis Parameters**

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



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

**Table 3-2: Level of Service Criteria for Intersections**

Signalized Intersections

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

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

Two-Way Stop-Controlled Intersections <sup>(1)(2)</sup>

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

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

**Note:**

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

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

All-Way Stop-Controlled Intersections

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

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

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### 3.4.6 Roadway Segment Analysis

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

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

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

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

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

Notes:

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

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

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

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

<sup>4</sup>Calculated using: Capacity = 0.5 (6-Ln Major (2-way) + Added Capacity of 2,500 ADT)

<sup>5</sup>Calculated using: Capacity = 0.5 (4-Ln Major (2-way) + Added Capacity of 2,500 ADT)

<sup>6</sup>Calculated using: Capacity = 4-Ln Collector (no center lane) \* (3/4)

<sup>7</sup>Calculated using: Capacity = 2-Ln Collector (one-way) \* (3/2)

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

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

<sup>10</sup> Calculated by applying same differences between 8-Ln Prime & 7-Ln Prime & 7-Ln Prime & 6-Ln Prime

<sup>11</sup> Calculated assuming ratio between 6-Ln Prime & 6-Ln Major applied to 4-Ln Major

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### 3.4.7 Freeway Analysis

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

### 3.4.8 Identifying Off-Site Improvements

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

➤ **Pedestrian Facilities**

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

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

➤ **Bicycle Facilities**

- Accommodating bicycle demand:
  - The project should construct (or reserve space for) any planned bicycle facility per the Community Plan or Bicycle Master Plan.
  - The project should consider upgrading adjacent bicycle facilities by adding upgraded treatments (such as green bike lane paint, buffers, etc. where appropriate) to accommodate an increase in bicycle demand.

➤ **Transit Facilities**

- Transit priority treatments/improvements:
  - The project should consider transit priority treatments when operational analysis determines a transit movement would experience LOS E or worse.
  - The project should consider transit priority treatments identified within the Community Plan for the study area.
- Proposed transit stops:
  - The project should consider accommodating transit stops to serve existing or proposed transit services, including those identified in the Community Plan, RTIP, and/or RTP within the study area. The project should coordinate any identified transit stops with SANDAG, the

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

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

➤ **Signalized Intersections**

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



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- Existing Right-Turn Lane: If the addition of a right-turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, and the project adds traffic to an individual right-turn movement causing the total number of peak hour left-turns to exceed 800, consider adding a second right-turn lane. Dual right-turns may require supplementary treatments including but not limited to the following:
    - ➔ No right-turn on red with blank-out signs
    - ➔ Lead pedestrian intervals (LPIs)
    - ➔ Cycle treatment for bicyclists
  - Lengthening a Turn Pocket
    - If the project adds traffic to a turning movement and causes the 95<sup>th</sup> percentile queue to exceed the available turn pocket length, consider lengthening the turn pocket.
  - A signal timing improvement or signal modification is required if:
    - The project is within a ½-mile path of travel of a Major Transit Stop, and the project causes the intersection to degrade to a LOS F, or if the project adds traffic to a signal that is operating at a LOS F without project traffic.
    - The project is outside a ½-mile path of travel of a Major Transit Stop, and the project causes an intersection to degrade to a LOS E or F, or if

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

➤ **Unsignalized Intersections**

- If the project causes the operations at an all-way stop-controlled intersection to degrade (see below), perform an intersection control evaluation that includes a signal warrant analysis and a roundabout LOS analysis:
  - The project is within ½ mile path of travel of a Major Transit Stop, and the project causes the worst movement of a side street stop-controlled intersection to degrade to a LOS F, or if the project adds traffic to the worst movement that is operating at a LOS F without project traffic.
  - The project is outside ½ mile path of travel of a Major Transit Stop, and the project causes the worst movement of a side street stop-controlled intersection to degrade to a LOS E or F, or if the project adds traffic to the worst movement that is operating at a LOS E or F without project traffic.

➤ **Roadway Segments**

- A roadway segment should be improved as identified in the community plan (including upgrading to ultimate classification) based on the following:
  - If the project adds greater than 50% of total daily vehicle trips to the segment, the project should consider implementing the improvement as identified in the community plan.

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

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## 4.0 PROJECT STUDY AREA, TRIP DISTRIBUTION, & TRIP ASSIGNMENT

### 4.1 Project Study Area

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

#### 4.1.1 Intersections

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

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

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

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

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### 4.1.2 Roadway segments

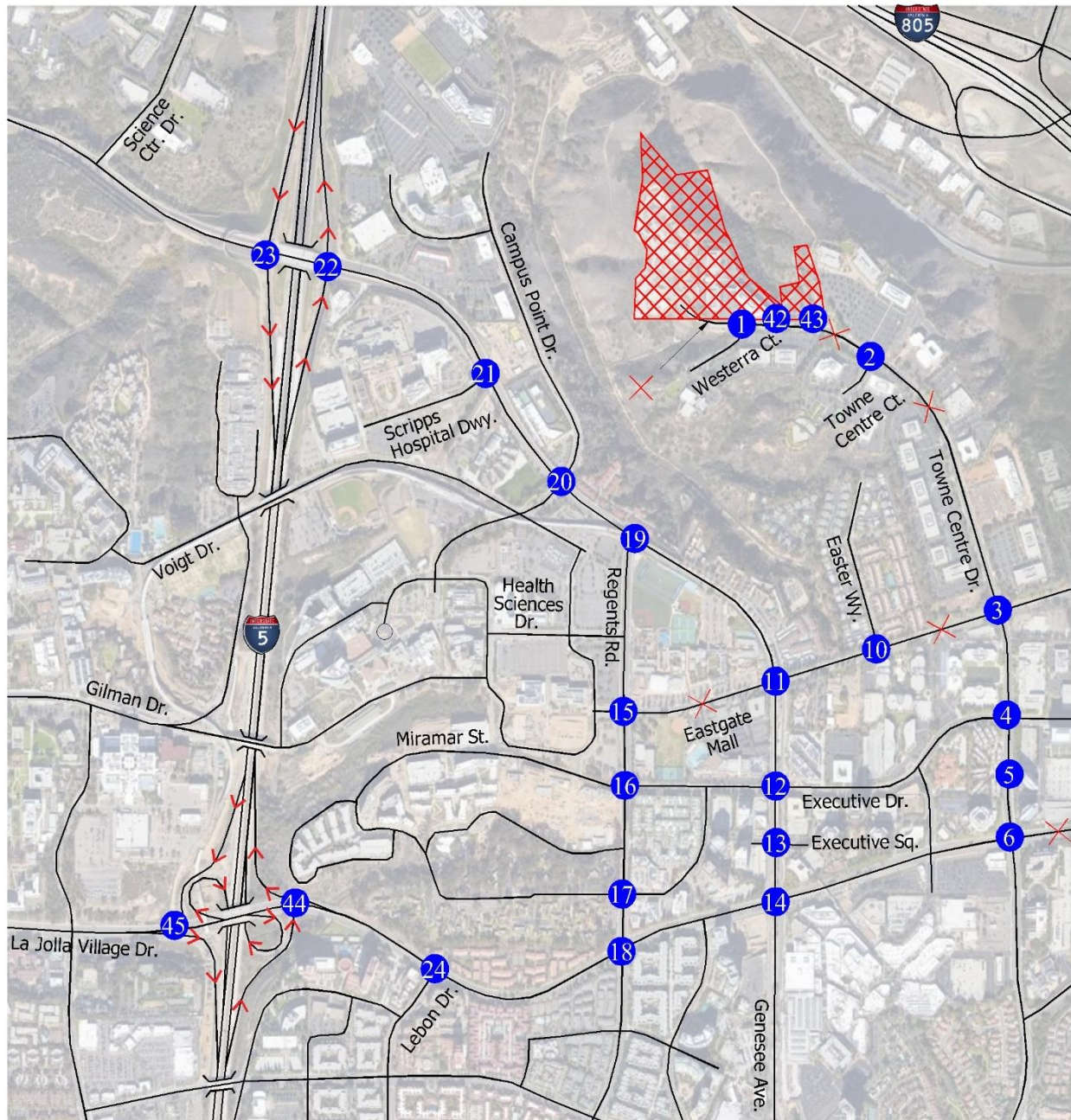
The Project is not consistent with the current University Community Plan. A Community Plan Amendment is required to add the proposed intensity of the Project to Table 2, Land Use and Development Intensity, of the University Community Plan, for Subarea 11. Existing development and existing entitlements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

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

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

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

Figure 4-1: Project Study Area and Intersection Key



Legend




-  = Project Location
-  = Study Street Segment
-  = Study Intersection



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



Legend



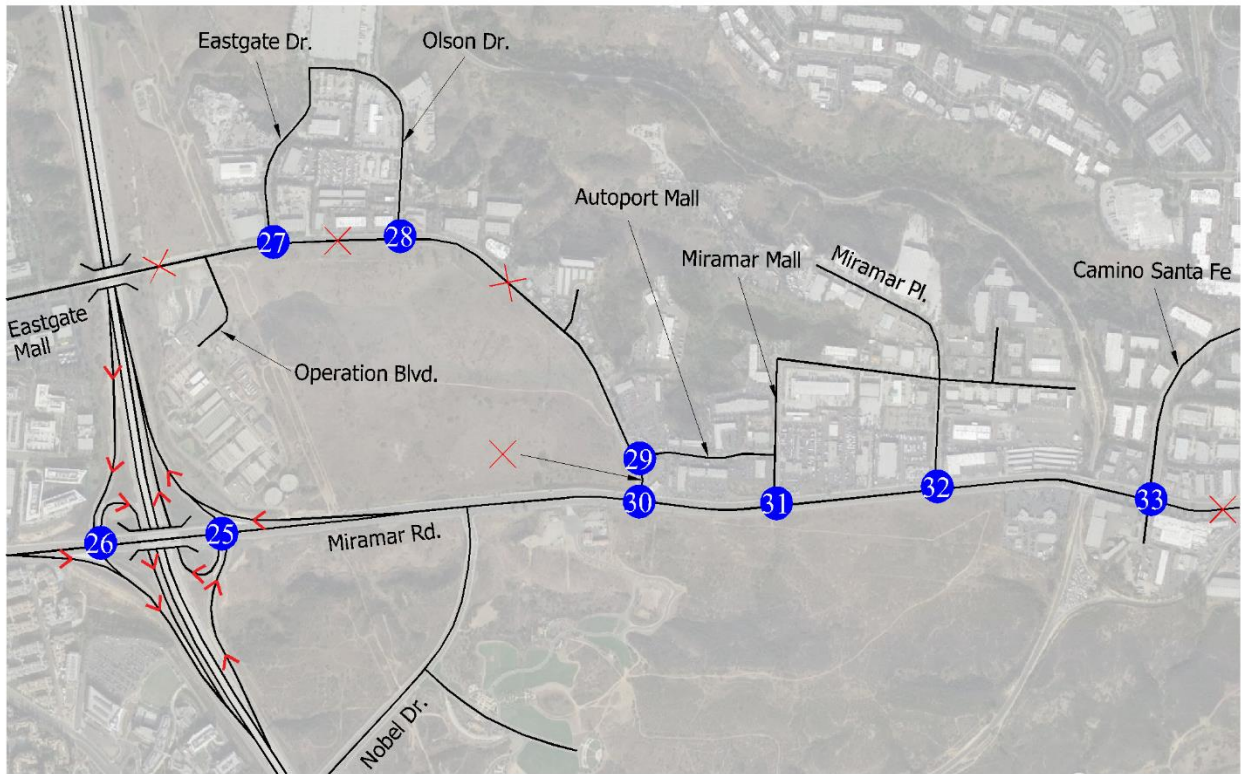
-  = Study Street Segment
-  = Study Intersection



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



Legend



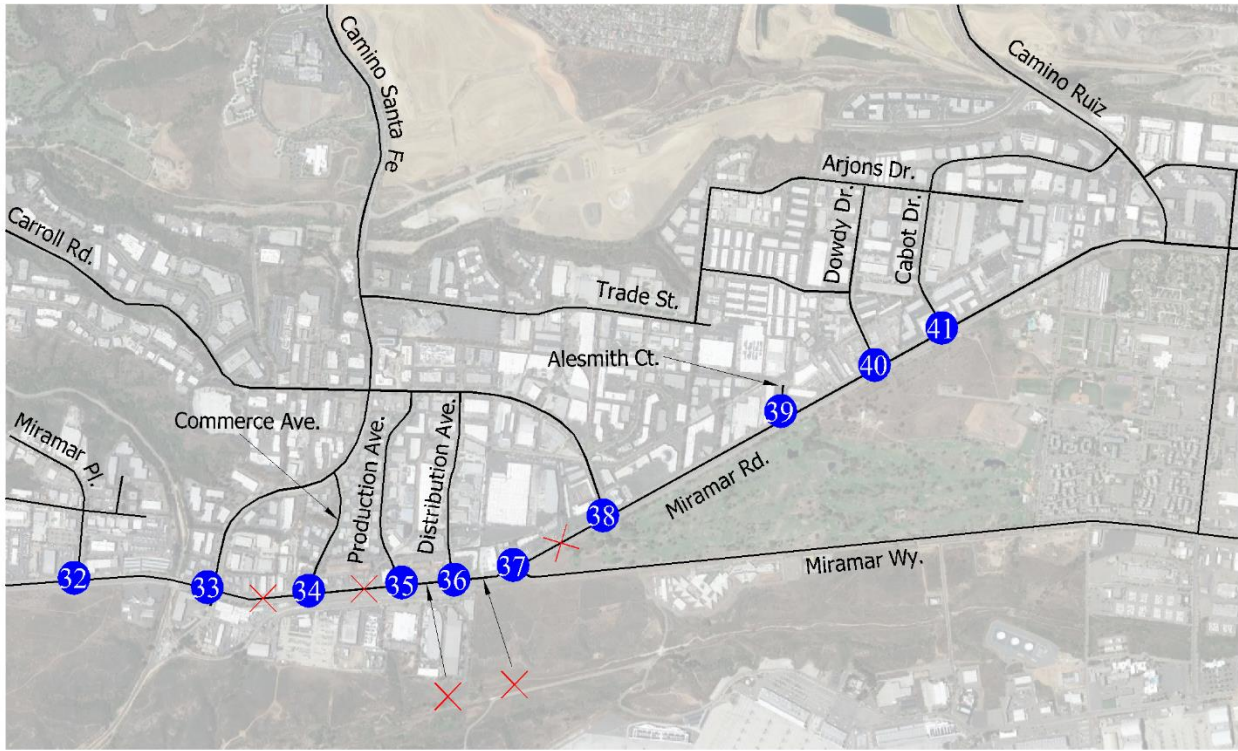
-  = Study Street Segment
-  = Study Intersection





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



Legend

- ✗ = Study Street Segment
- Ⓝ = Study Intersection



**Table 4-1: Study Intersections**

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

**Table 4-2: Study Roadway Segments**

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

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## **4.2 Project Trip Distribution and Trip Assignment**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

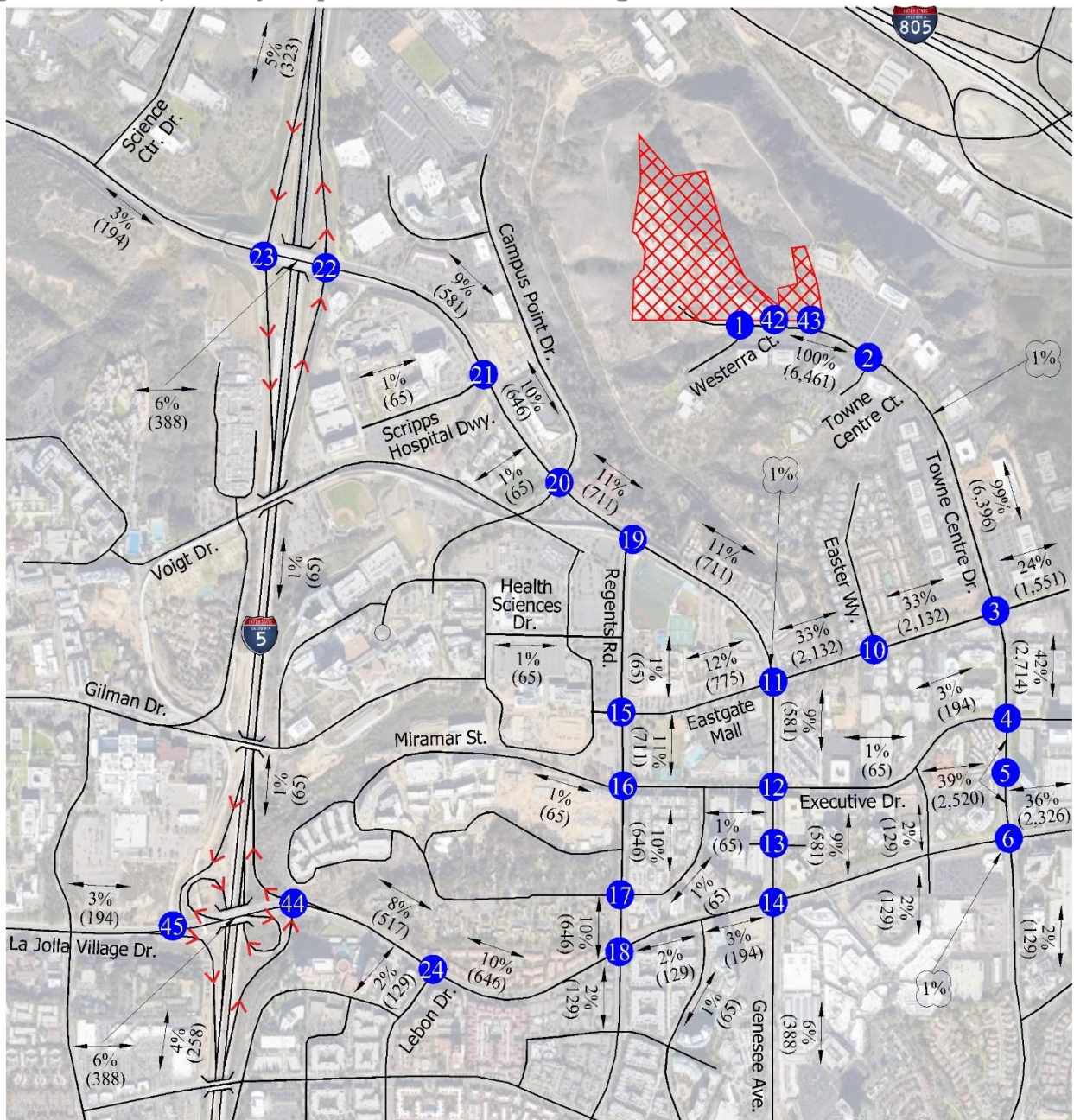
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**Figure 4-5** shows the Project Only ADT.

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



Figure 4-2: Project Only Trip Distribution Percentages



Legend




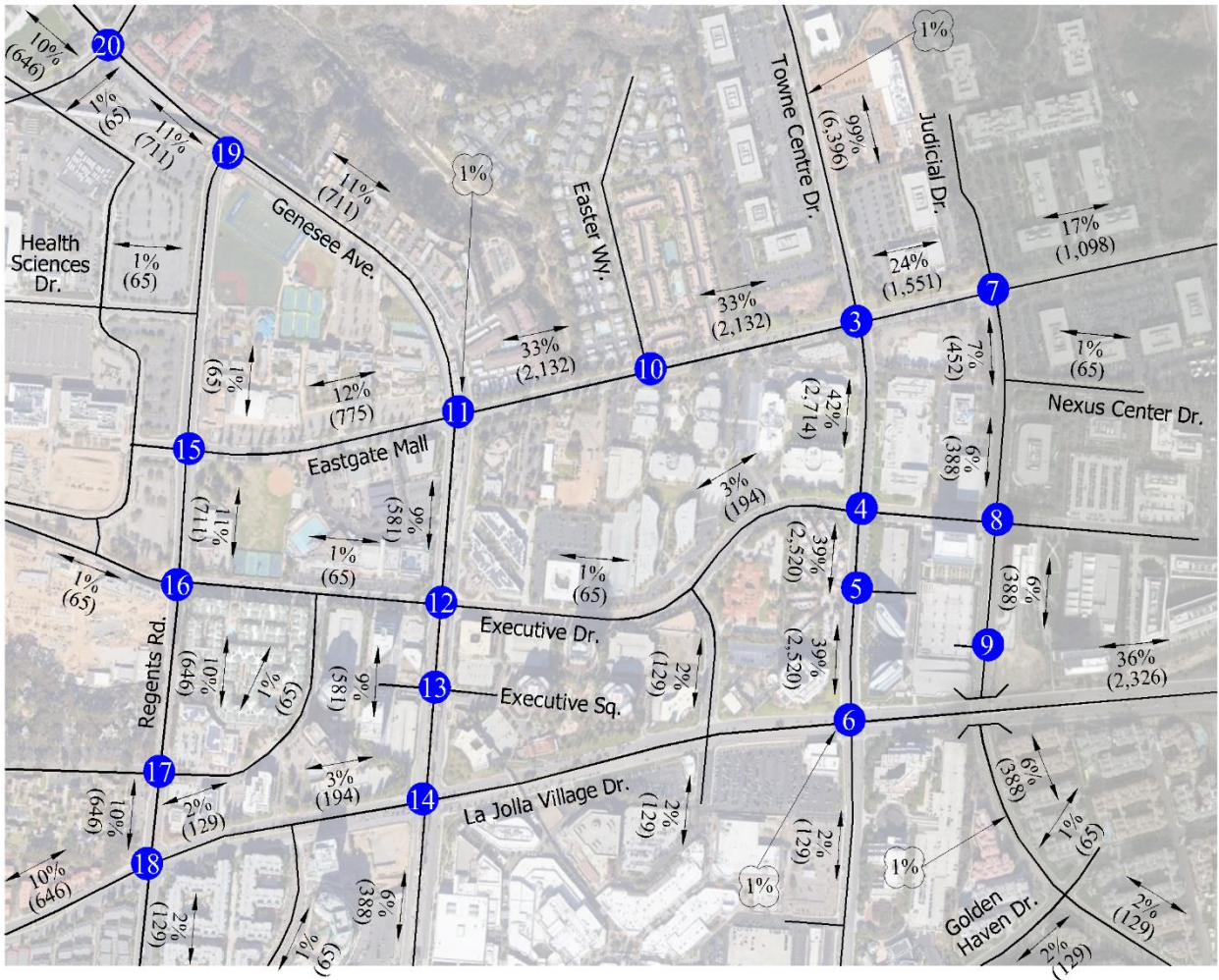
-  = Project Location
-  = Study Intersection
-  = Trip Distribution Percentage
- (XX,XXX) = Project Only ADT



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

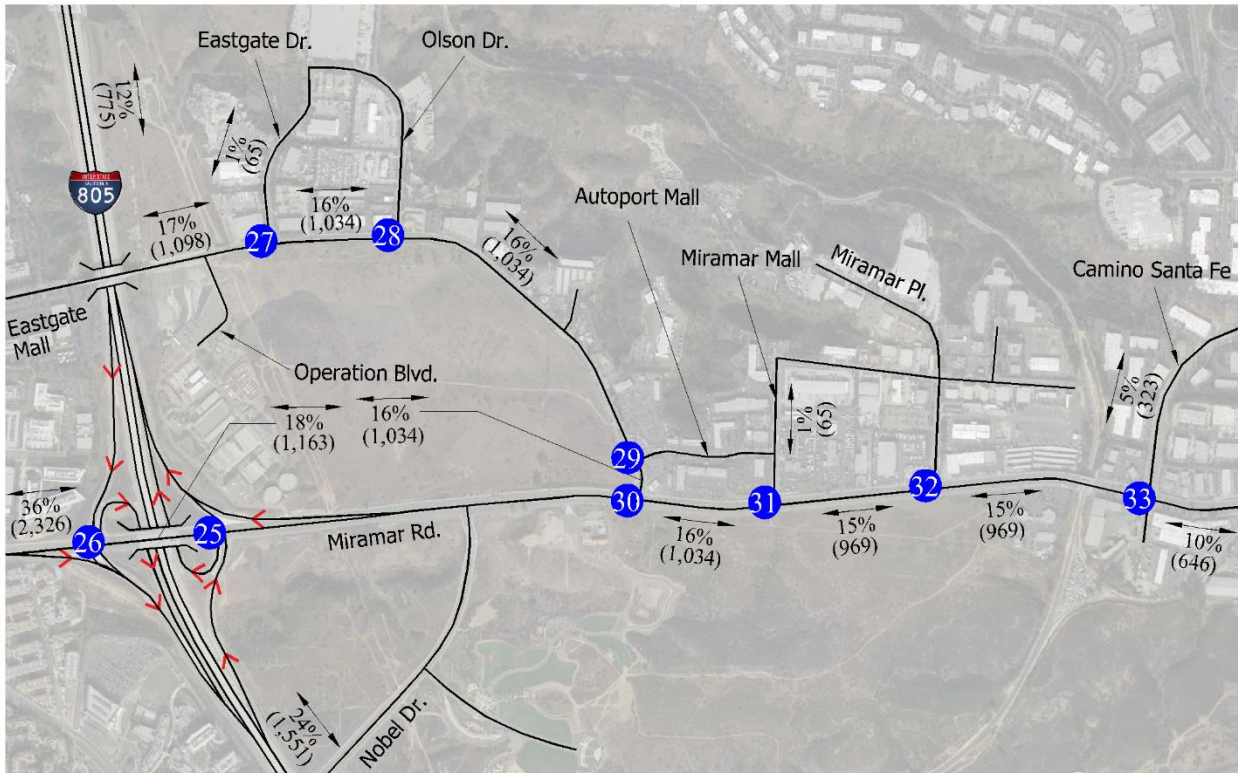


Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Distribution Percentage
- (XX,XXX) = Project Only ADT



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

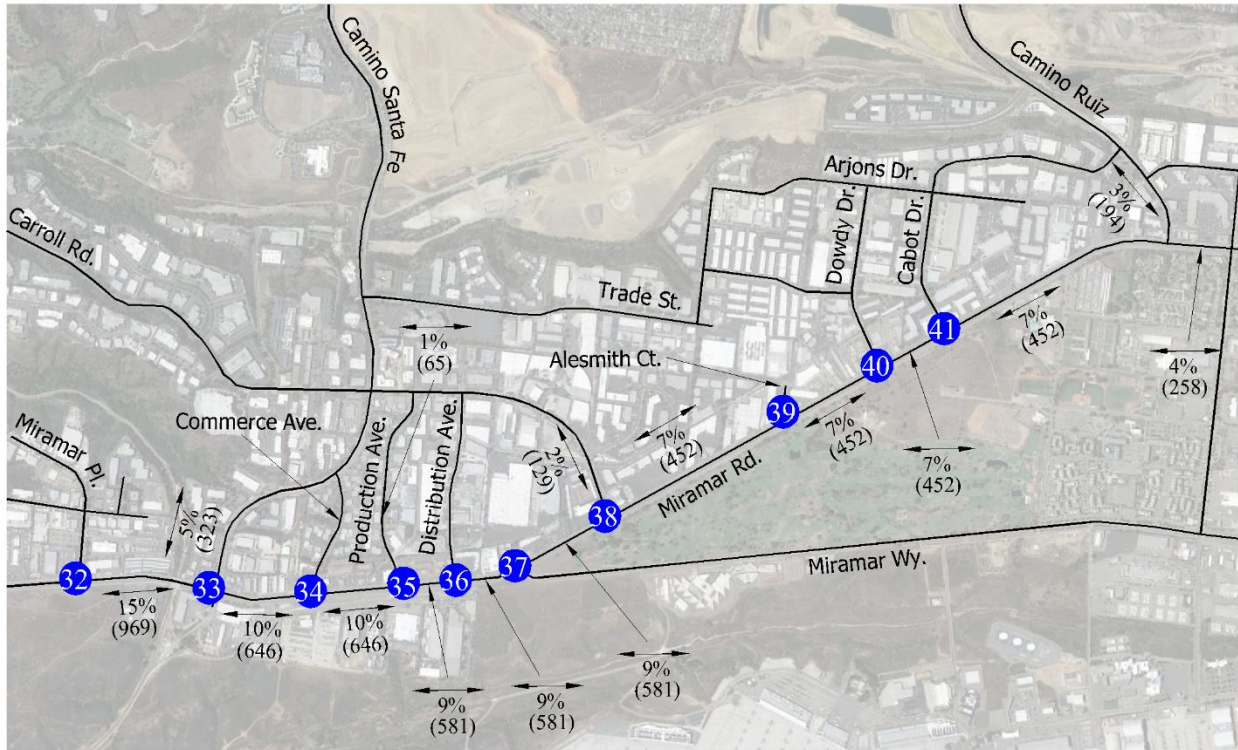


Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Distribution Percentage
- (XX,XXX) = Project Only ADT



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

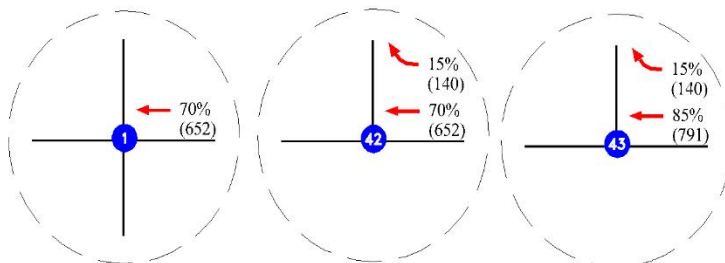
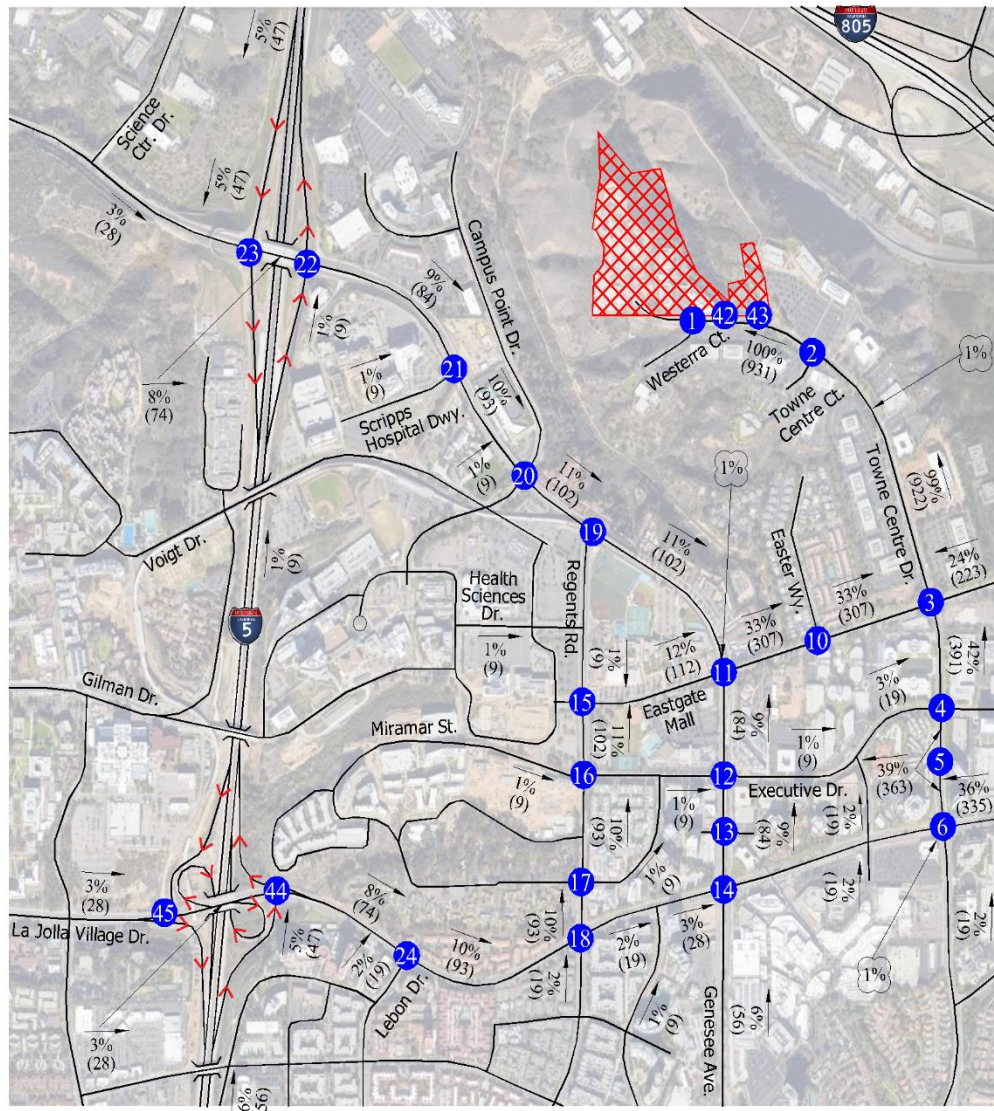


Legend

- = Study Intersection
- = Trip Distribution Percentage
- (XX,XXX) = Project Only ADT



Figure 4-3: Project Only Inbound Trip Assignment Percentages



Legend




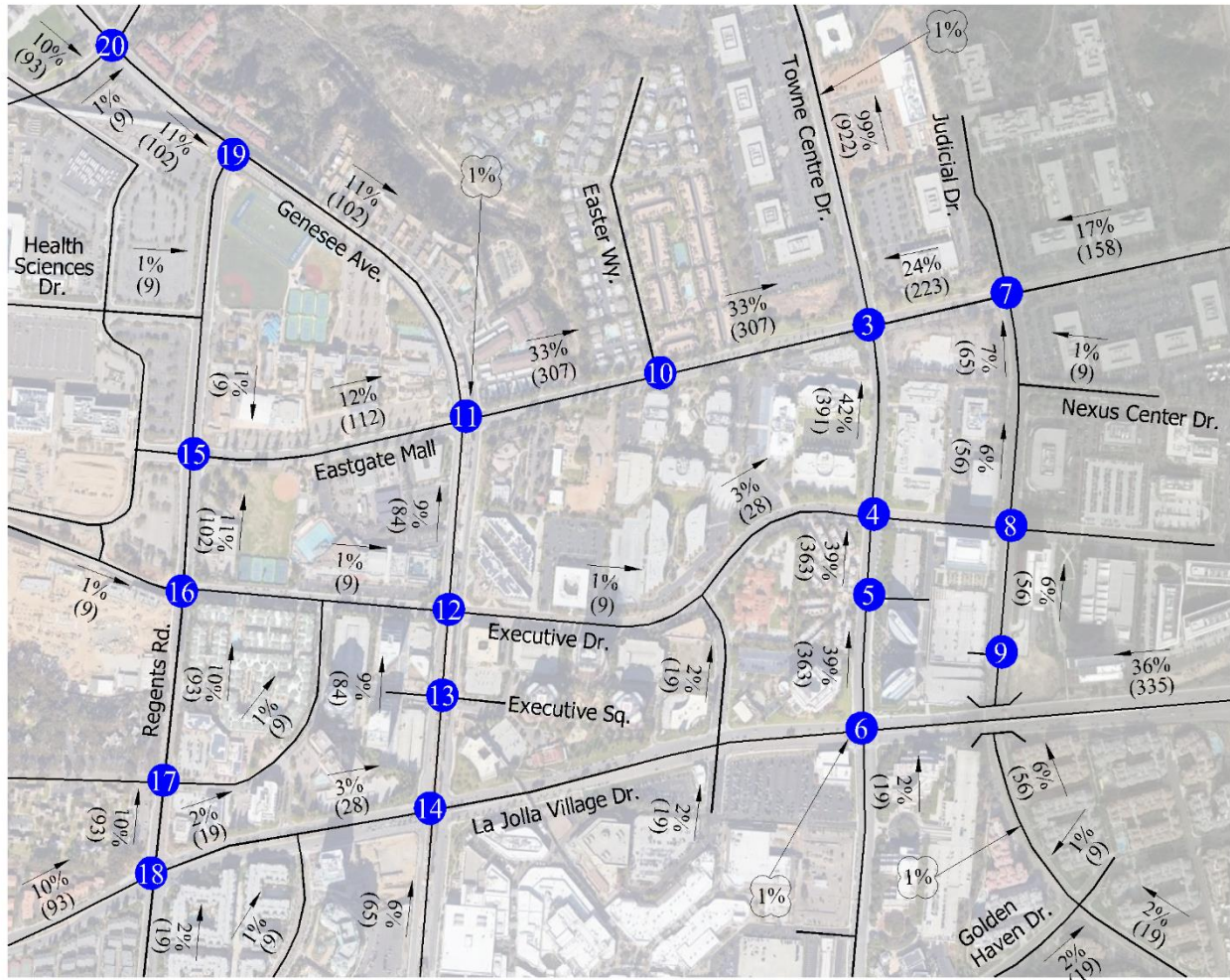
-  = Project Location
-  = Study Intersection
-  = Trip Assignment (Inbound) Percentage
- (XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)

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

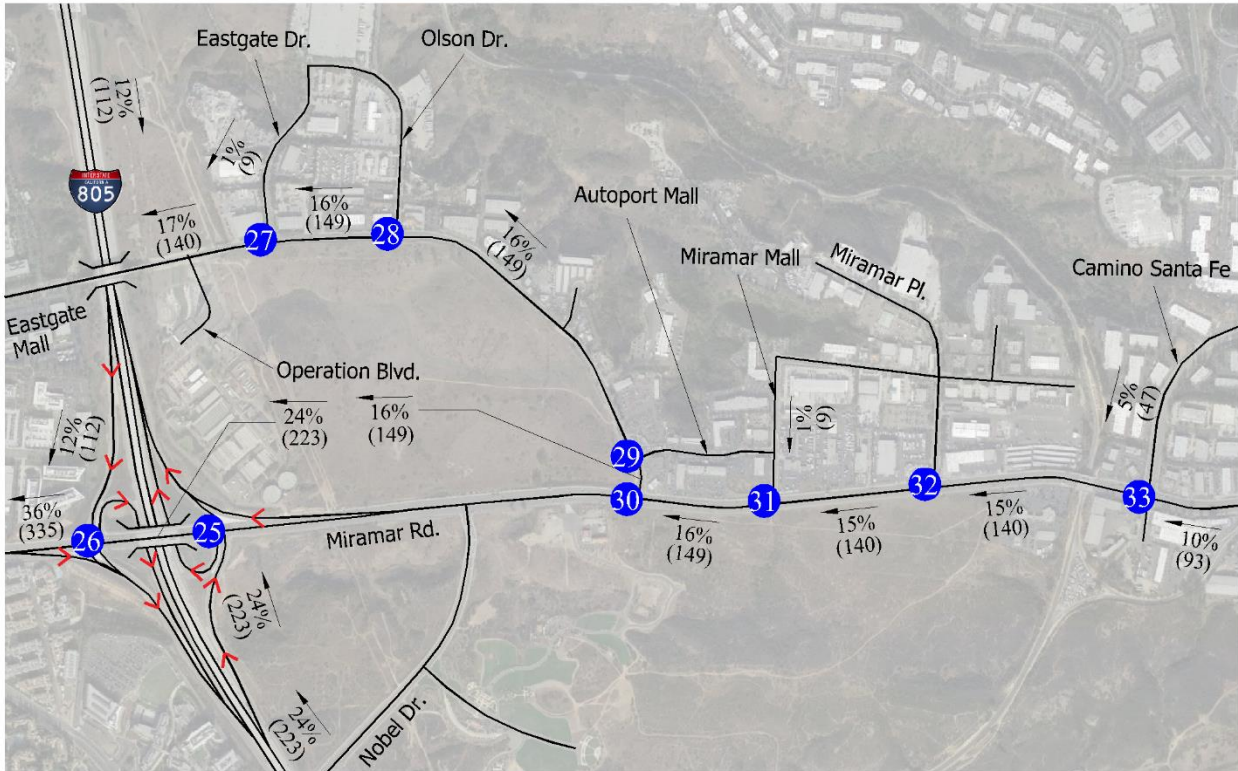


Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Assignment (Inbound) Percentage
- (XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)



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

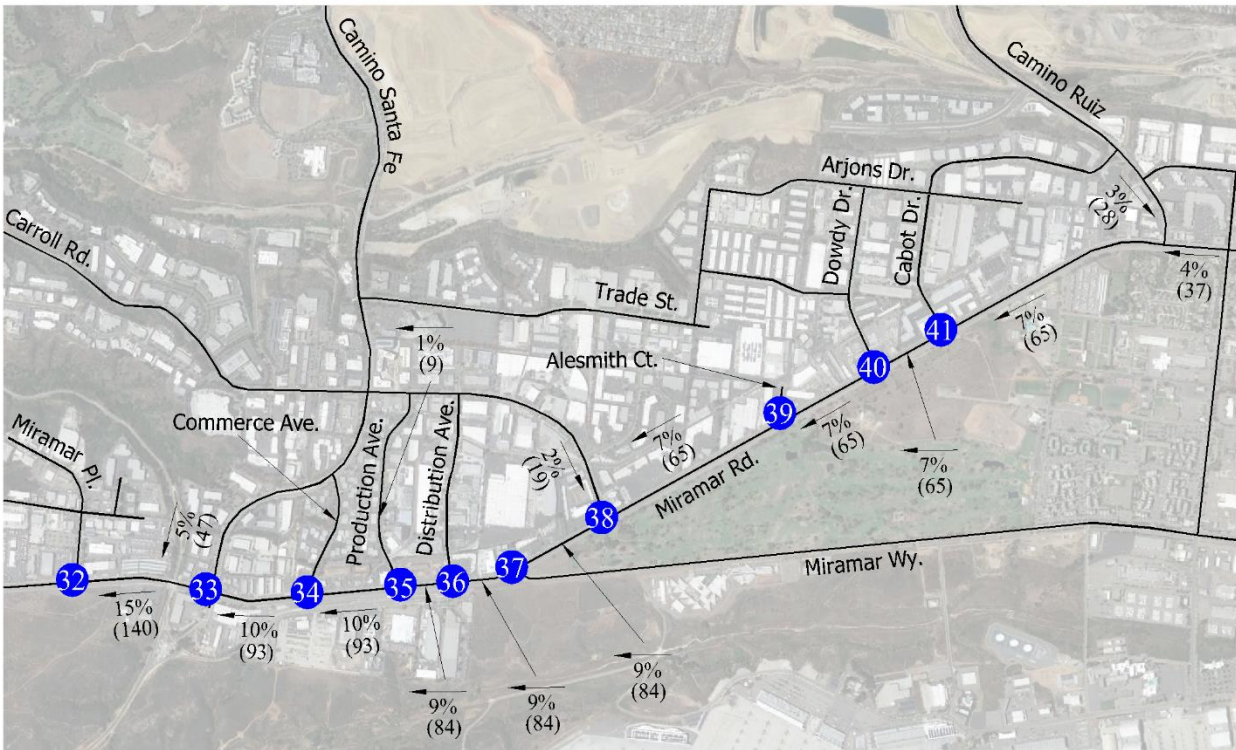


Legend

- = Study Intersection
- = Trip Assignment (Inbound) Percentage
- (XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)



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



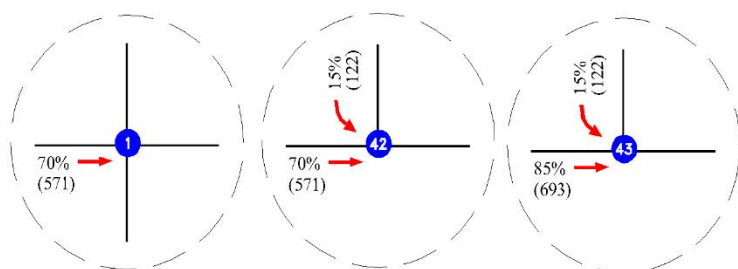
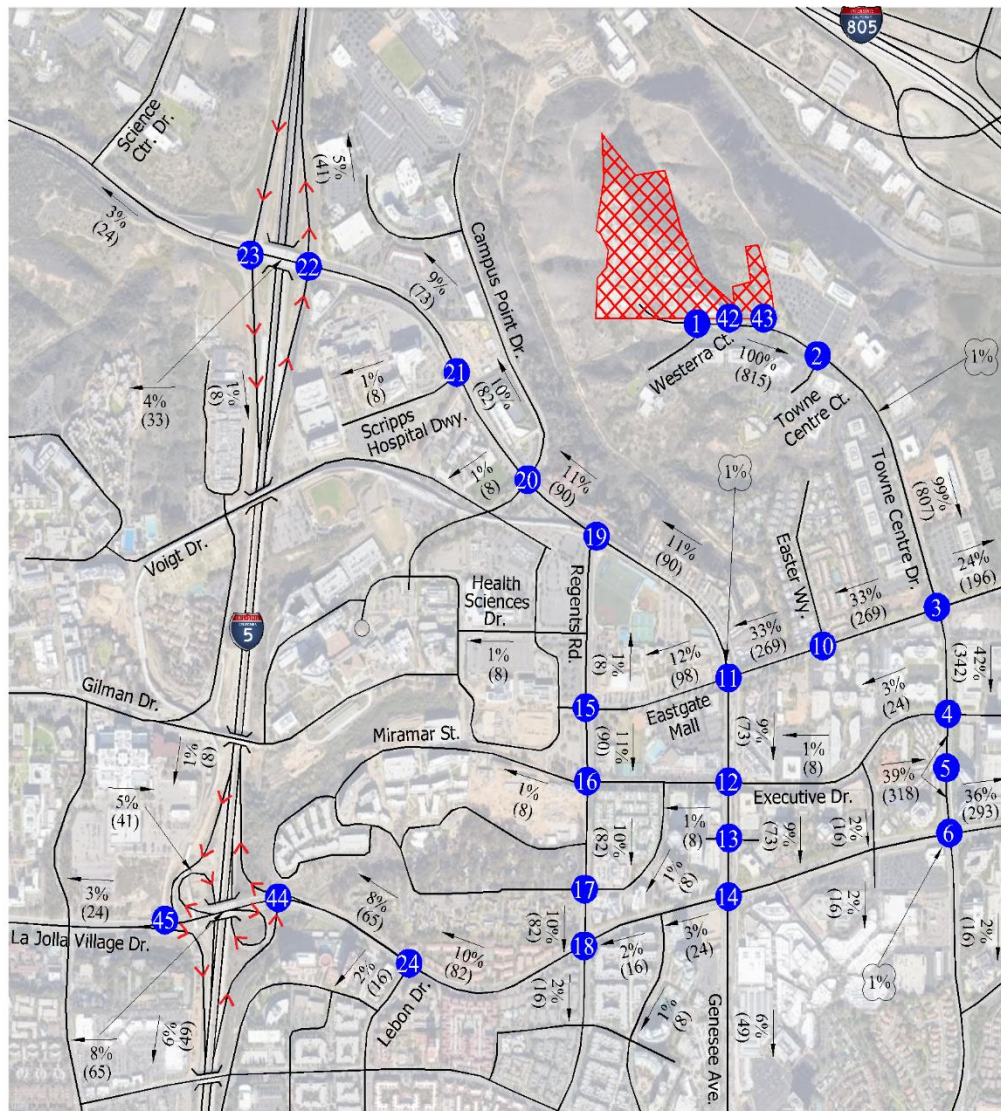
Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Assignment (Inbound) Percentage
- (XX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)





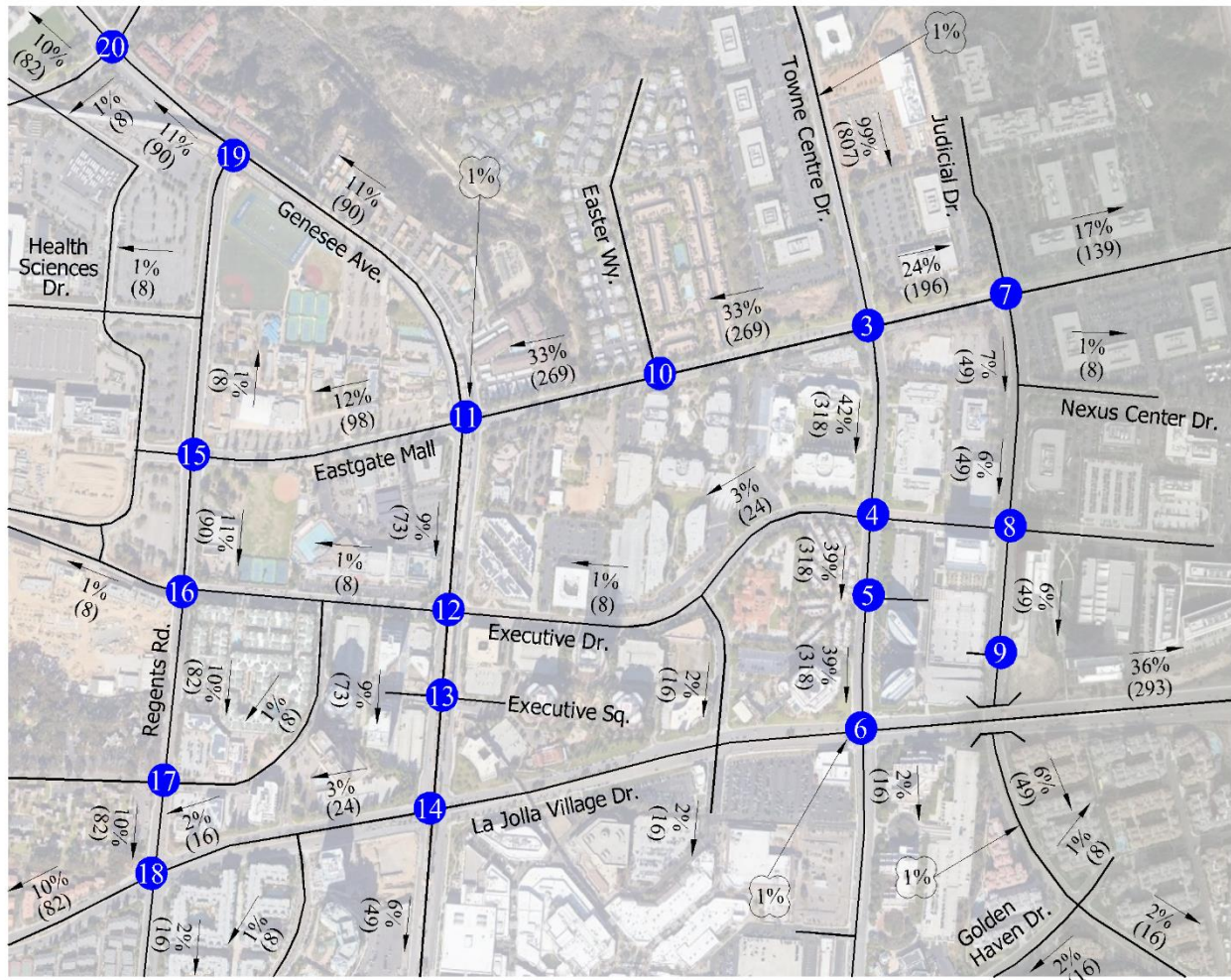
Figure 4-4: Project Only Outbound Trip Assignment Percentages



Legend

- = Project Location
- = Study Intersection
- = Trip Assignment (Outbound) Percentage
- (XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)

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

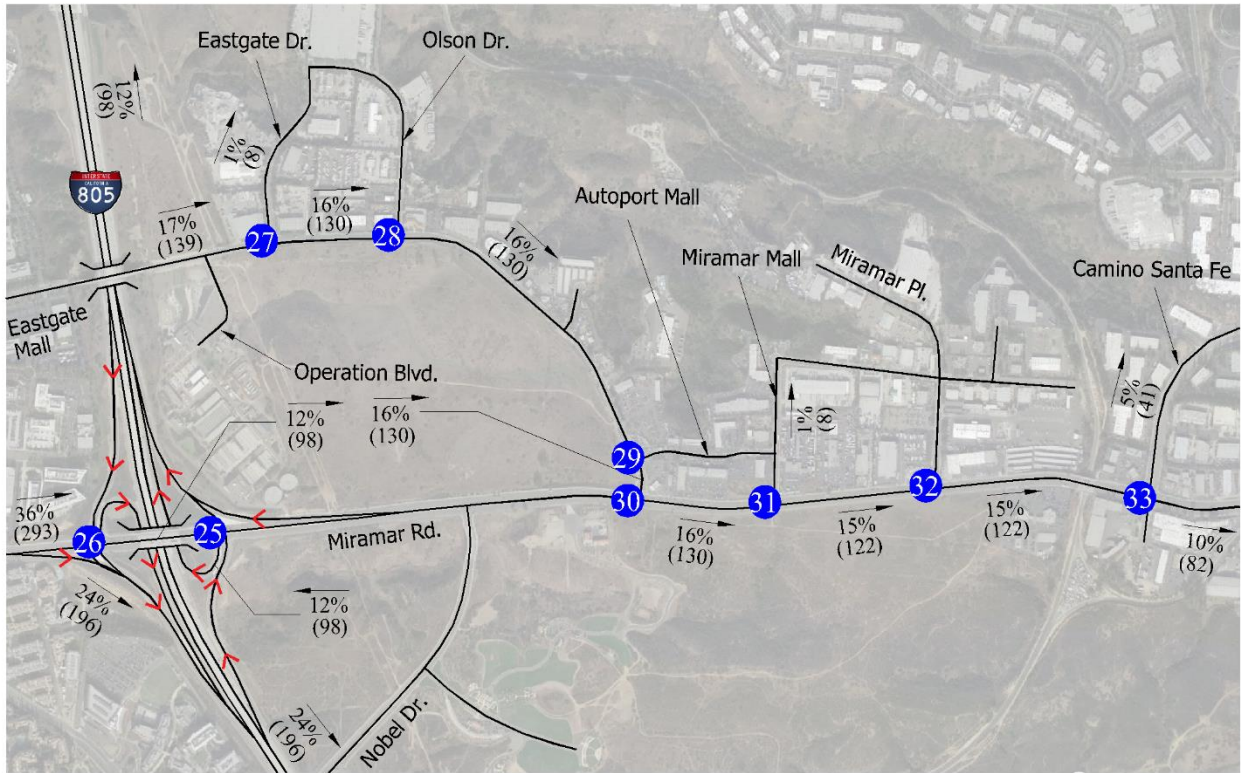


Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Assignment (Outbound) Percentage
- (XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)



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

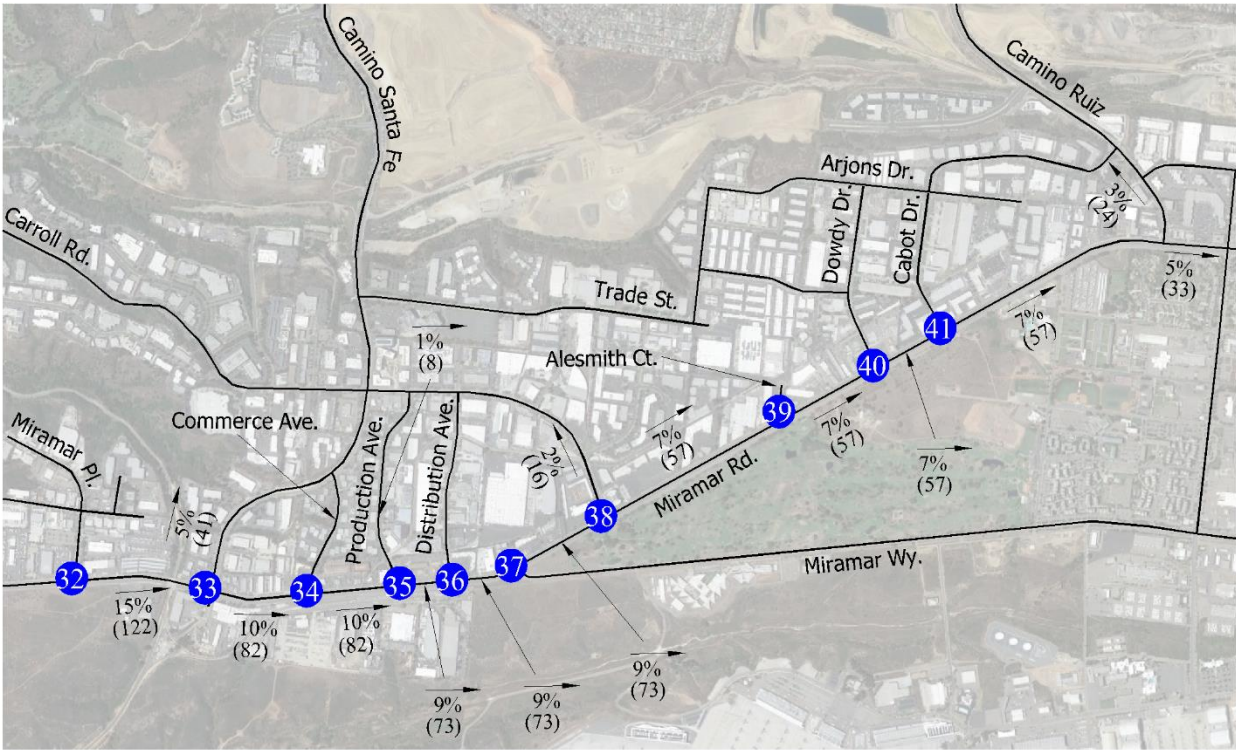


Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Assignment (Outbound) Percentage
- (XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)



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

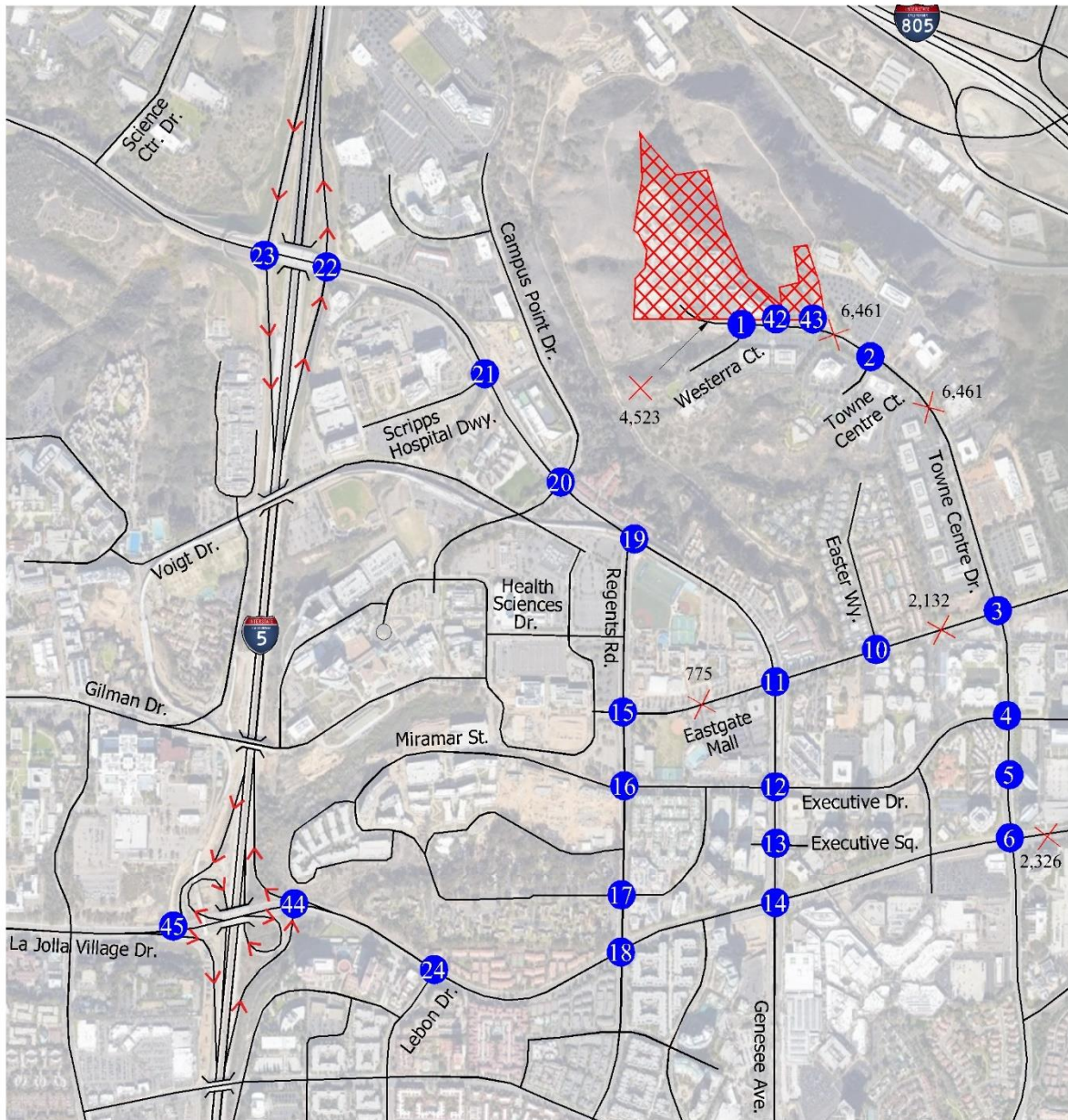


Legend

- # = Study Intersection
- $\longleftrightarrow$  XX% = Trip Assignment (Outbound) Percentage
- (XX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)



Figure 4-5: Project Only Average Daily Traffic



Legend



= Project Location



= Study Street Segment

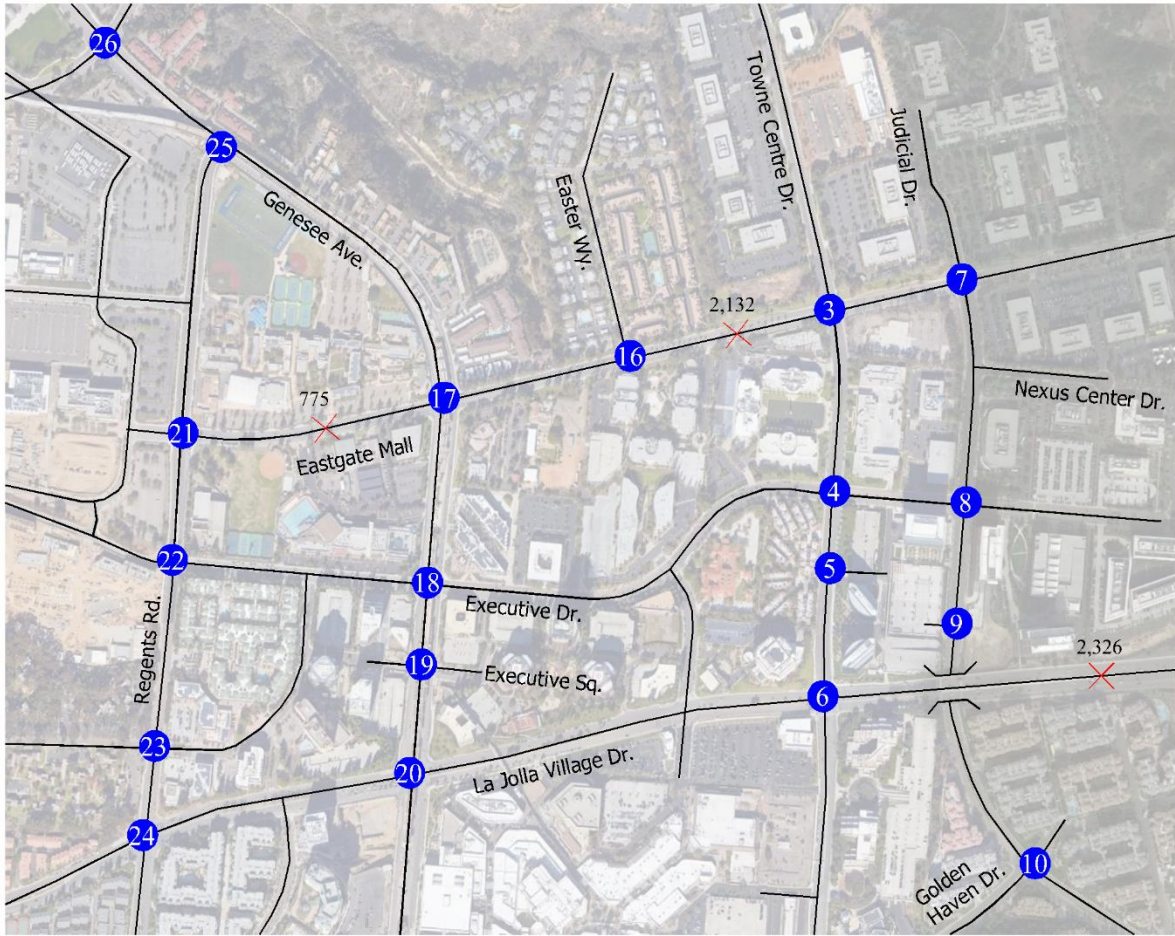


= Study Intersection

XX,XXX = ADT Number



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



Legend

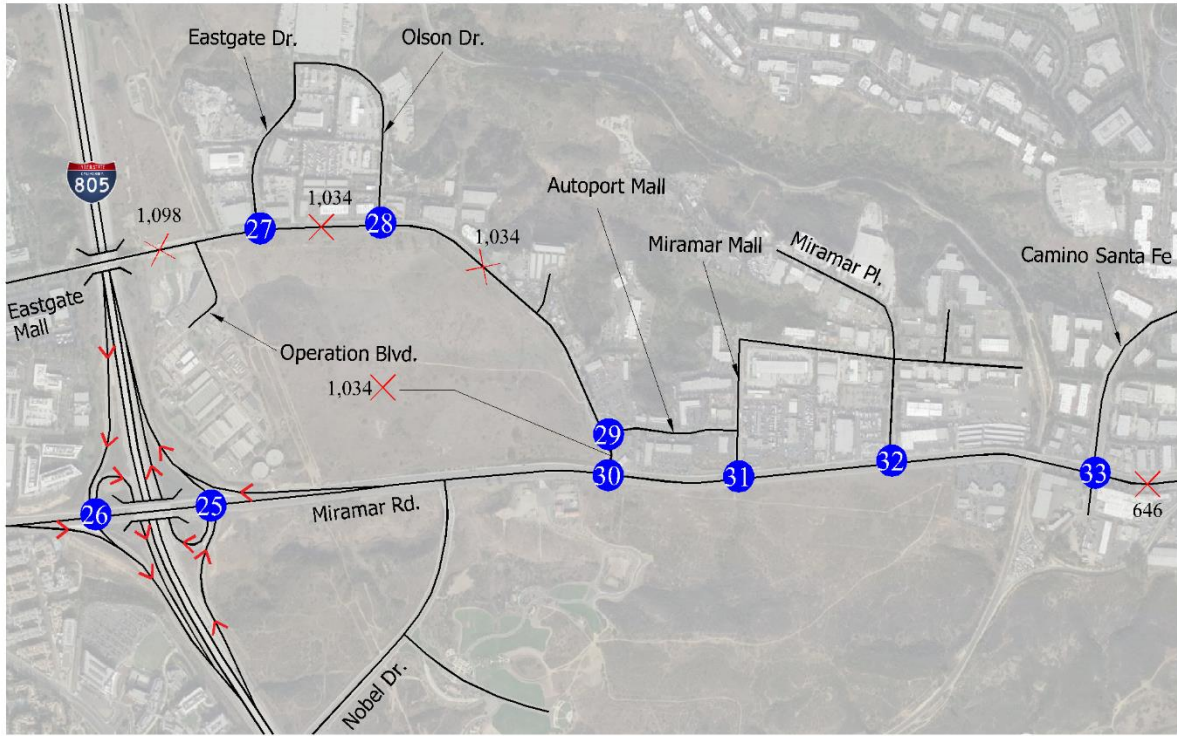
✗ = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



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



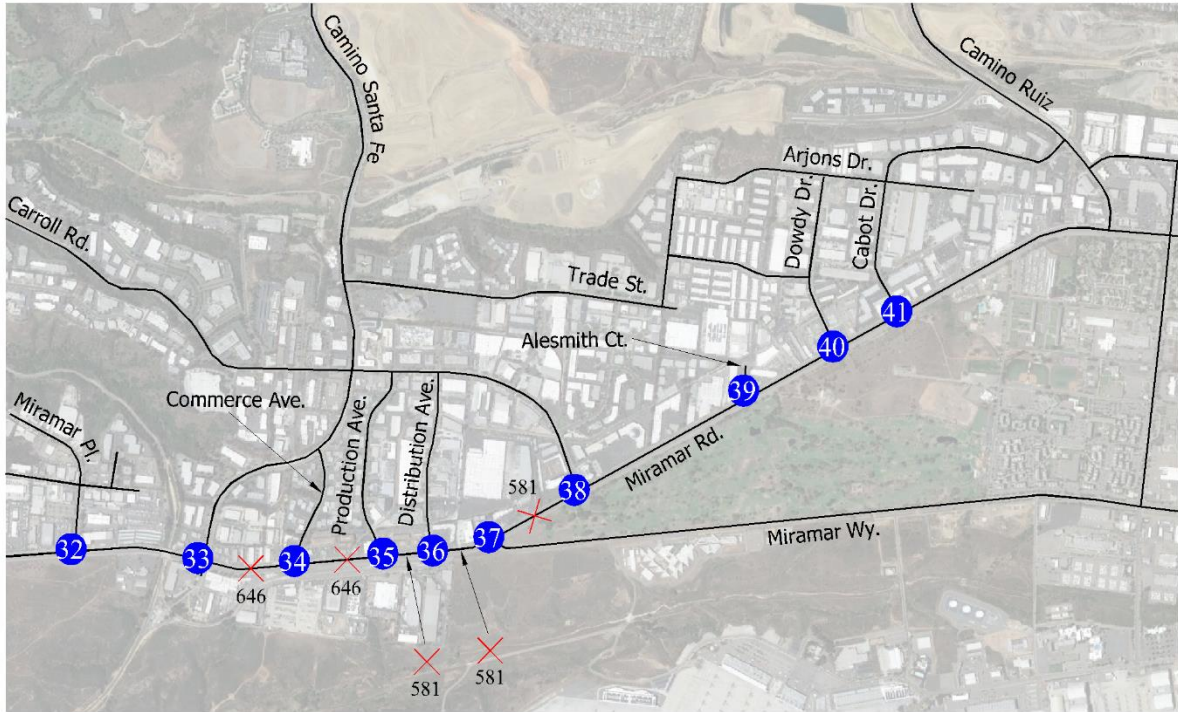
Legend

- ✕ = Study Street Segment
- Ⓝ = Study Intersection

XX,XXX = ADT Number



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



Legend

× = Study Street Segment

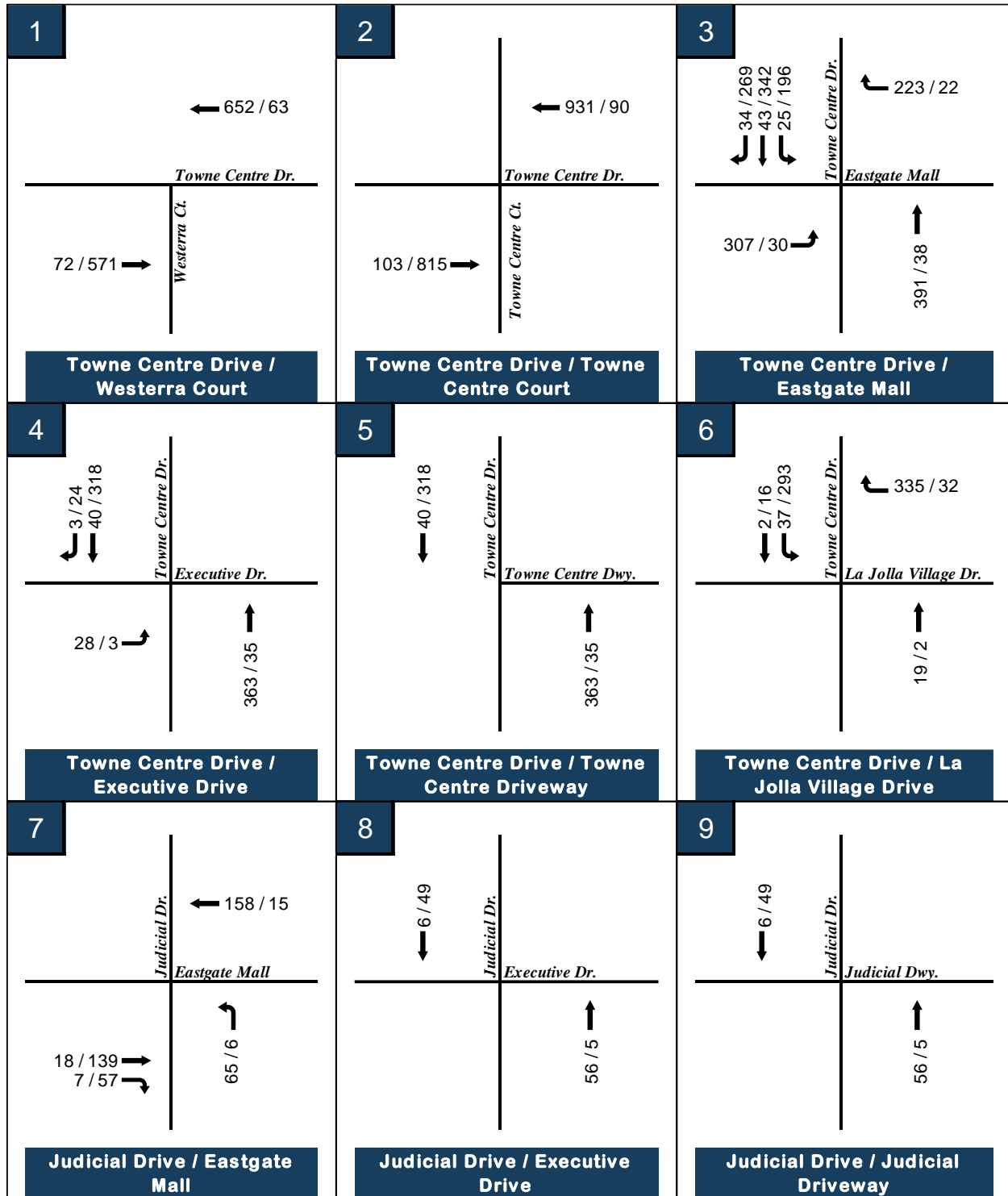
# = Study Intersection

XX,XXX = ADT Number



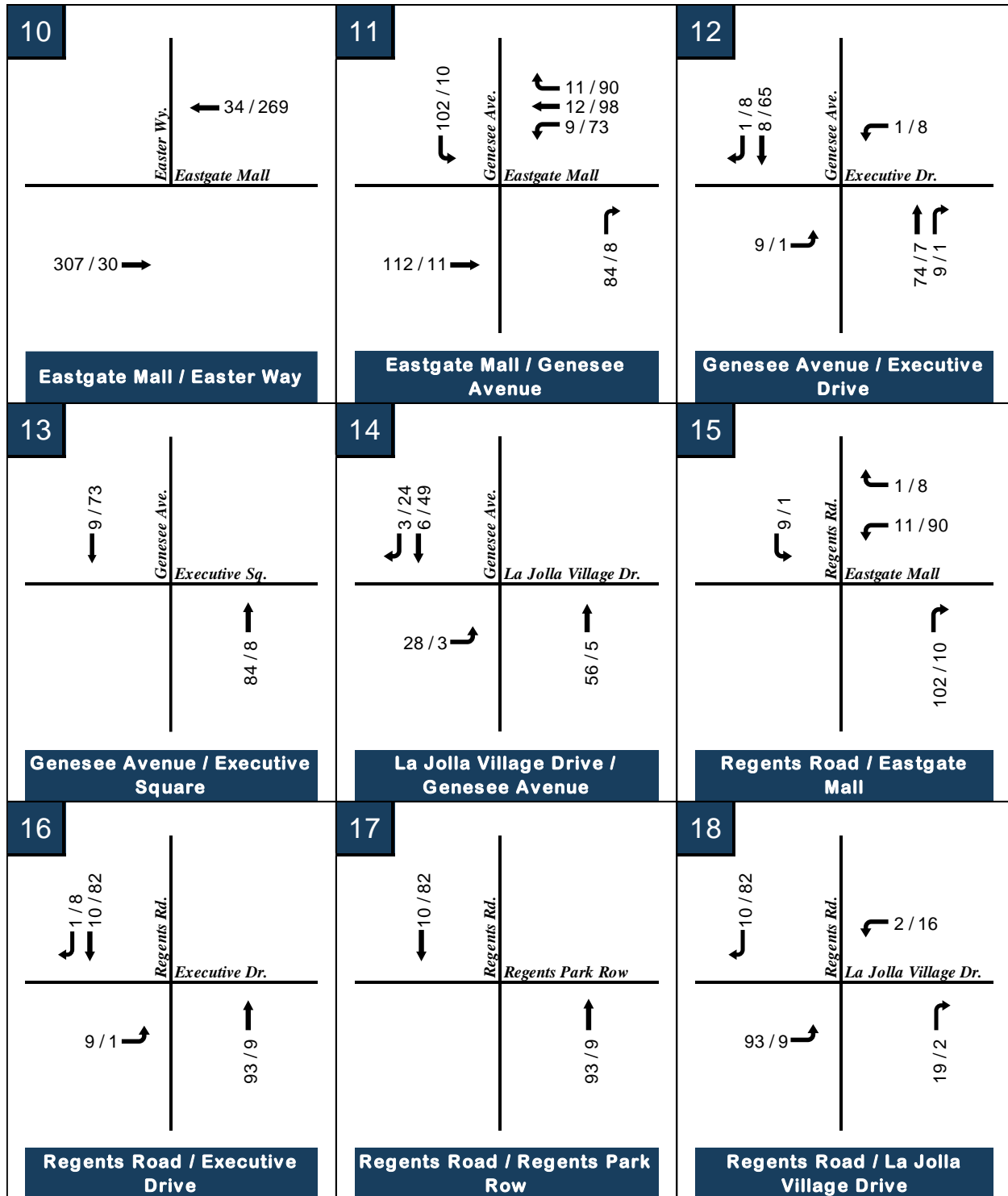


Figure 4-6: Project Only AM / PM Peak Hour Volumes



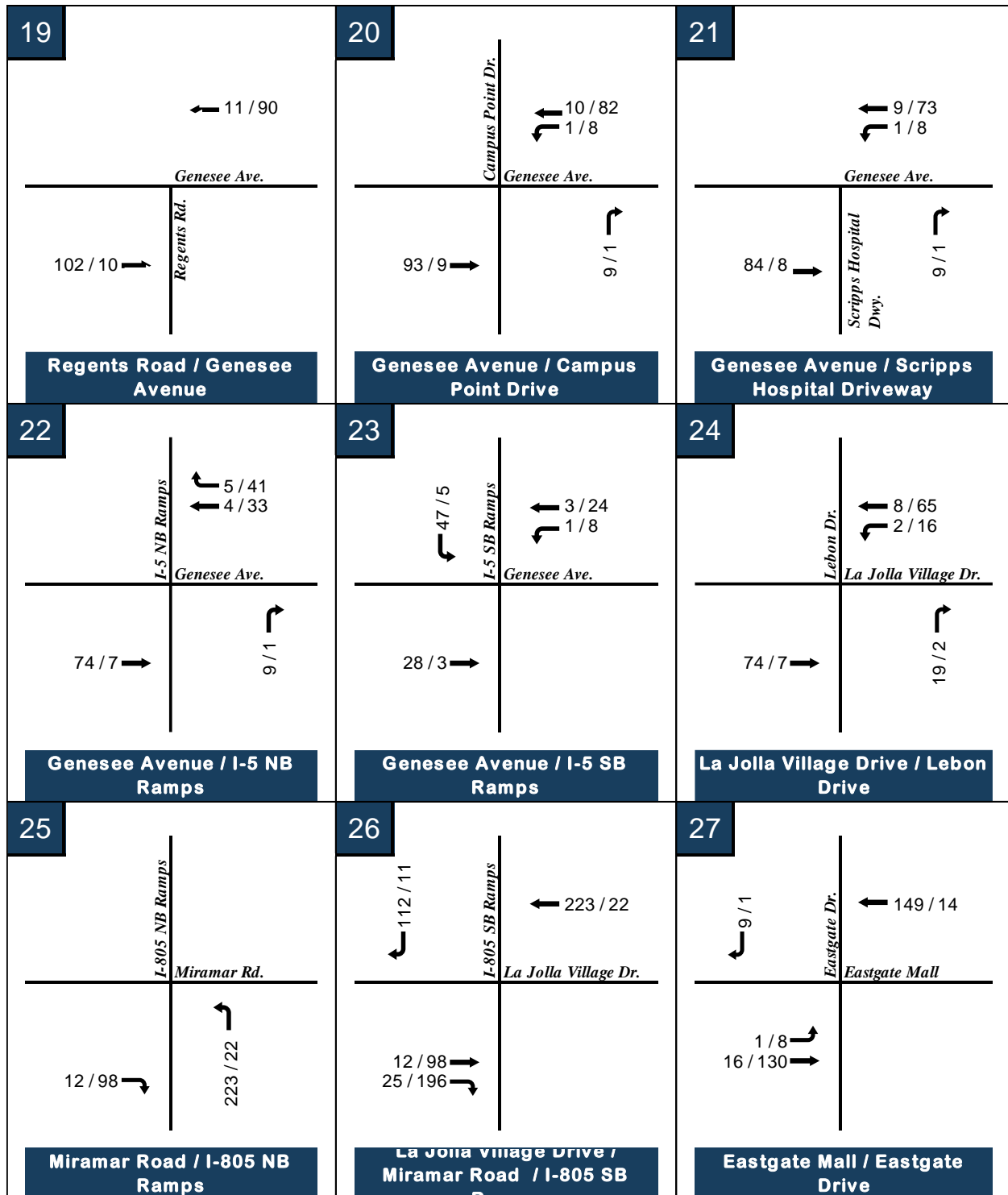
XX / XX = AM / PM Peak hour volumes

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



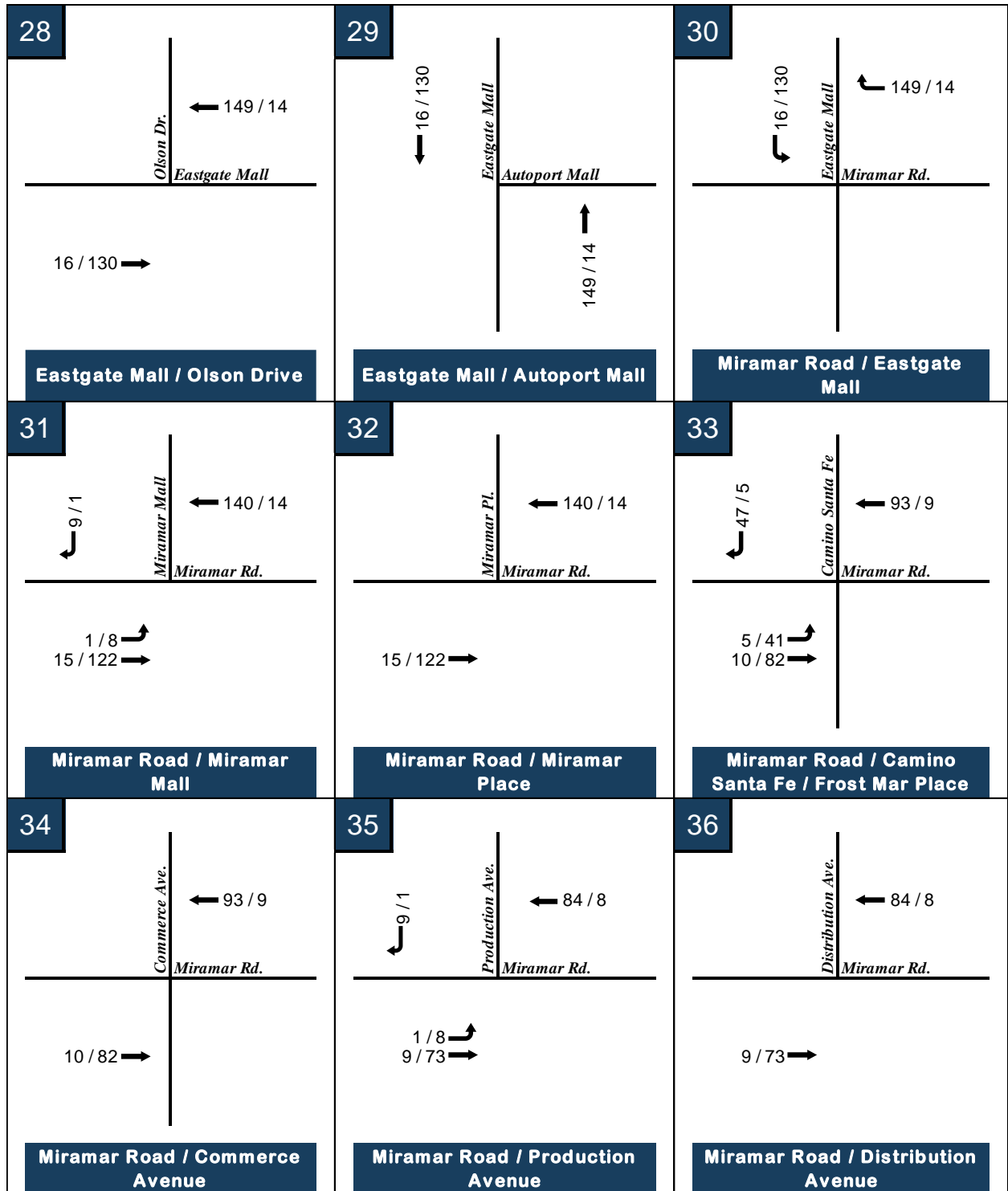
XX / XX = AM / PM Peak hour volumes

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



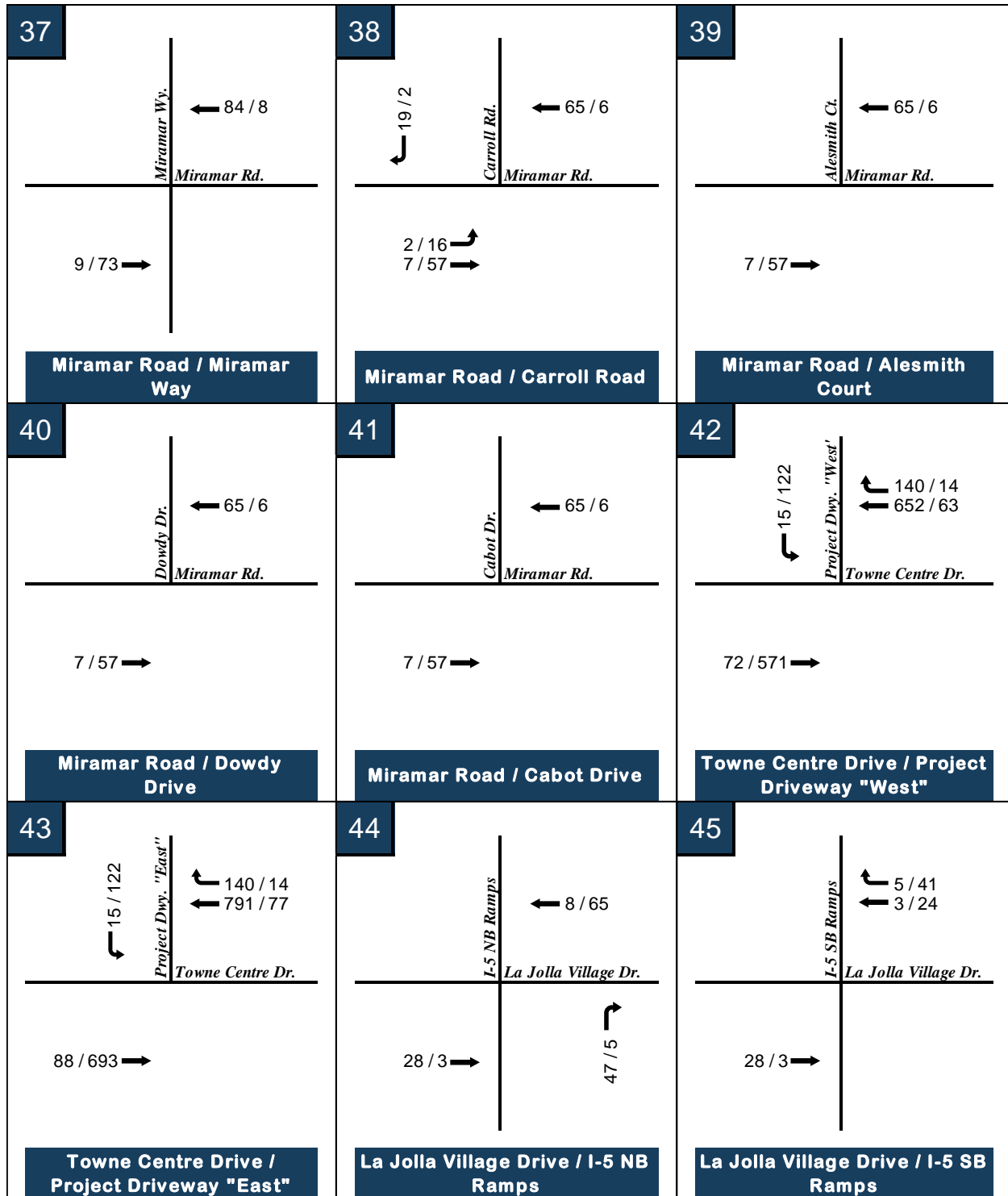
XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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## 5.0 EXISTING CONDITIONS

### 5.1 Pedestrian Facilities

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

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

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

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

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

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

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

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

**Legend:**

- N = North Quadrant / North Leg
- S = South Quadrant / South Leg
- W = West Quadrant / West Leg
- E = East Quadrant / East Leg
- \* = Continental Crosswalk

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

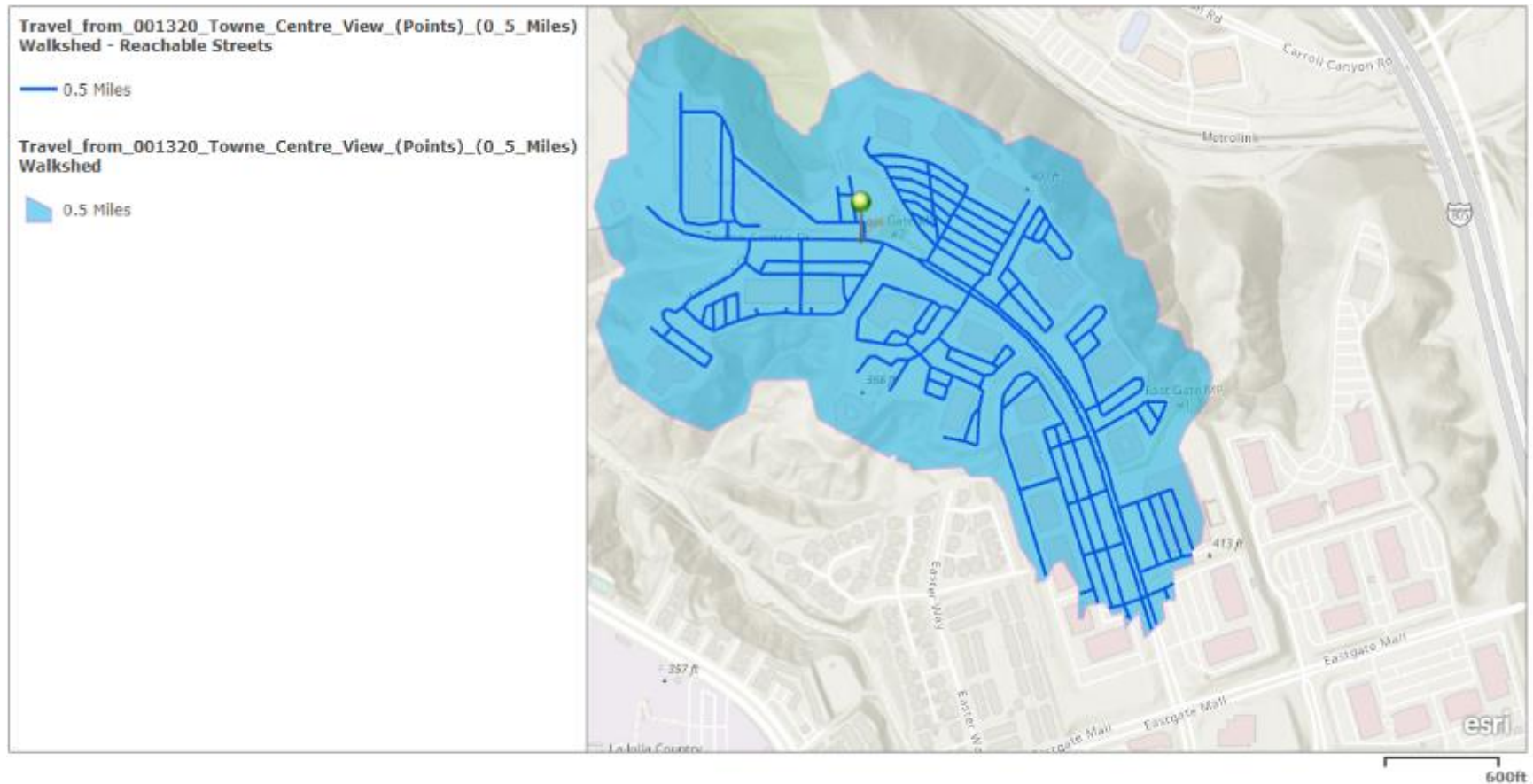
- 
- Towne Centre Drive / Westerra Court
  - Towne Centre Drive / Towne Centre Court

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

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



Figure 5-1: Walkshed Analysis



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## 5.2 Bicycle Facilities

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

**Table 5-3: Existing Bicycle Facilities**

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

**Legend:**

- Class I = Bike Path
- Class II = Bike Lane
- Class III = Bike Route
- Class IV = Cycle Track

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

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

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

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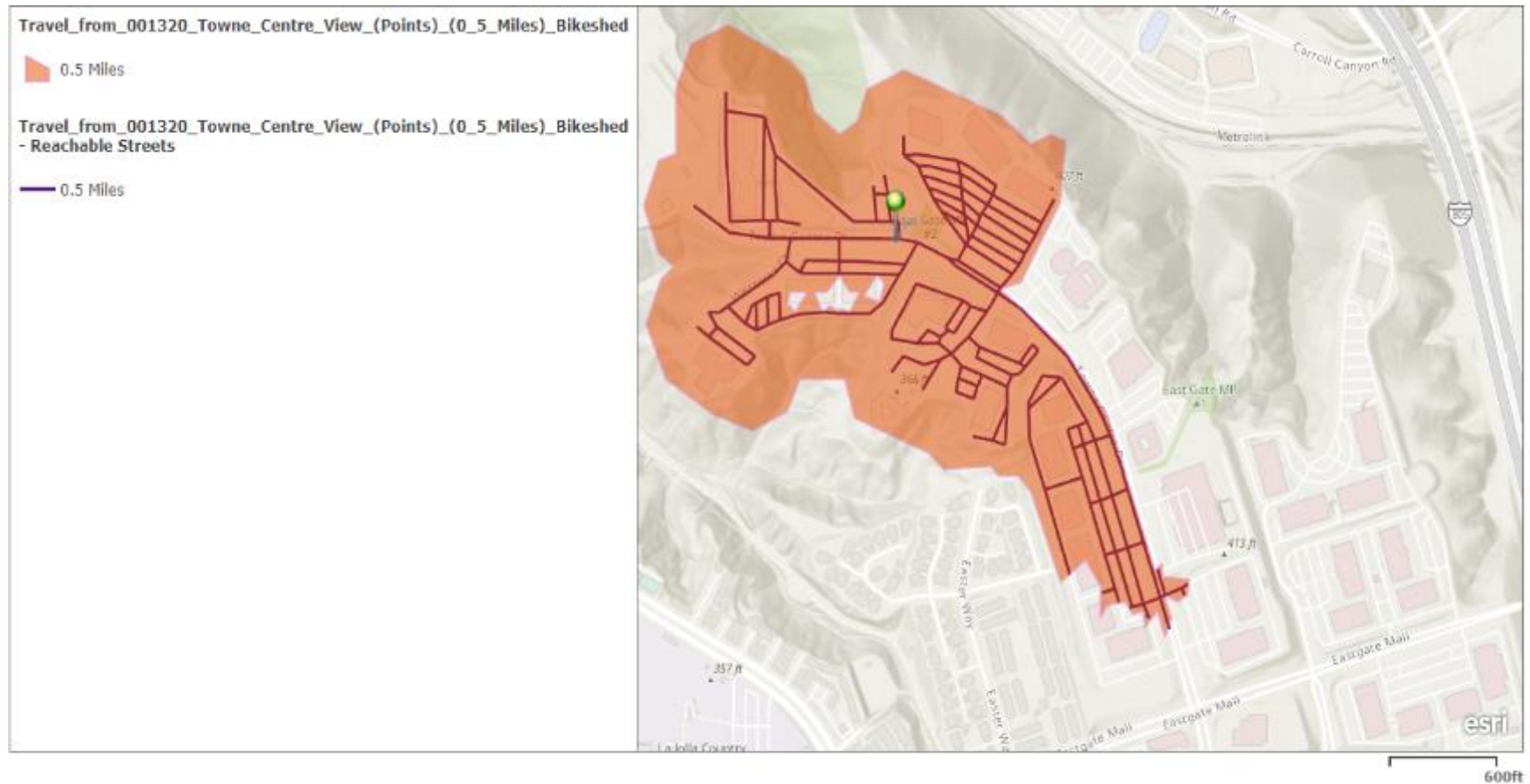
show that within a ½-mile path of travel, bicyclists cannot travel to and from the existing MTS bus stop at the Towne Centre Drive and Eastgate Mall intersection.

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

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

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

Figure 5-2: Bikeshed Analysis



Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, SanGIS, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

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### 5.3 Transit Facilities

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

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

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

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

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

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

**Legend:**

\* = Major Transit Stop

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

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

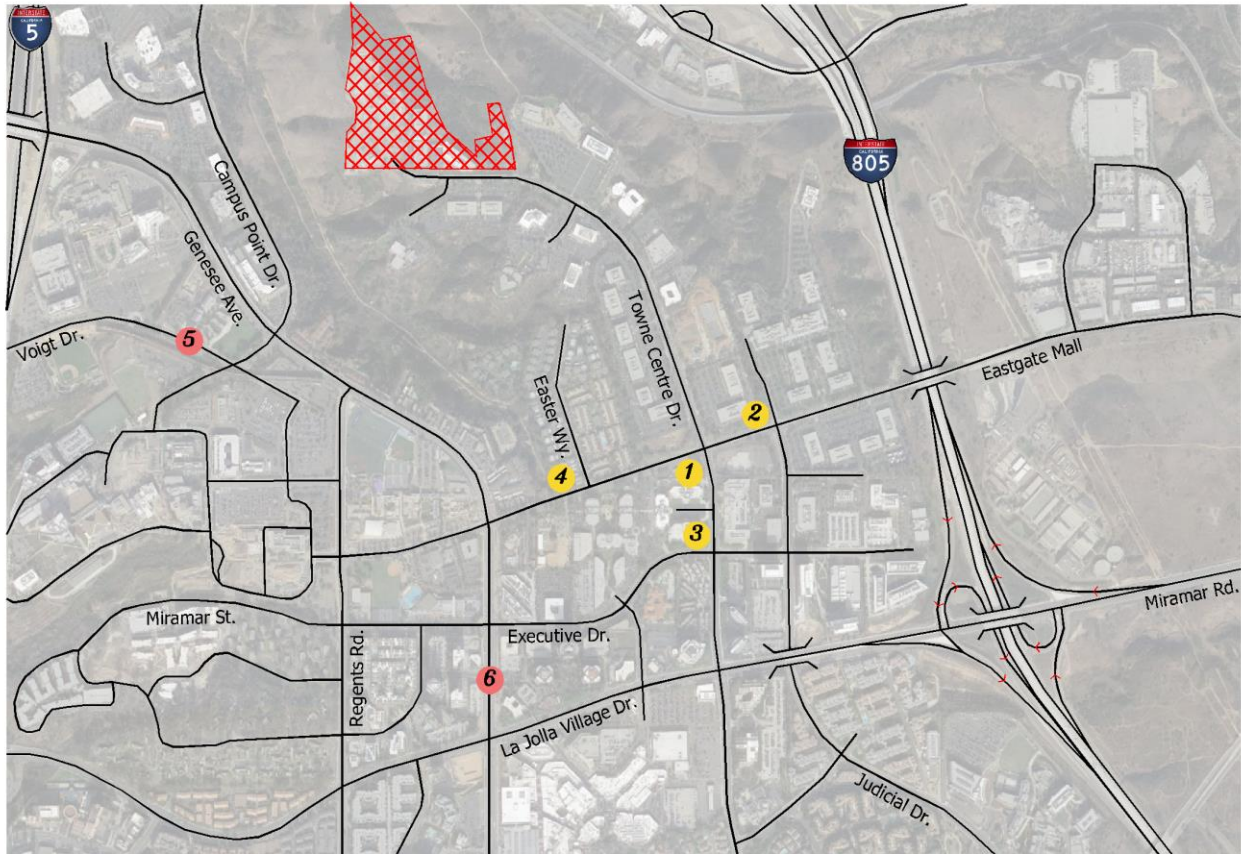
**Table 5-5** shows a summary of the destinations of the routes that service the identified transit stops.

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




**Table 5-5: Transit Routes Destinations**

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

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



Legend

-  = Project Location
-  = Transit Stop Locations (closest transit stops to Project Site)
-  = Trolley Station Location (Mid-Coast Corridor Transit Project)



ID	Transit Stop Location	Walking Distance From Project Site	Route(s)
1	SW corner of Towne Centre Drive / Eastgate Mall	0.84 mi.	(979)
2	NW corner of Eastgate Mall / Judicial Drive	0.89 mi.	(204)
3	NW corner of Towne Centre Drive / Executive Drive	0.77 mi.	(979)
4	SW corner of Eastgate Mall / Easter Way	0.85 mi.	(979)
5	*UCSD Health La Jolla Station (Mid-Coast Trolley Station)	1.61 mi.	(Blue Line)
6	*Executive Dr. Station (Mid-Coast Trolley Station)	1.20 mi.	(Blue Line)

Notes: \* = Major Transit Stop



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## 5.4 Existing Roadway Facilities

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

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

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

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

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

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

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

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

## 5.5 **Traffic Counts**

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Table 5-8: Existing Baseline Volume Projections

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

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## 5.6 Roadway Segments

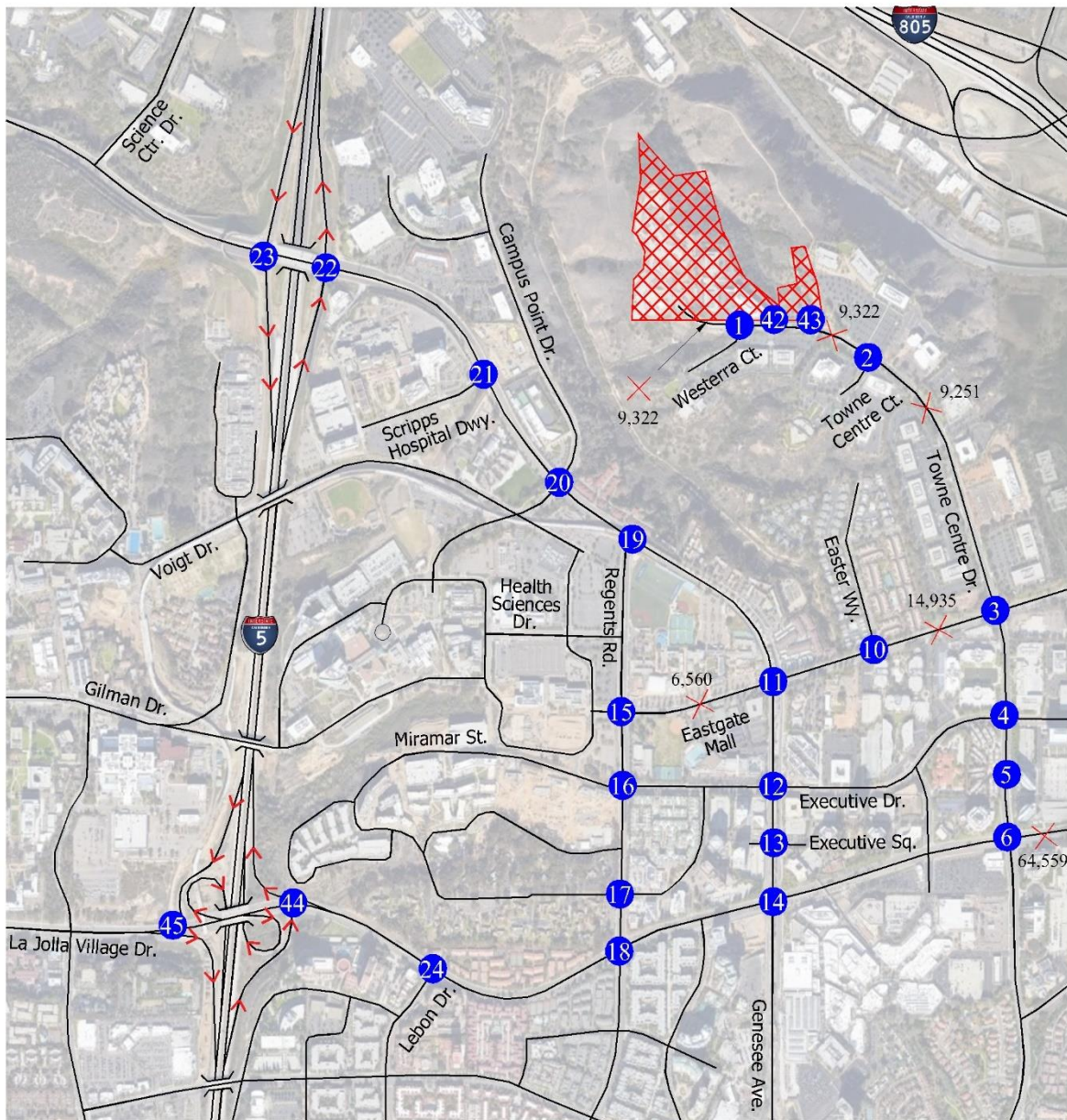
**Table 5-9** summarizes the roadway segment analysis for Existing conditions. Based on Existing volumes and the City’s roadway segment classification thresholds, the roadway segments operate at an acceptable LOS “D” or better in the Existing condition, except for the following:

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

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

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

Figure 5-4: Existing ADT Volumes



Legend




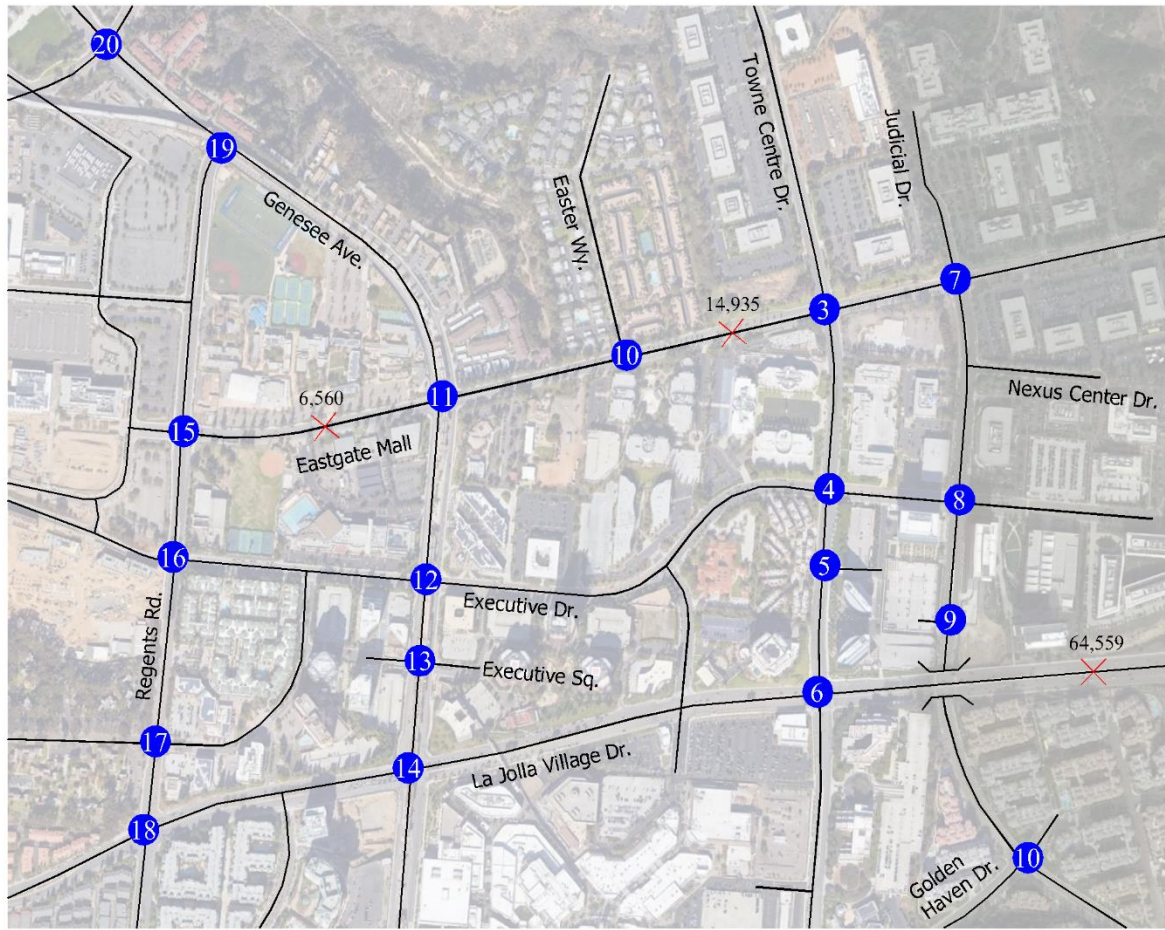
-  = Project Location
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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



Legend



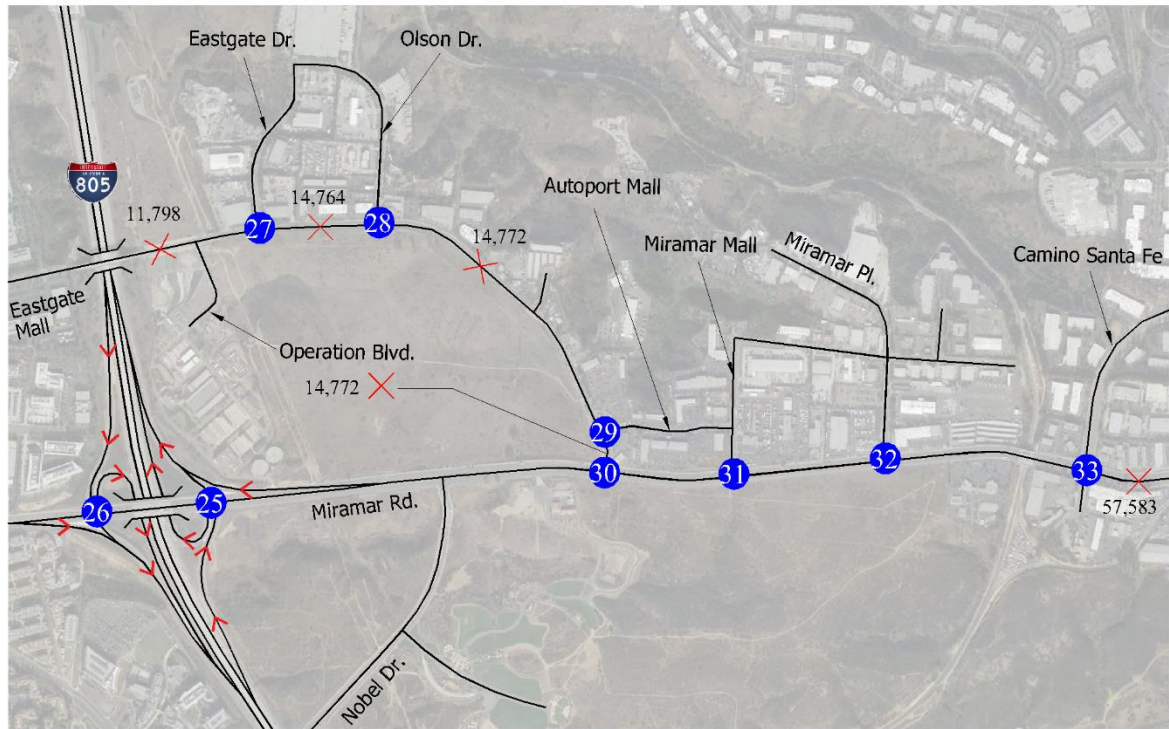
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number





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



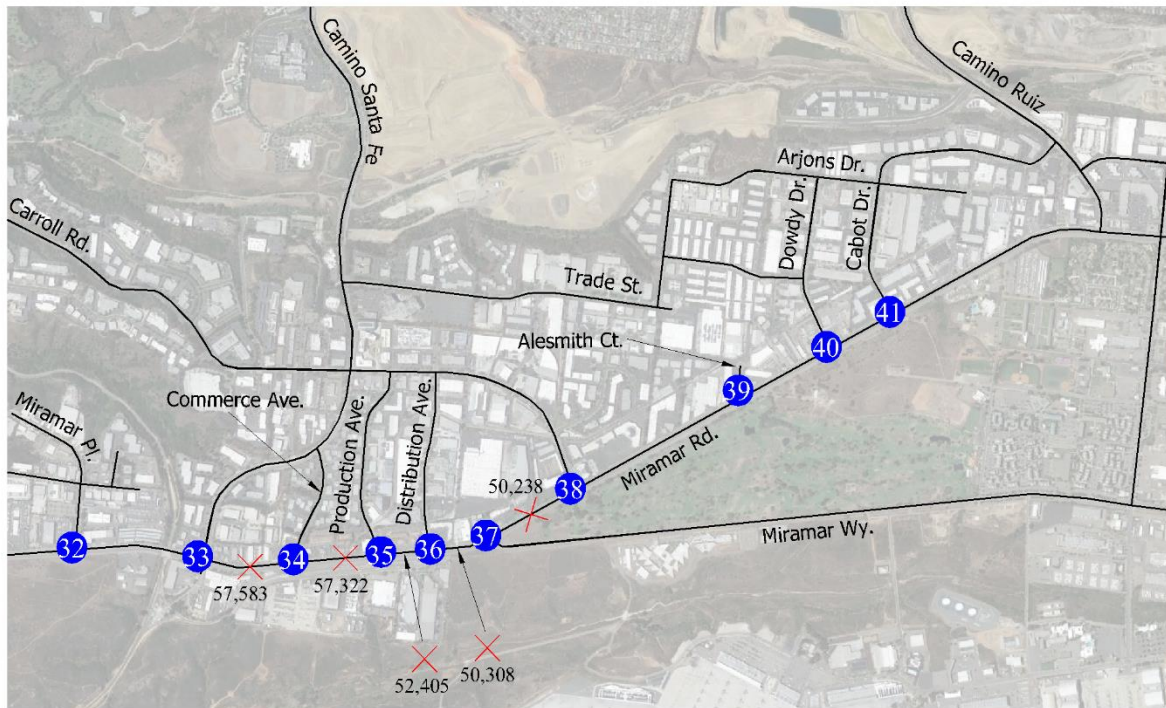
Legend

- ✕ = Study Street Segment
- # = Study Intersection

XX,XXX = ADT Number



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



Legend

× = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



**Table 5-9: Existing Roadway Segment Analysis**

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

**Legend:**

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

**Notes:**

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

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## 5.7 Intersections

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

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

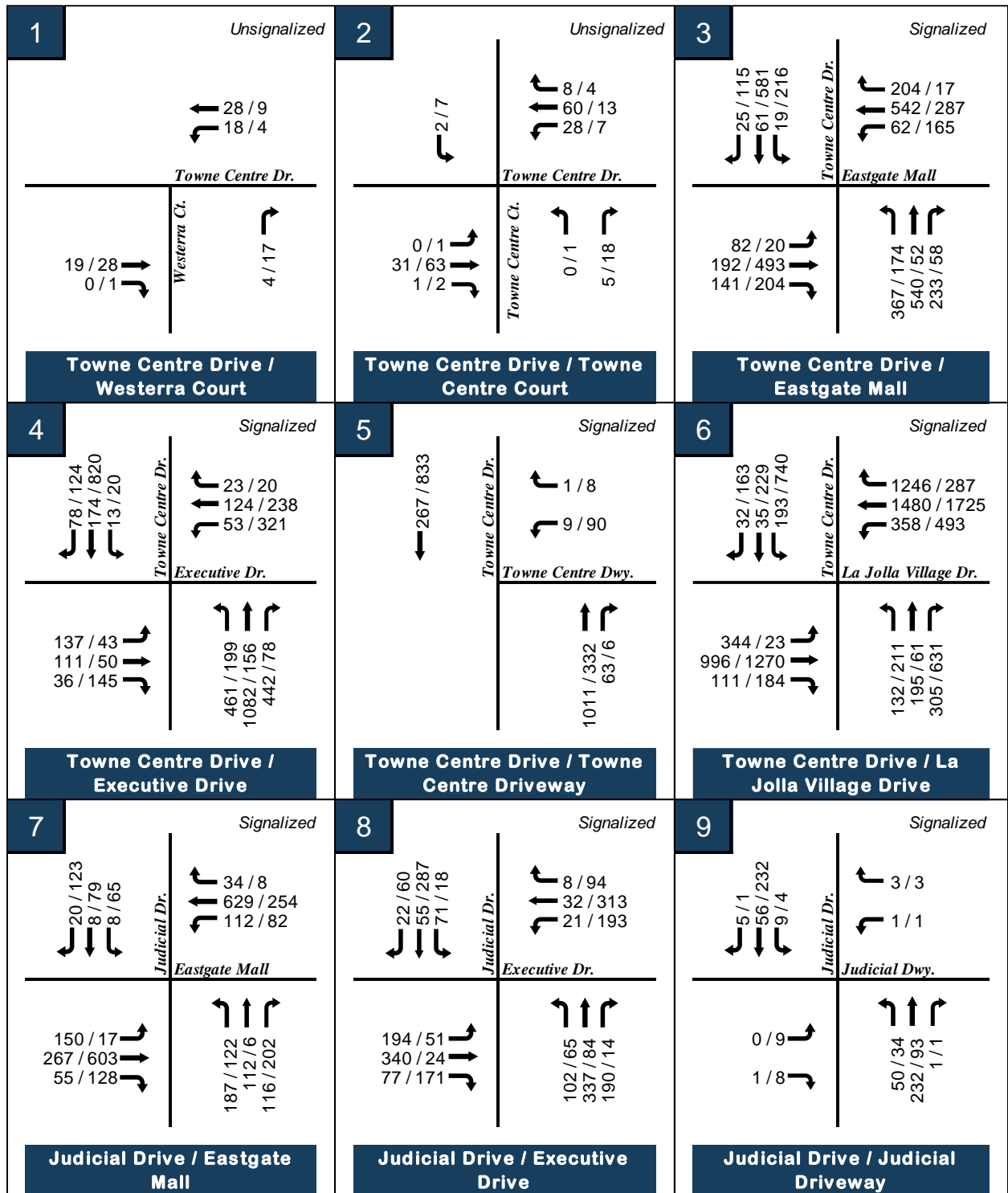
The lane configuration used for the evaluation of Existing conditions is based on the latest satellite imagery available from Google Earth as of February 2022.

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

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

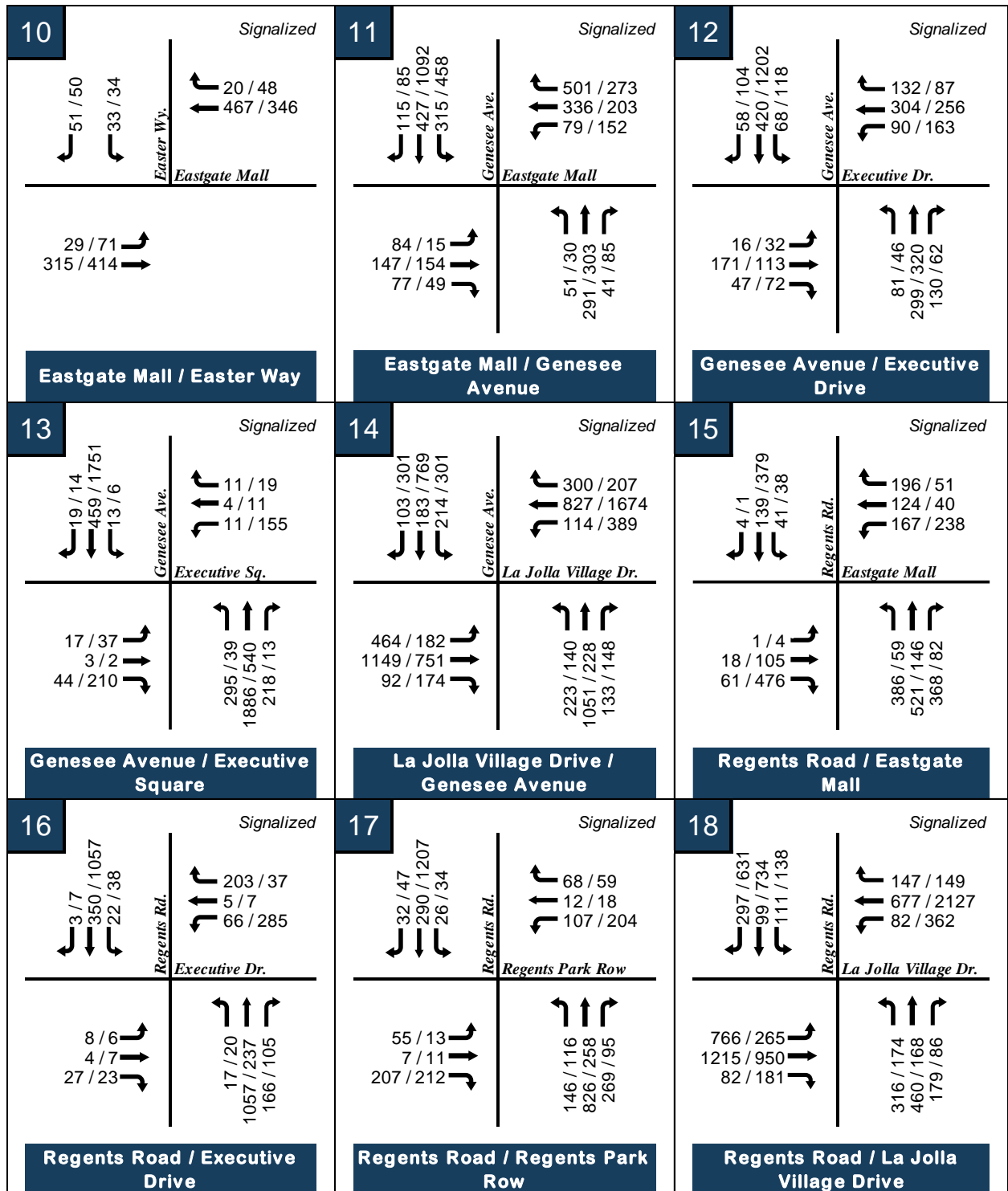
Refer to **Appendix G** for the Synchro worksheets of Existing conditions.

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



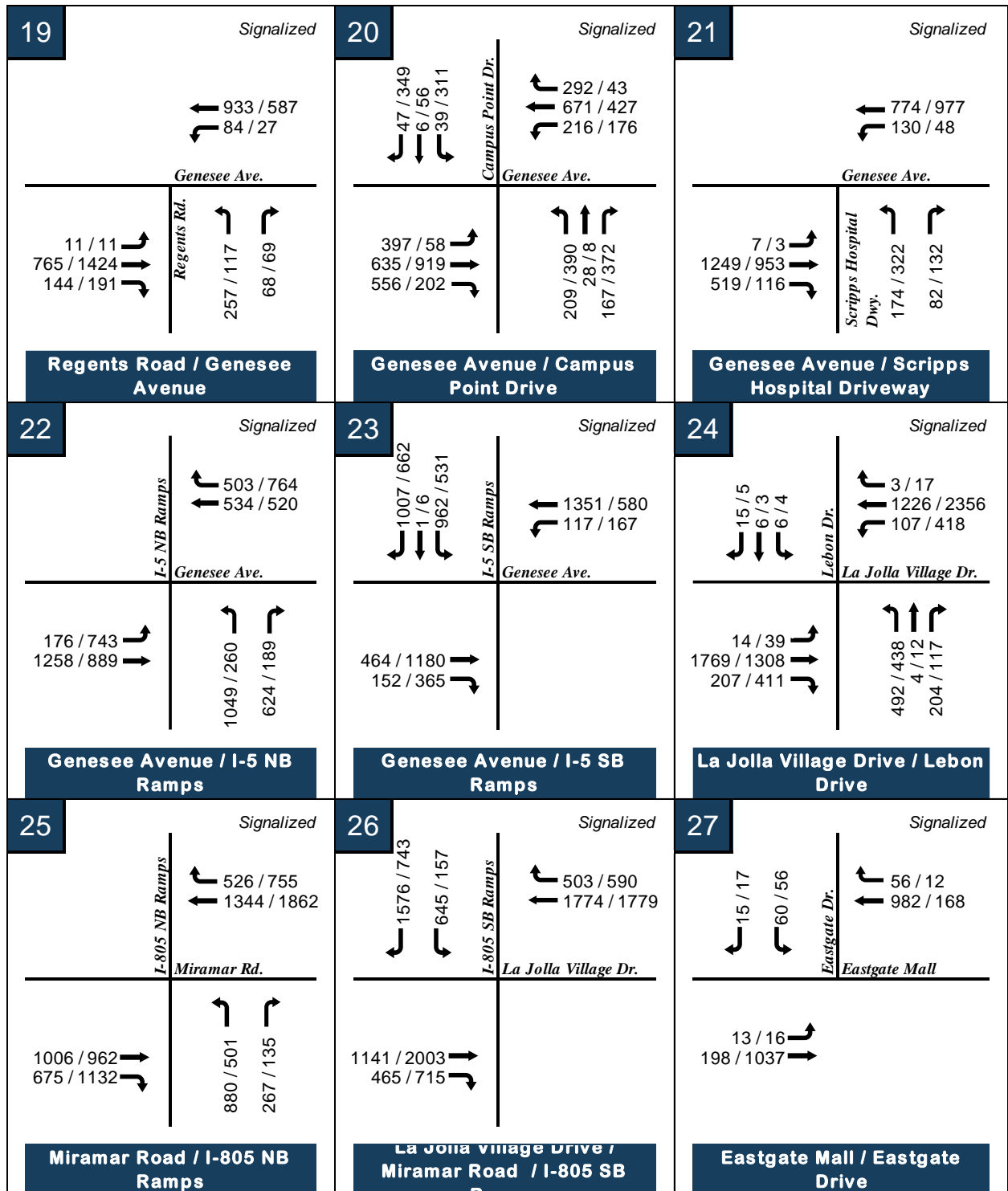
XX / XX = AM / PM Peak hour volumes

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



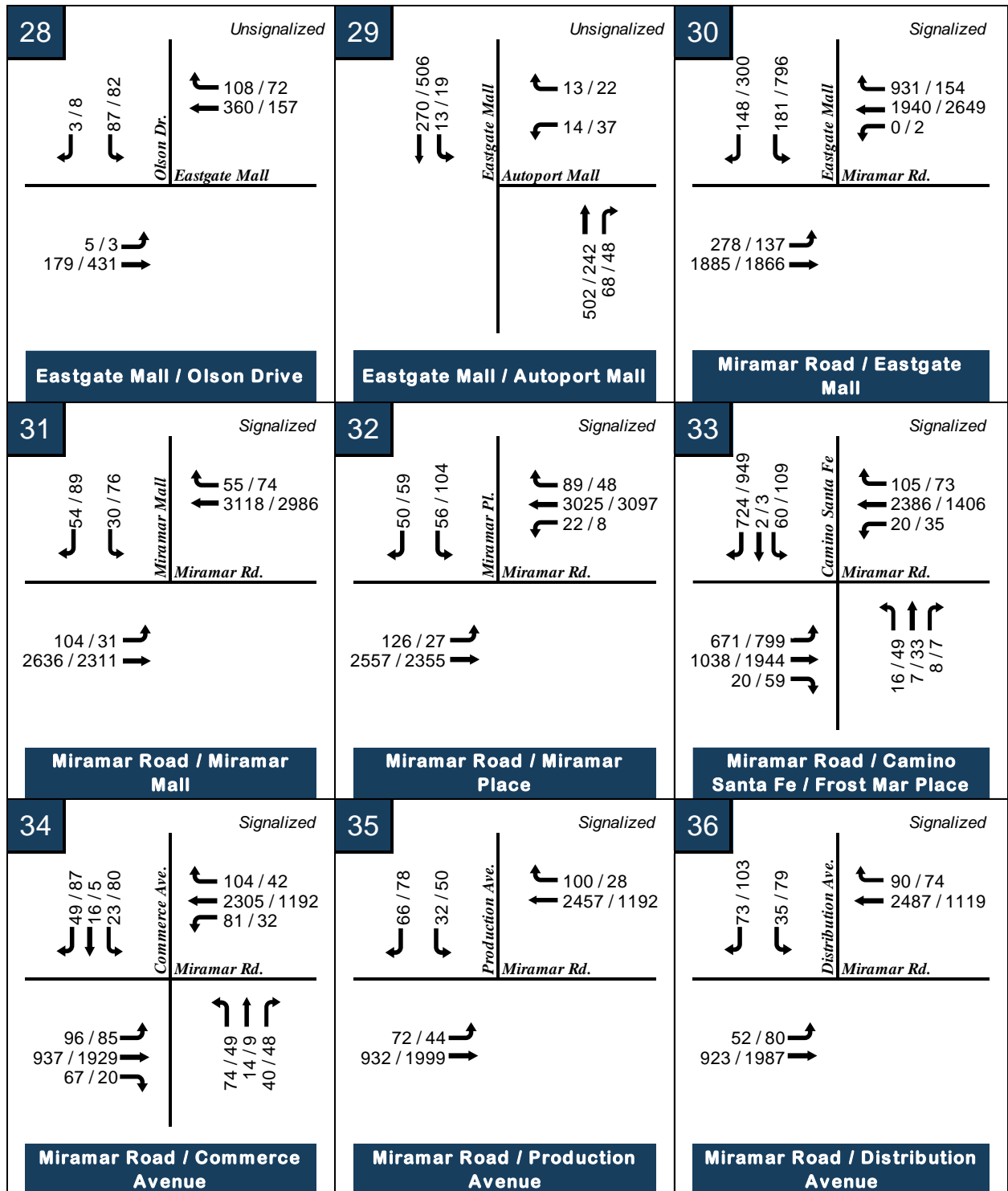
XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

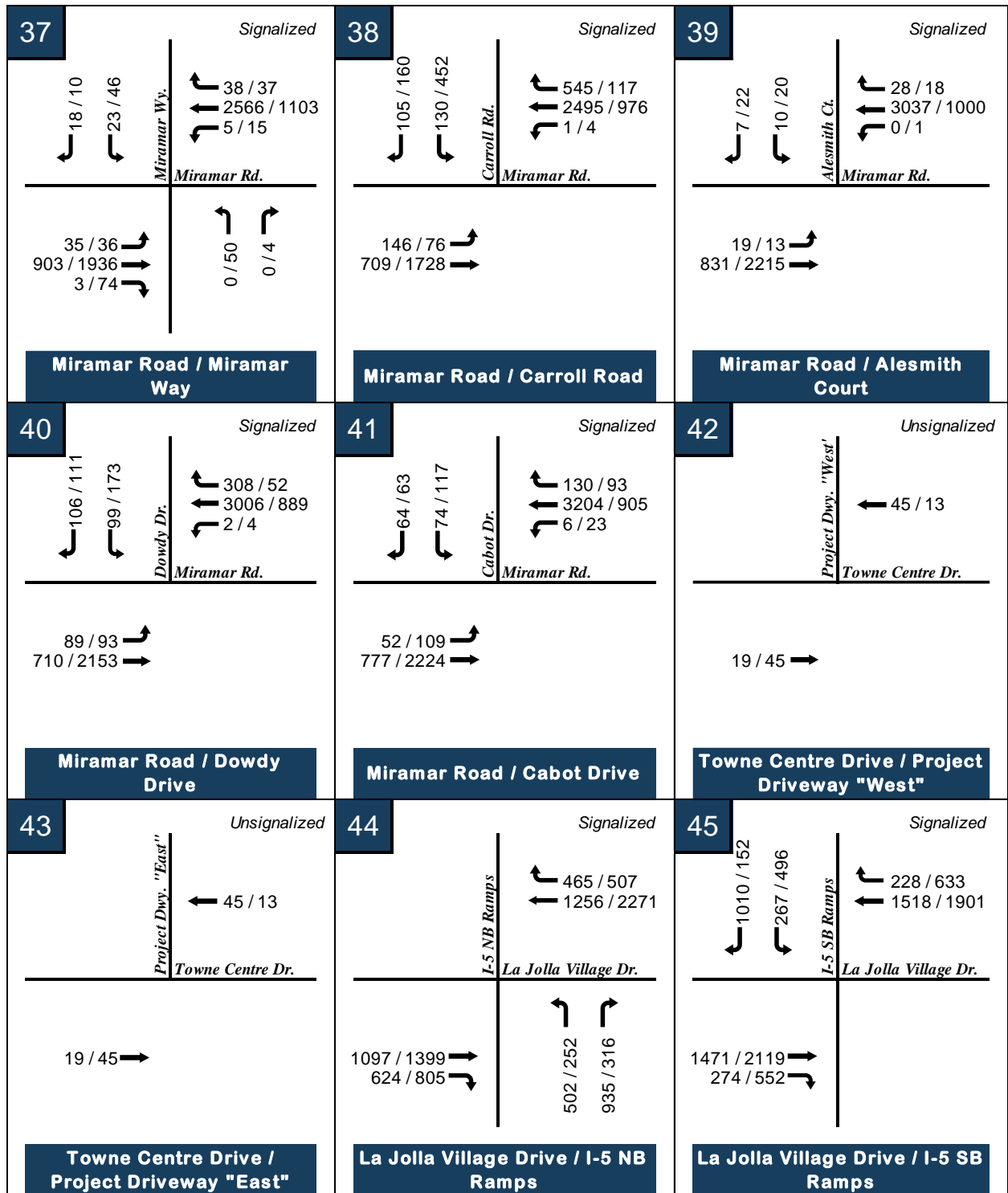
Figure 5-5: Existing AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

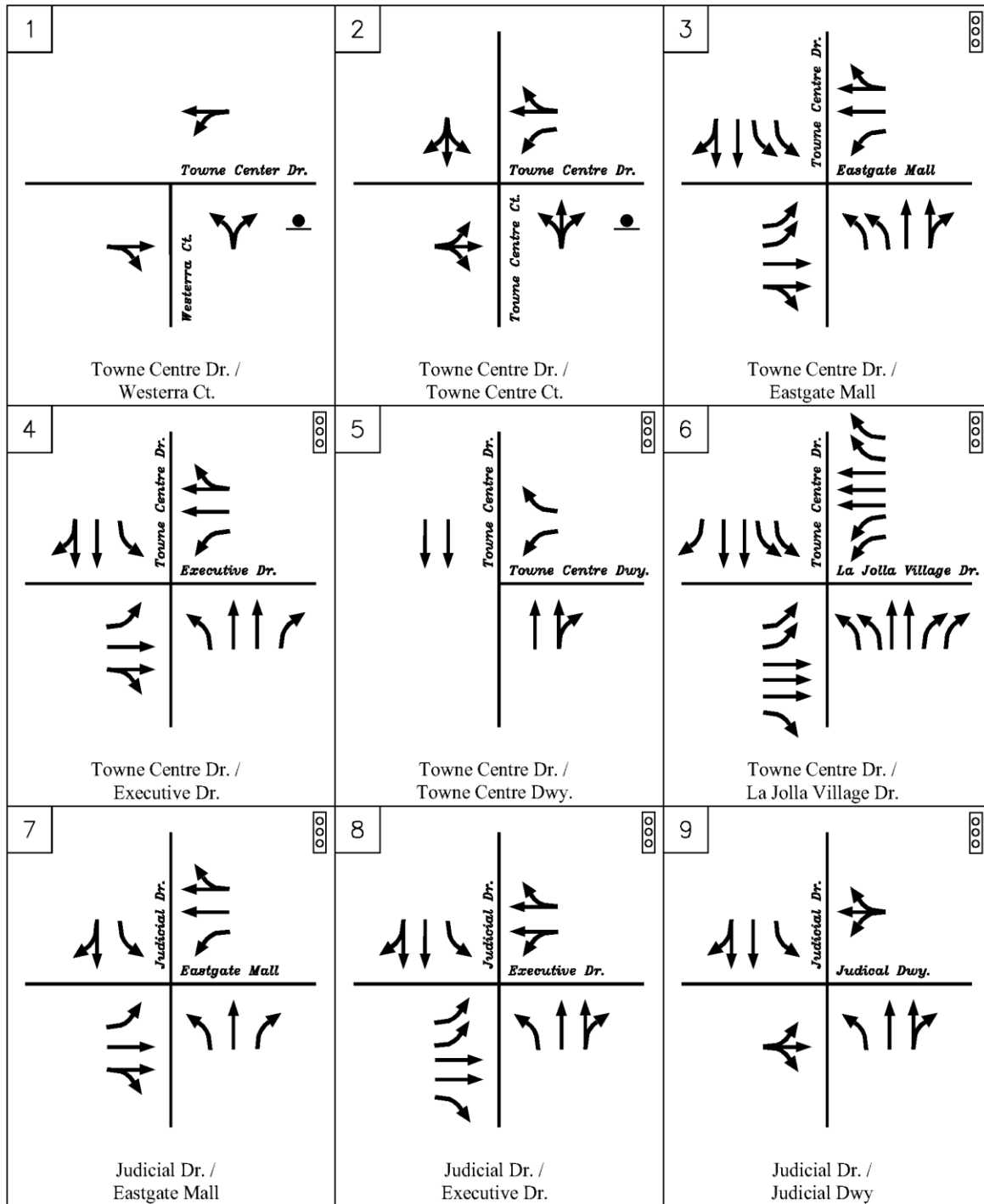


Figure 5-5: Existing AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 5-6: Existing Lane Configurations



Legend



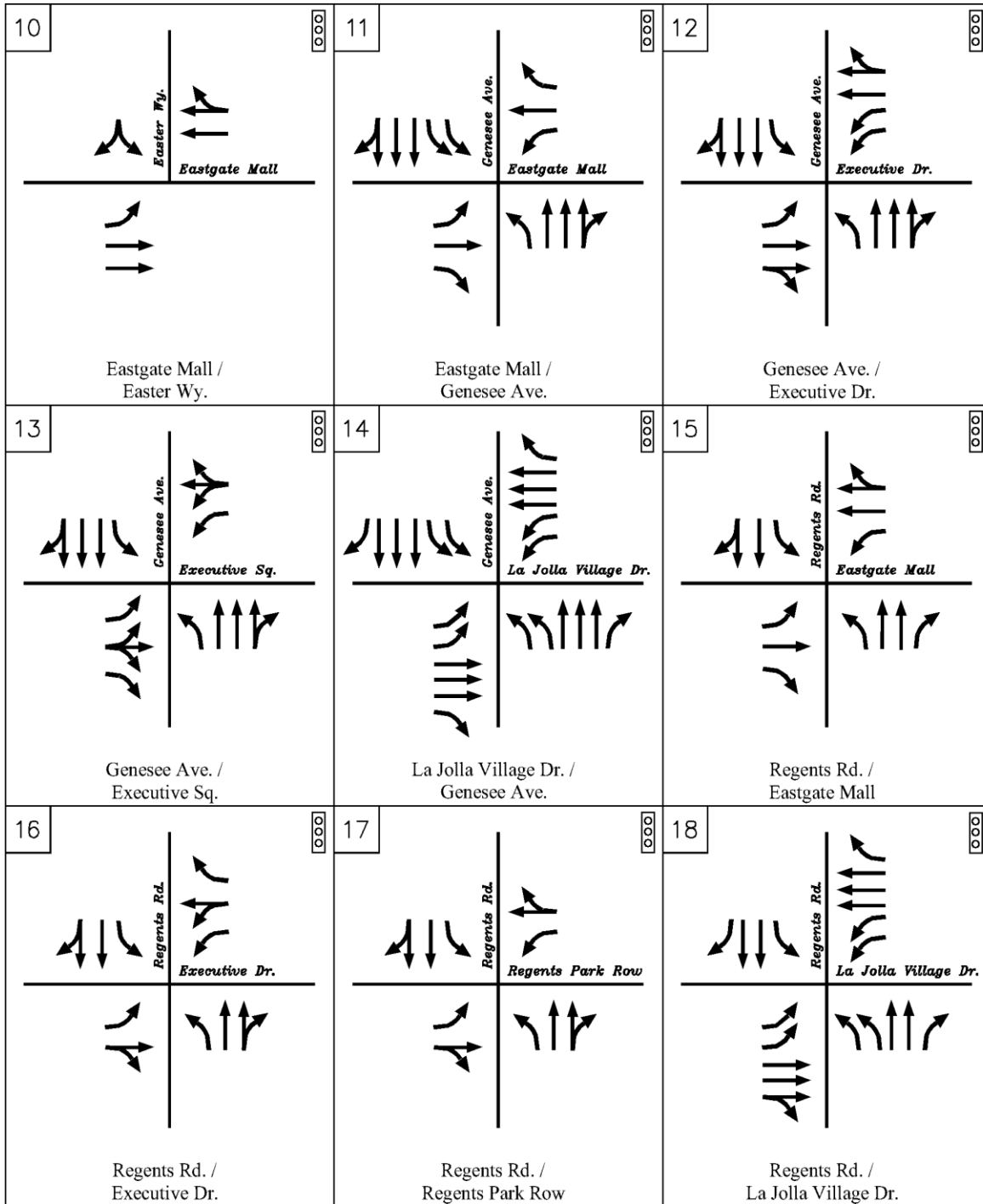
-  = Signalized Intersection
-  = Unsignalized Intersection



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



Legend



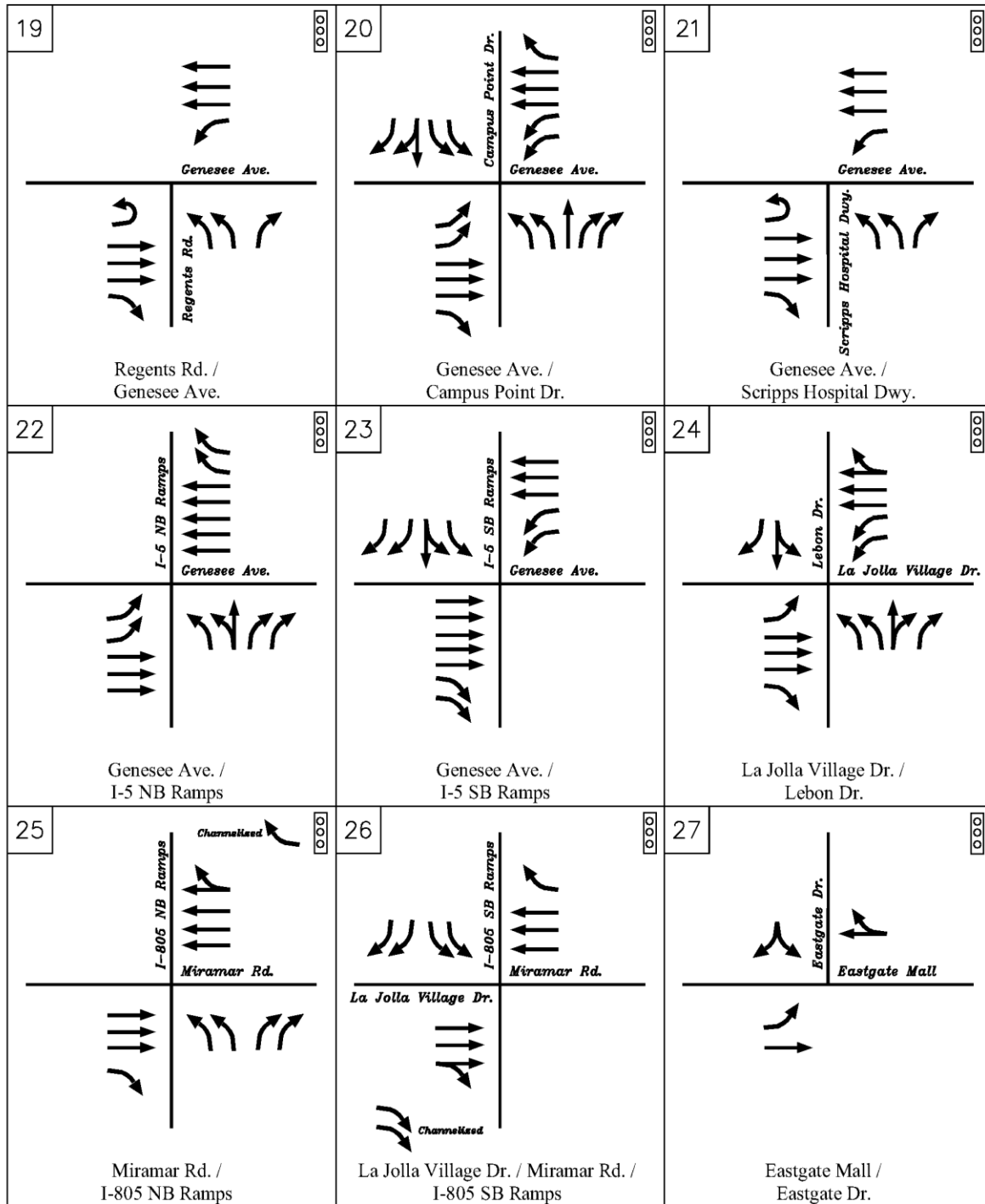
-  = Signalized Intersection
-  = Unsignalized Intersection



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



Legend



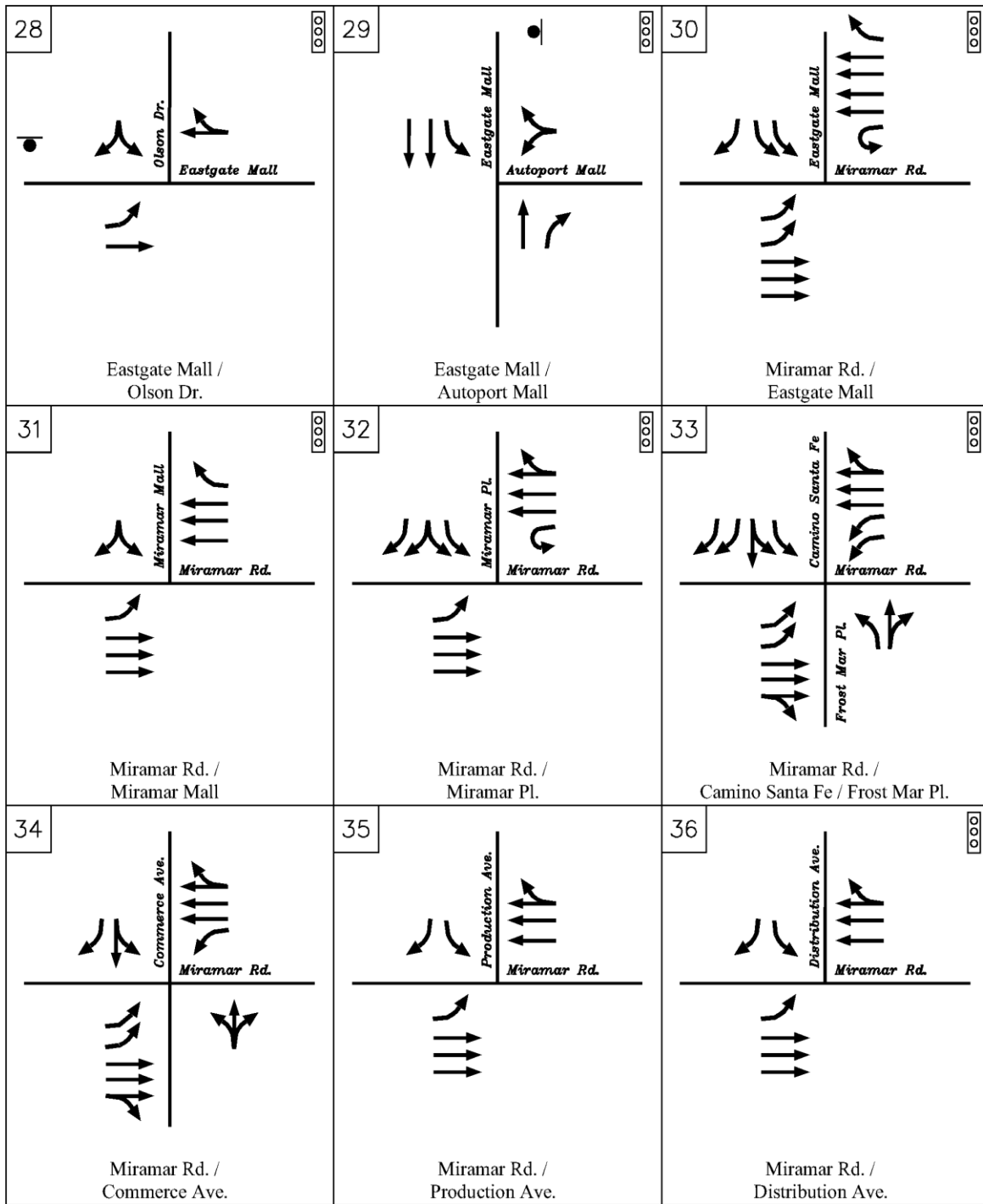
-  = Signalized Intersection
-  = Unsignalized Intersection



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



Legend



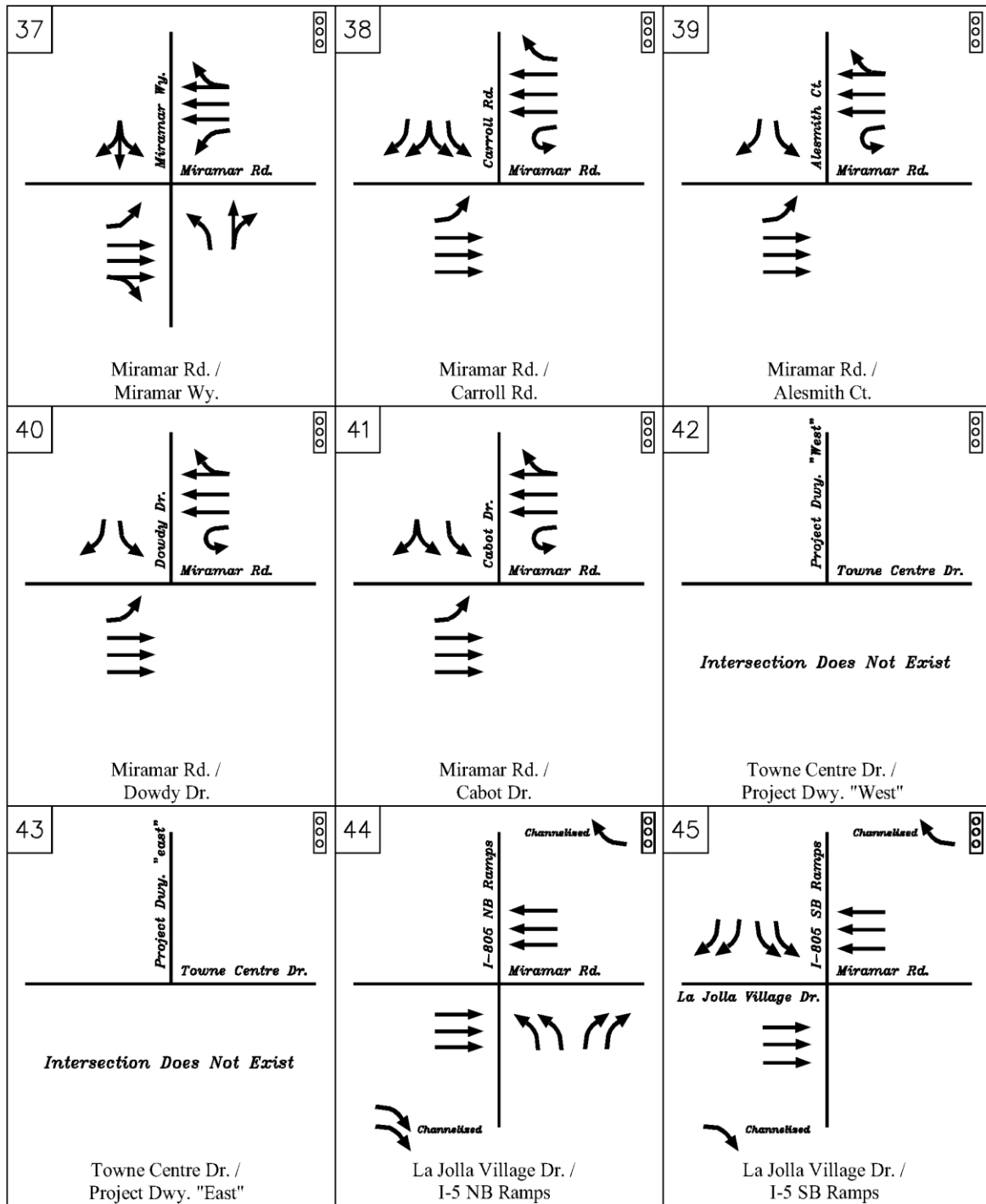
-  = Signalized Intersection
-  = Unsignalized Intersection



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



Legend



-  = Signalized Intersection
-  = Unsignalized Intersection



Table 5-10: Existing Intersection Peak Hour Analysis

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

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

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

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

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## 6.0 CUMULATIVE PROJECTS

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

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

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

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

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

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



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

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

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

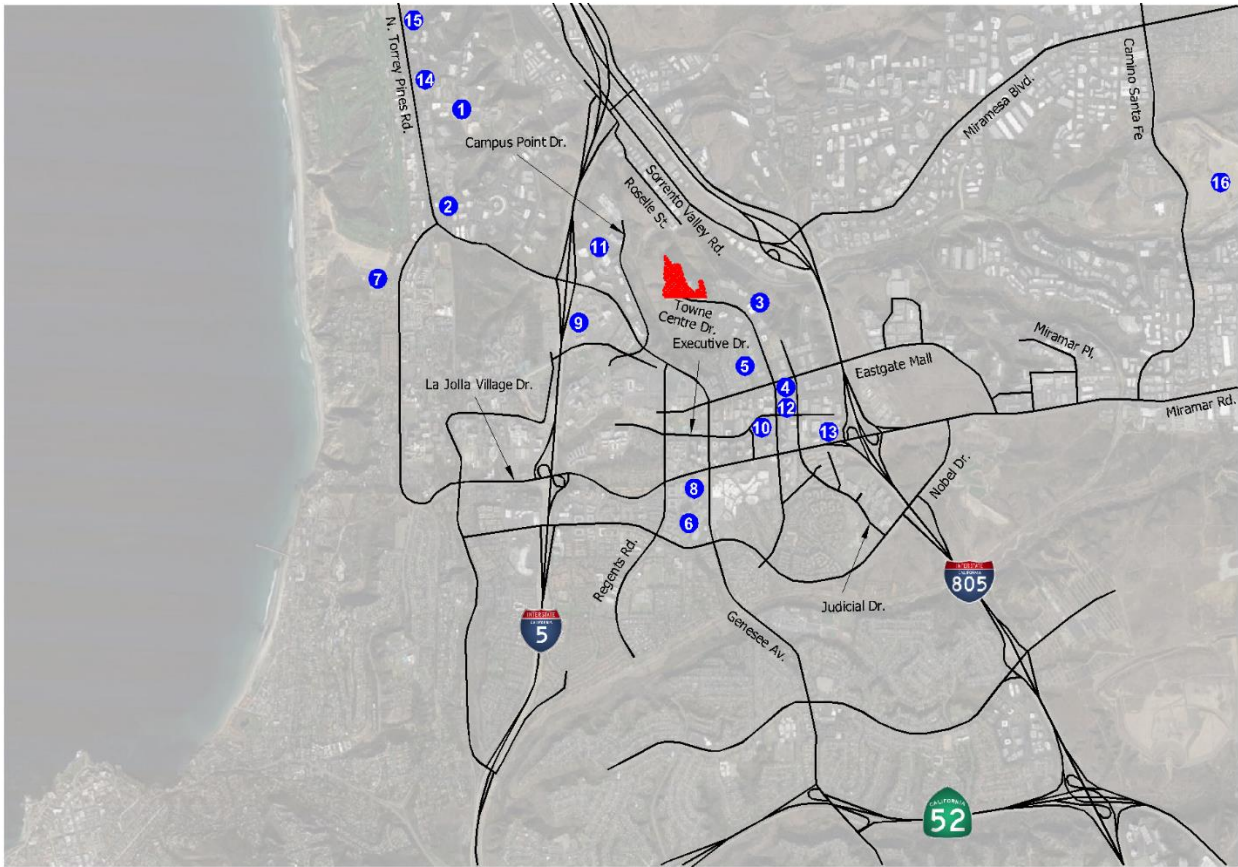
**Table 6-1: Cumulative Projects List**

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

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

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

Figure 6-1: Cumulative Projects Location Map



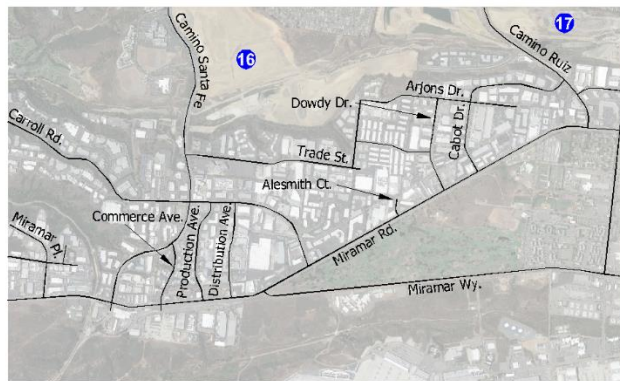
Legend



= Project Location

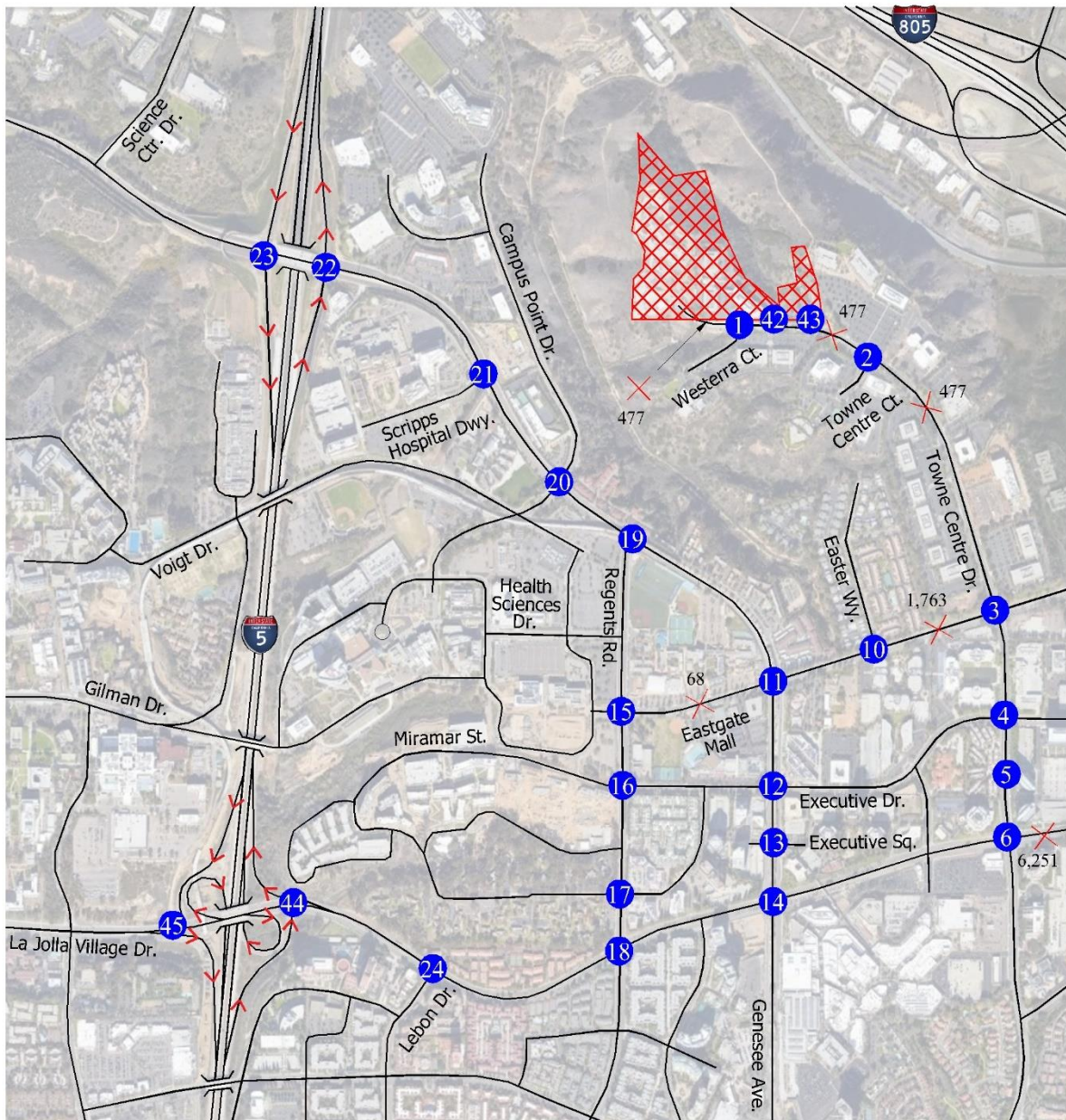


= Cumulative Project Location ID



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

Figure 6-2: Cumulative Projects ADT Volumes



Legend




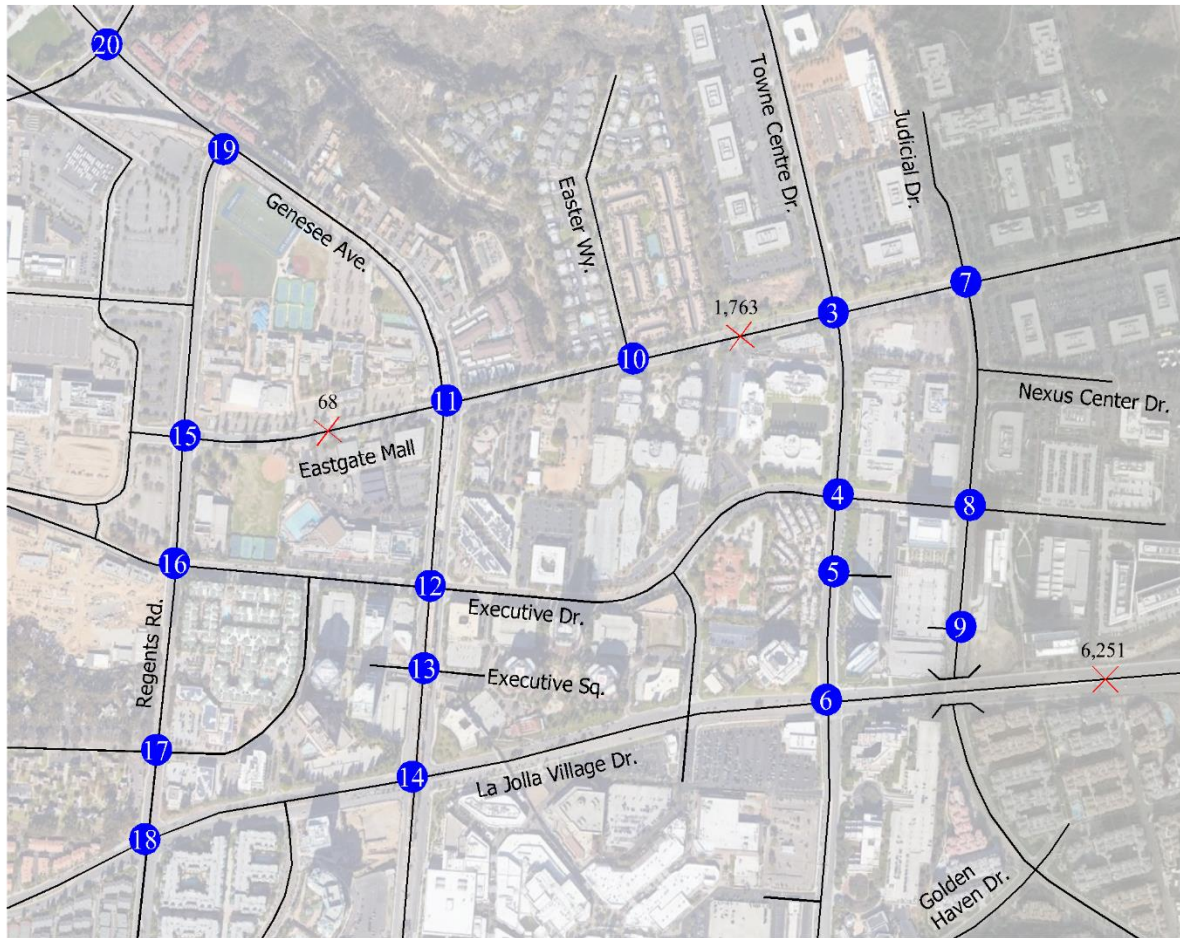
-  = Project Location
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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



Legend



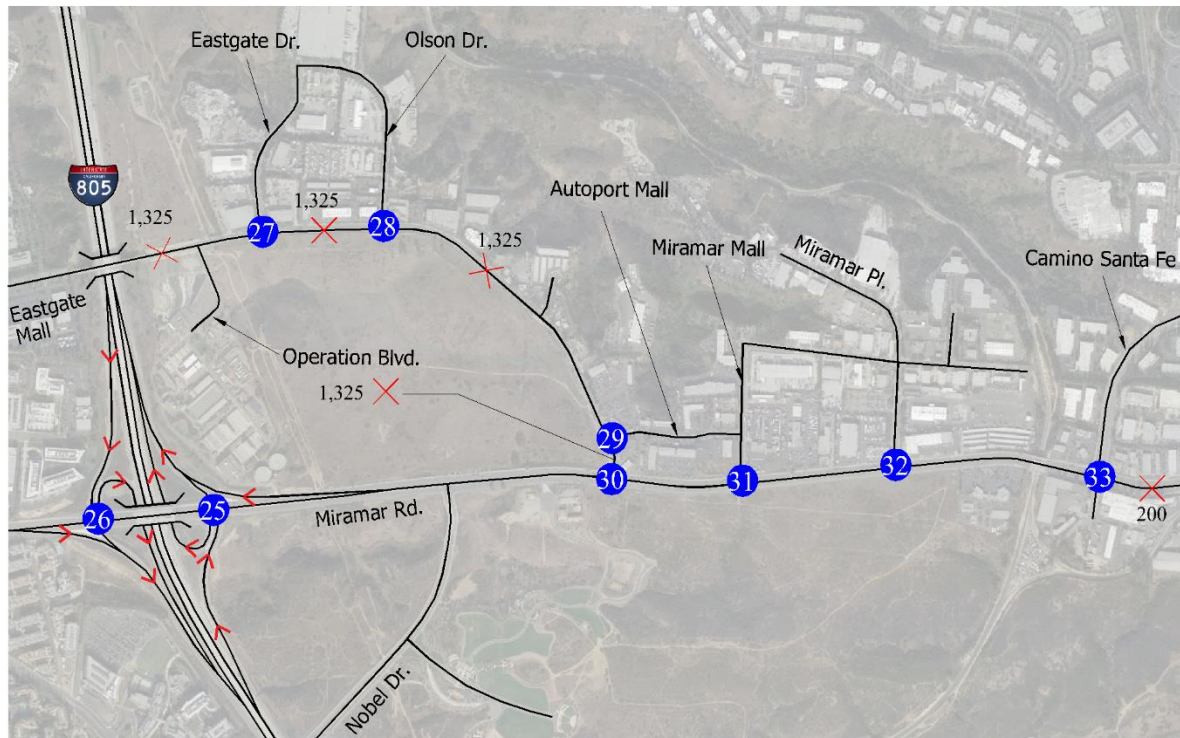
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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



Legend

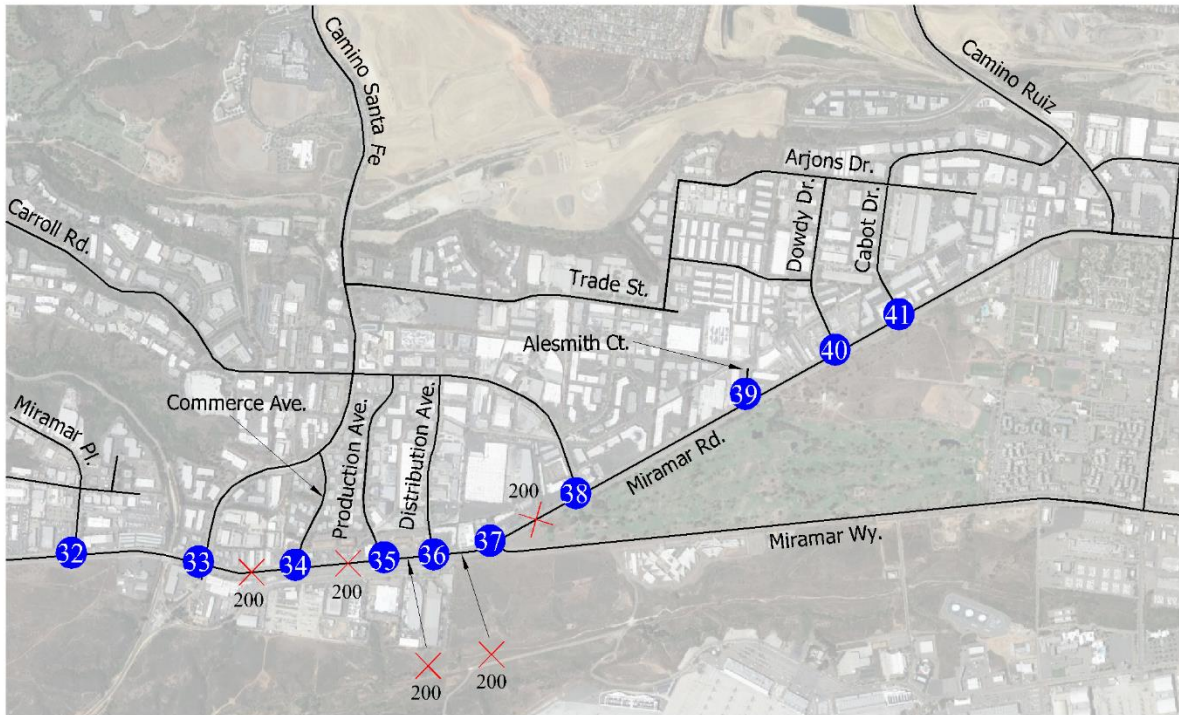
✕ = Study Street Segment

⊕ = Study Intersection

XX,XXX = ADT Number



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



Legend

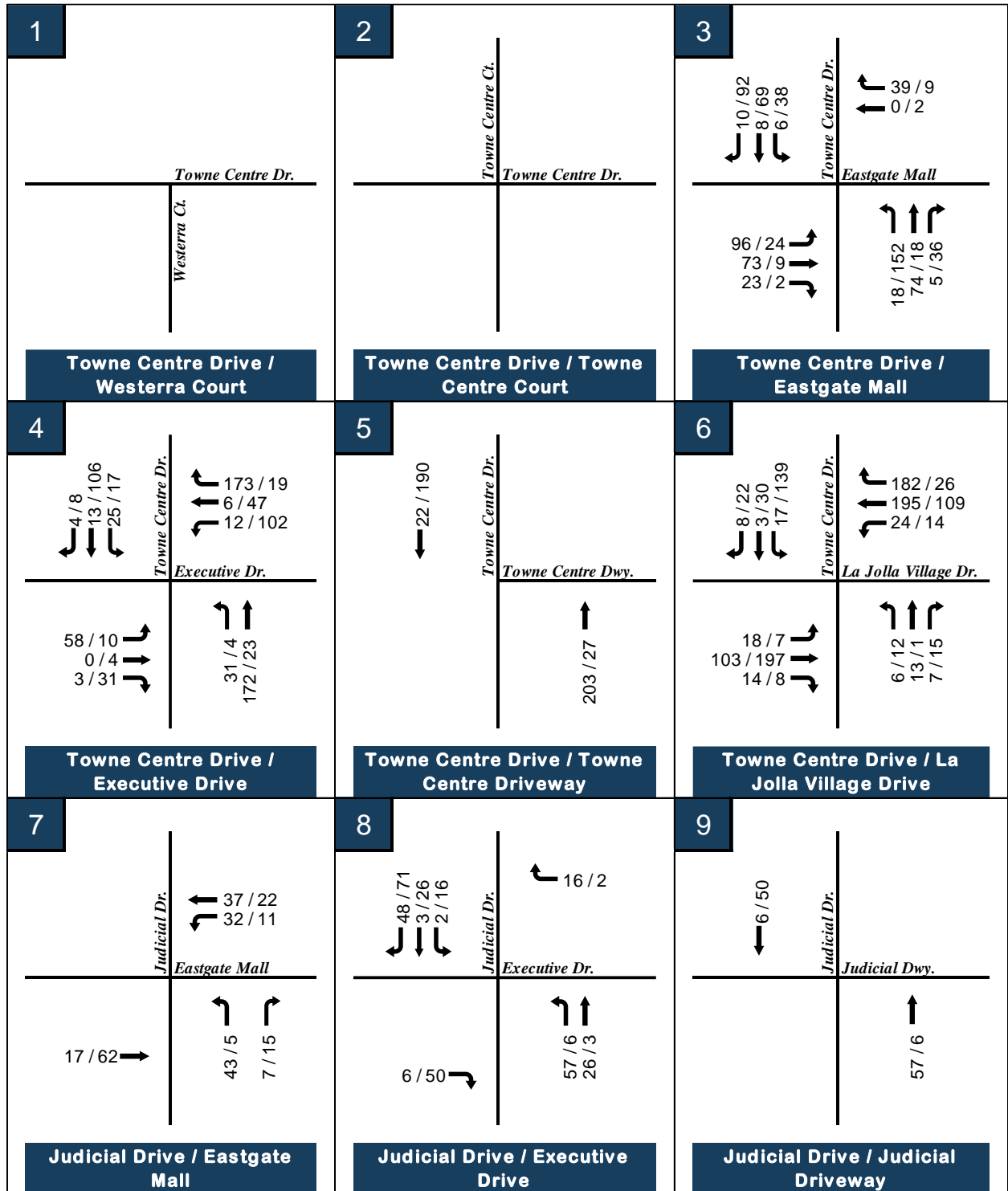
× = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



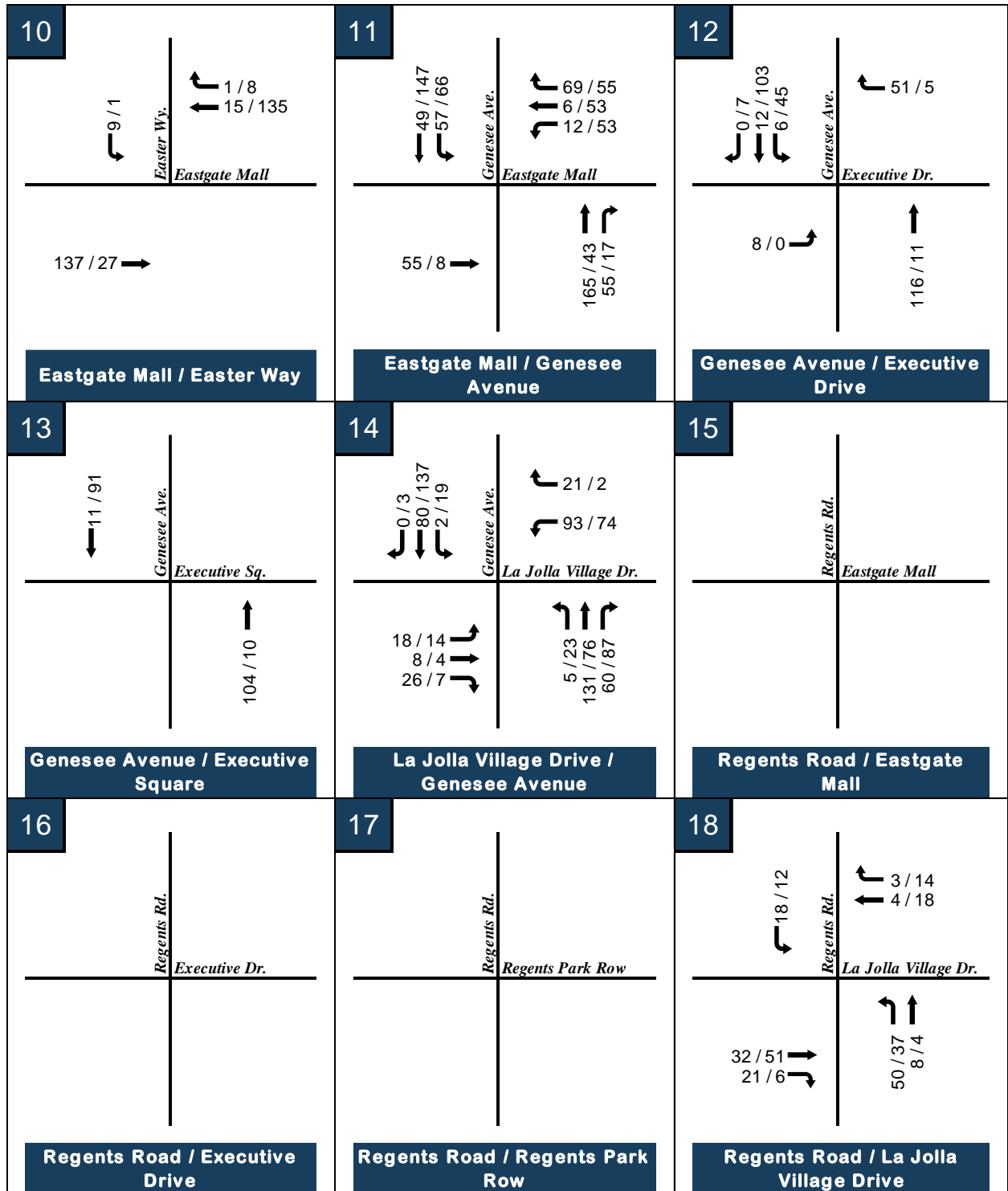
Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

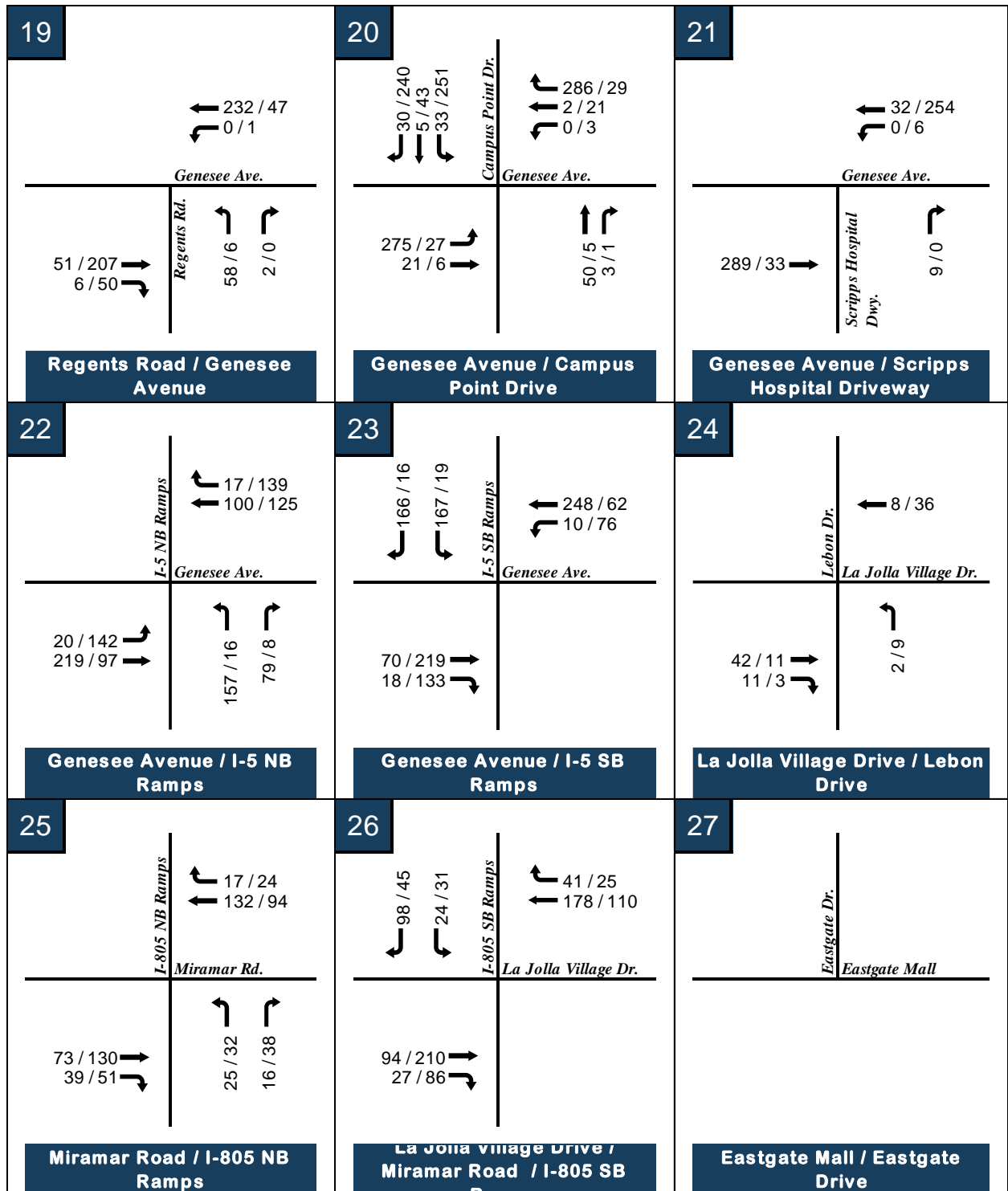


Figure 6-3: Cumulative Projects AM / PM Peak Hour Volumes (cont'd)



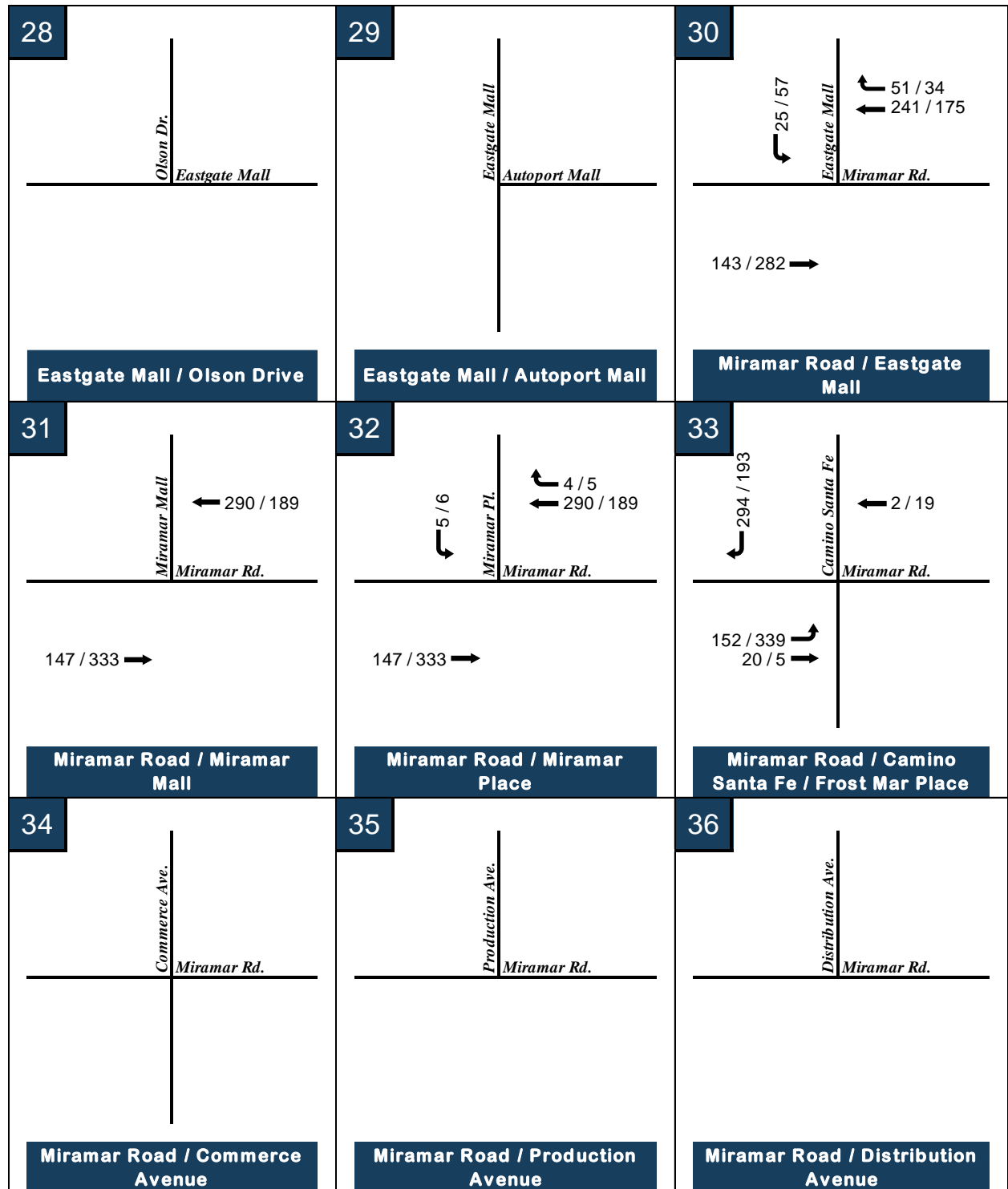
XX / XX = AM / PM Peak hour volumes

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



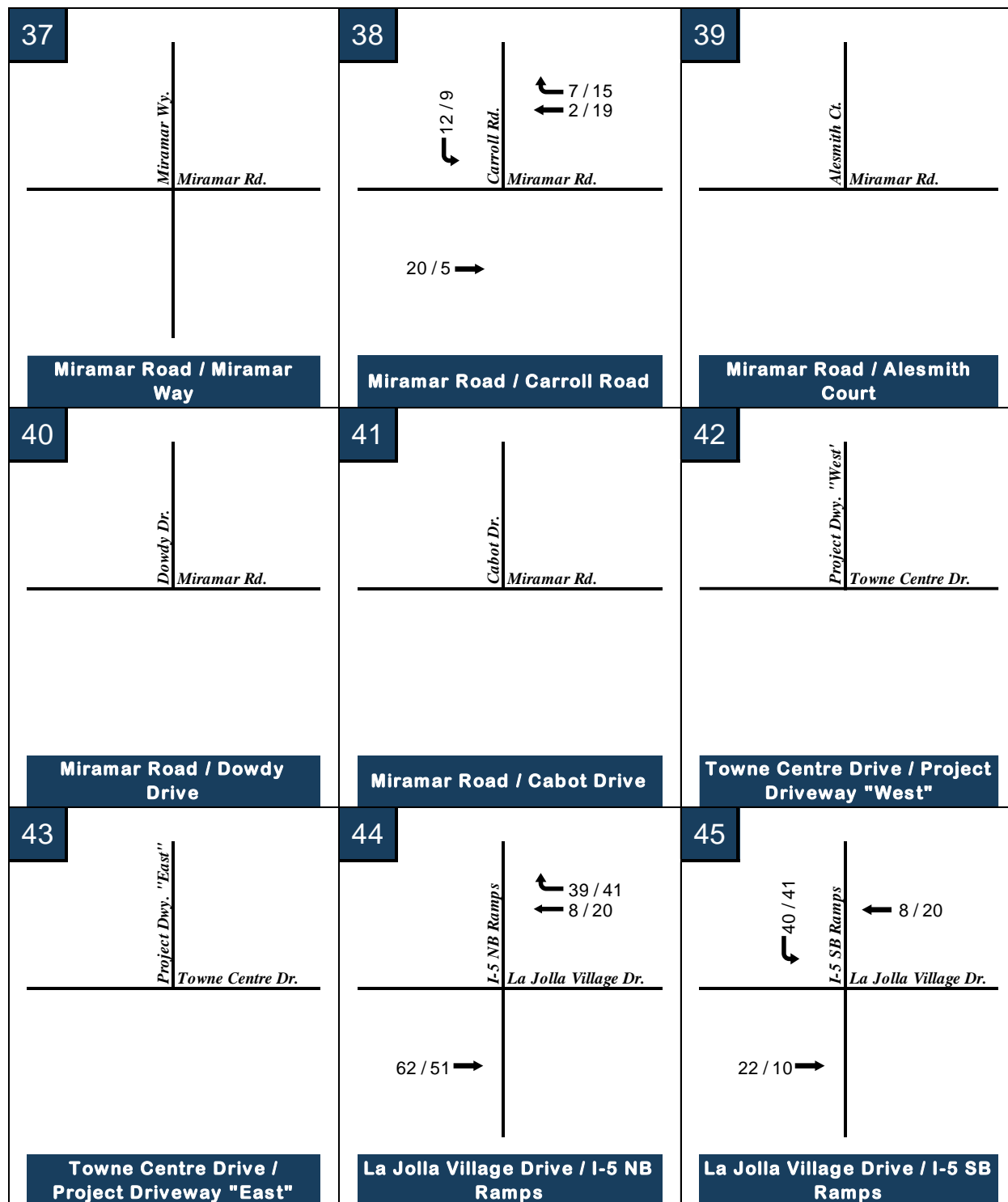
XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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## 7.0 NEAR-TERM (OPENING DAY YEAR 2027)

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

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

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

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

### 7.1 **Pedestrian Facilities**

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

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## **7.2 Bicycle Facilities**

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

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

## **7.3 Transit Facilities**

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

## **7.4 Roadway Segments**

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

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

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

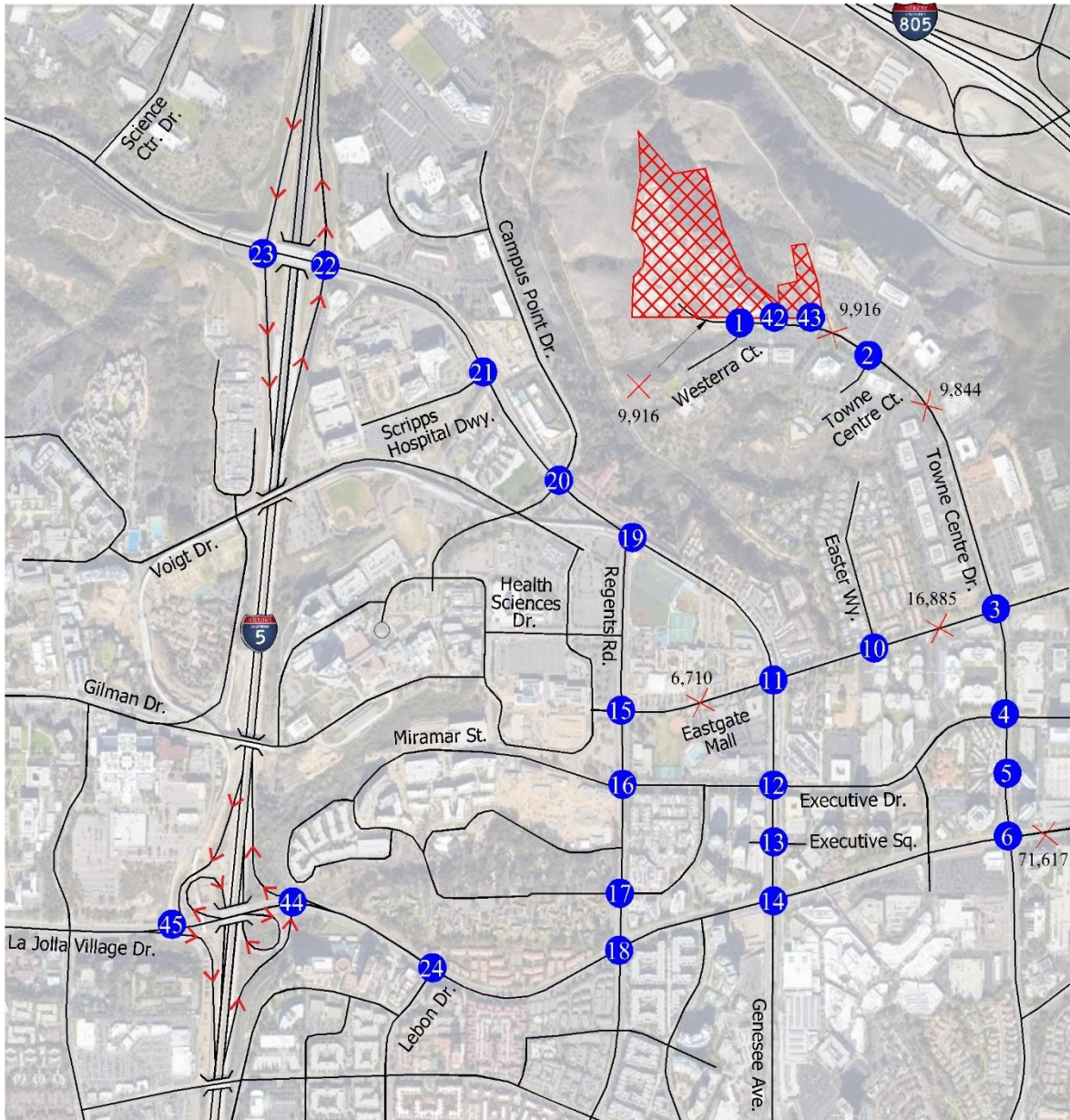
- Towne Centre Dr. (Northern Terminus – Westerra Ct.)
  - LOS F
- Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)
  - LOS F
- Eastgate Mall (I-805 Overpass – Operation Blvd.)
  - LOS F
- Eastgate Mall (Operation Blvd. – Olson Dr.)
  - LOS F
- Eastgate Mall (Olson Dr. – Autoport Mall)
  - LOS F
-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

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



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



Legend




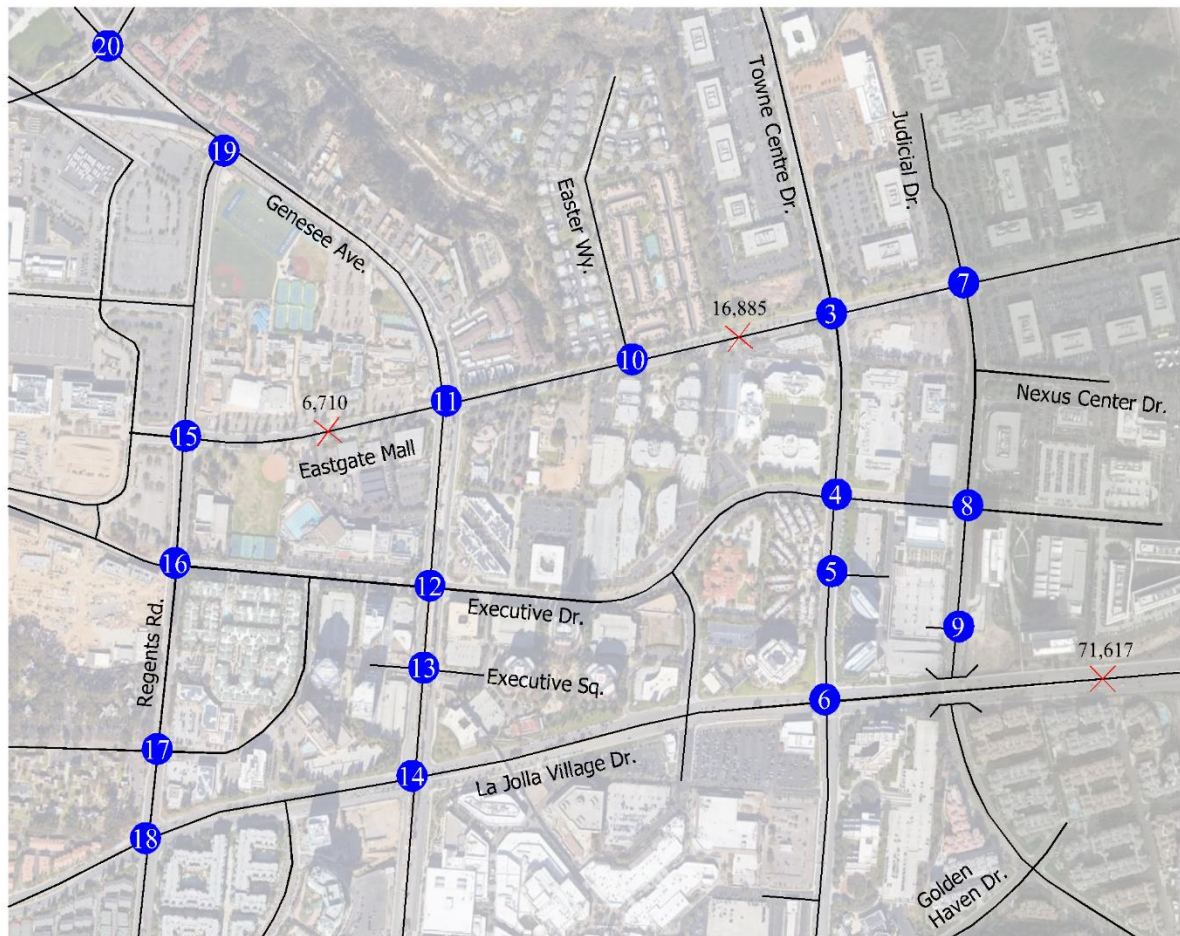
-  = Project Location
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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



Legend

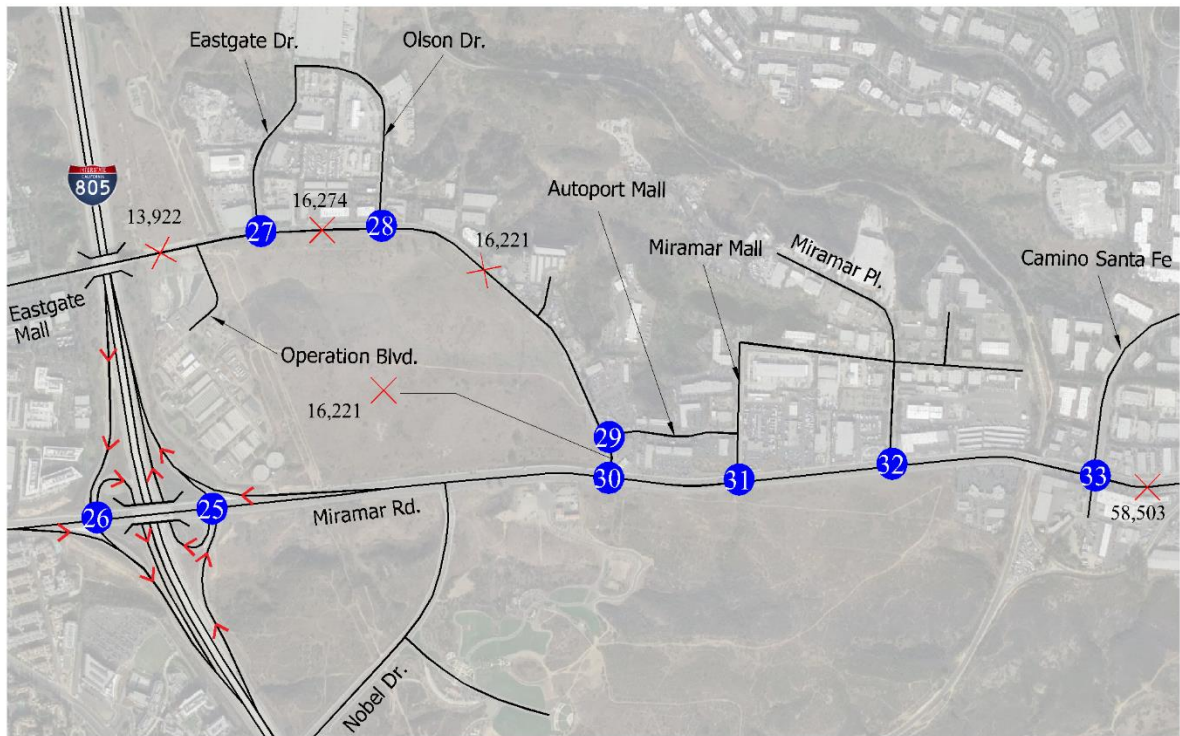
✕ = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



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



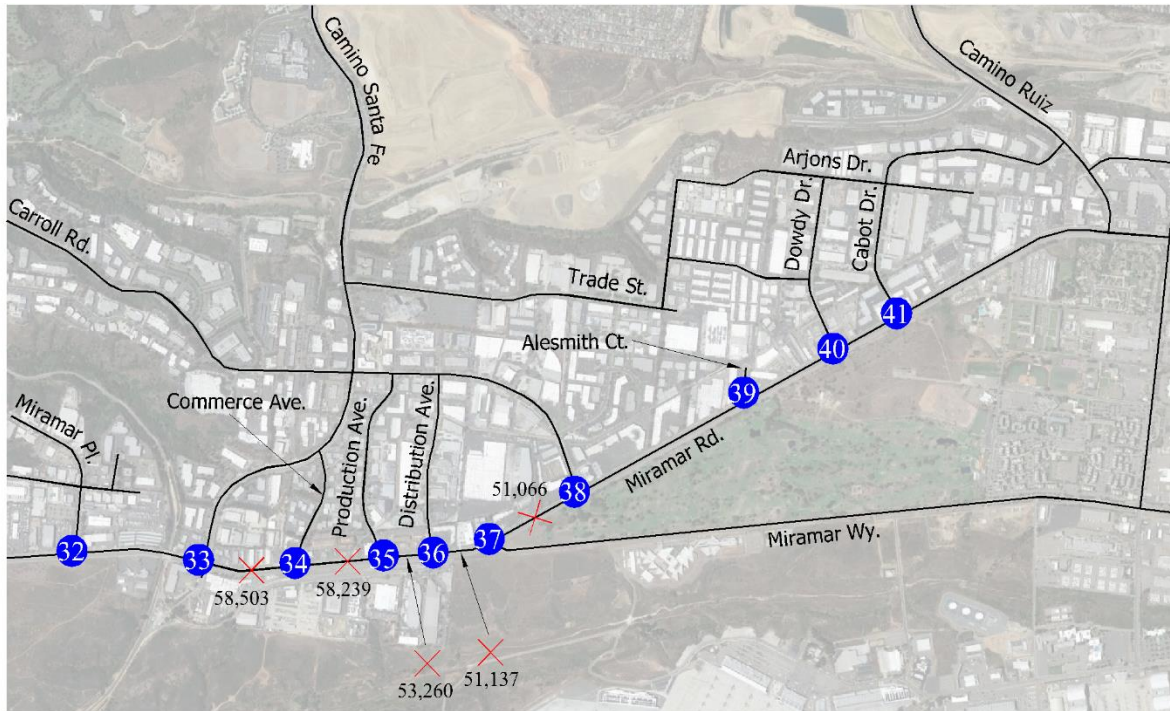
Legend

- ✕ = Study Street Segment
- ⊕ = Study Intersection

XX,XXX = ADT Number



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



Legend

✗ = Study Street Segment

Ⓝ = Study Intersection

XX,XXX = ADT Number



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

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

**Legend:**

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

**Notes:**

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

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## 7.5 Intersections

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

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

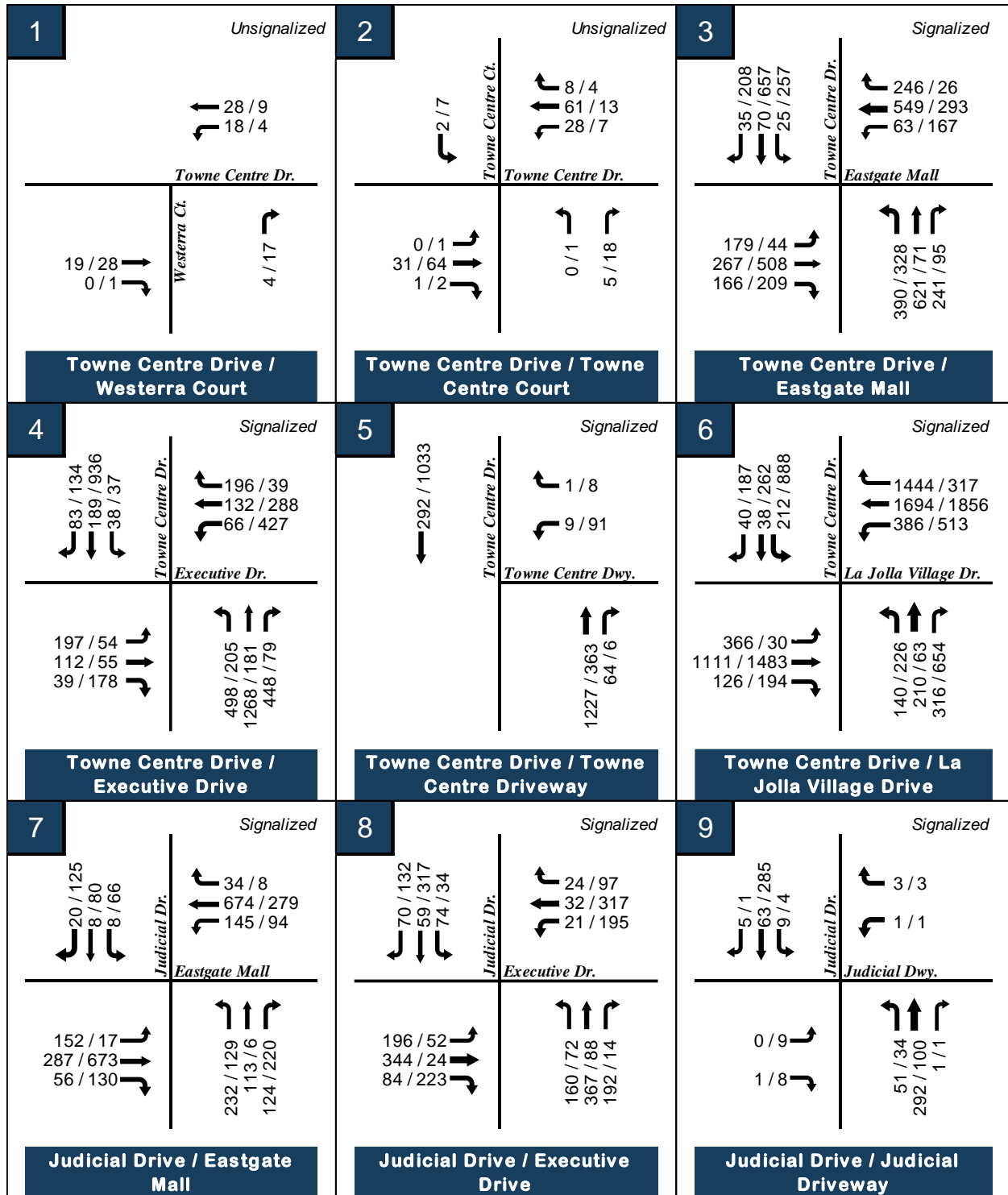
**Table 7-2** shows the Near-Term (Opening Day Year 2027) intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

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

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

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

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

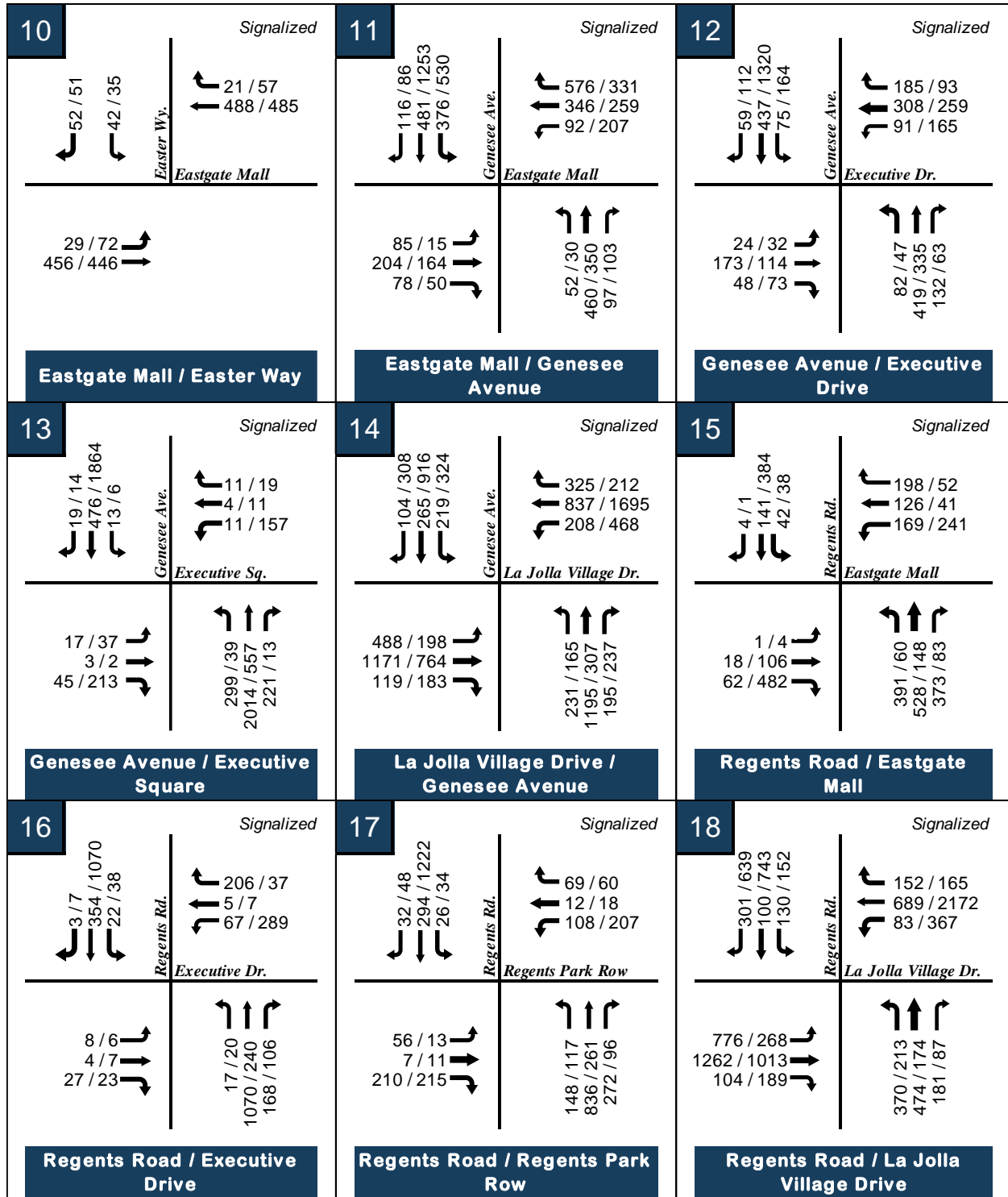


XX / XX = AM / PM Peak hour volumes



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

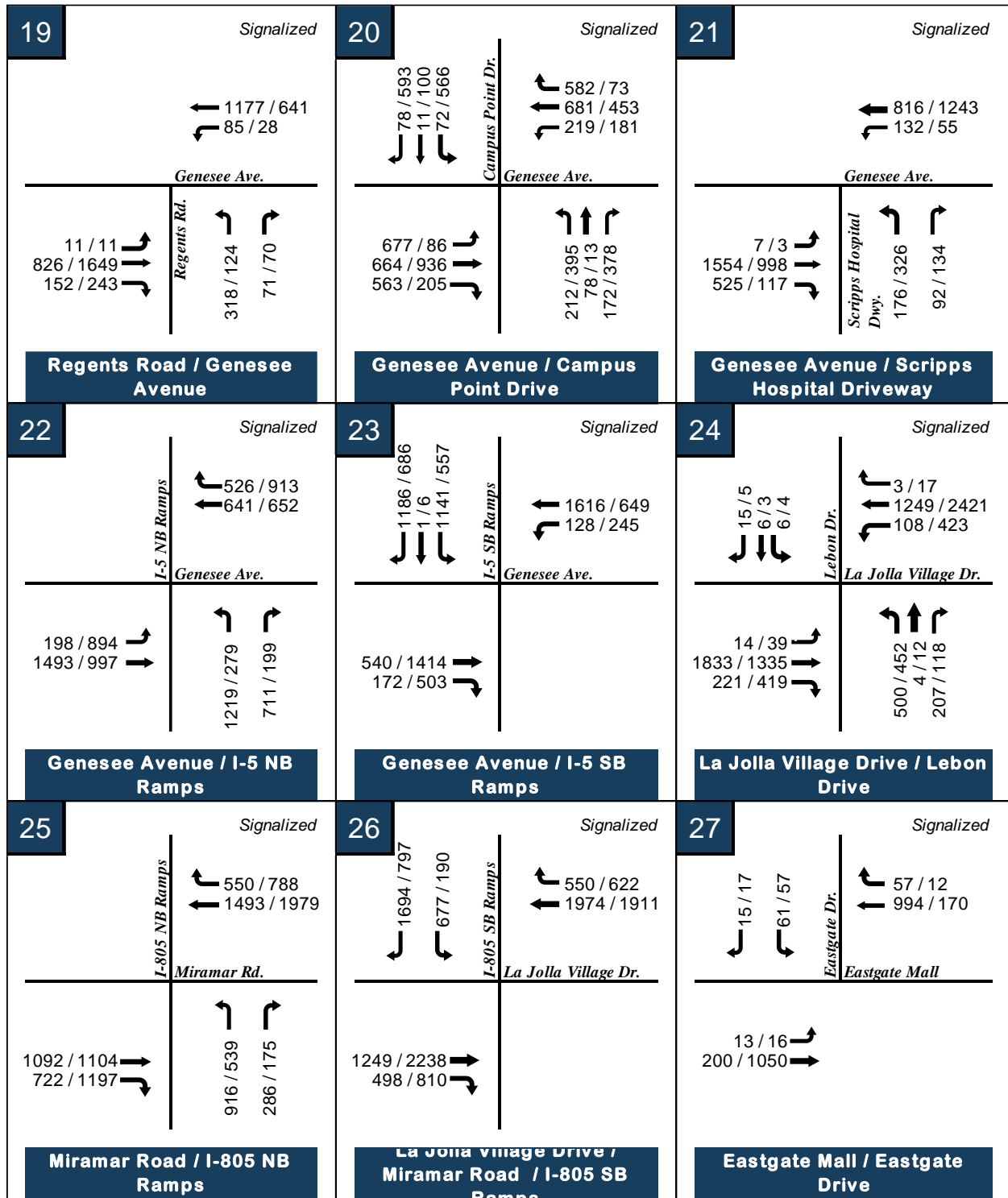
(cont'd)



XX / XX = AM / PM Peak hour volumes

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

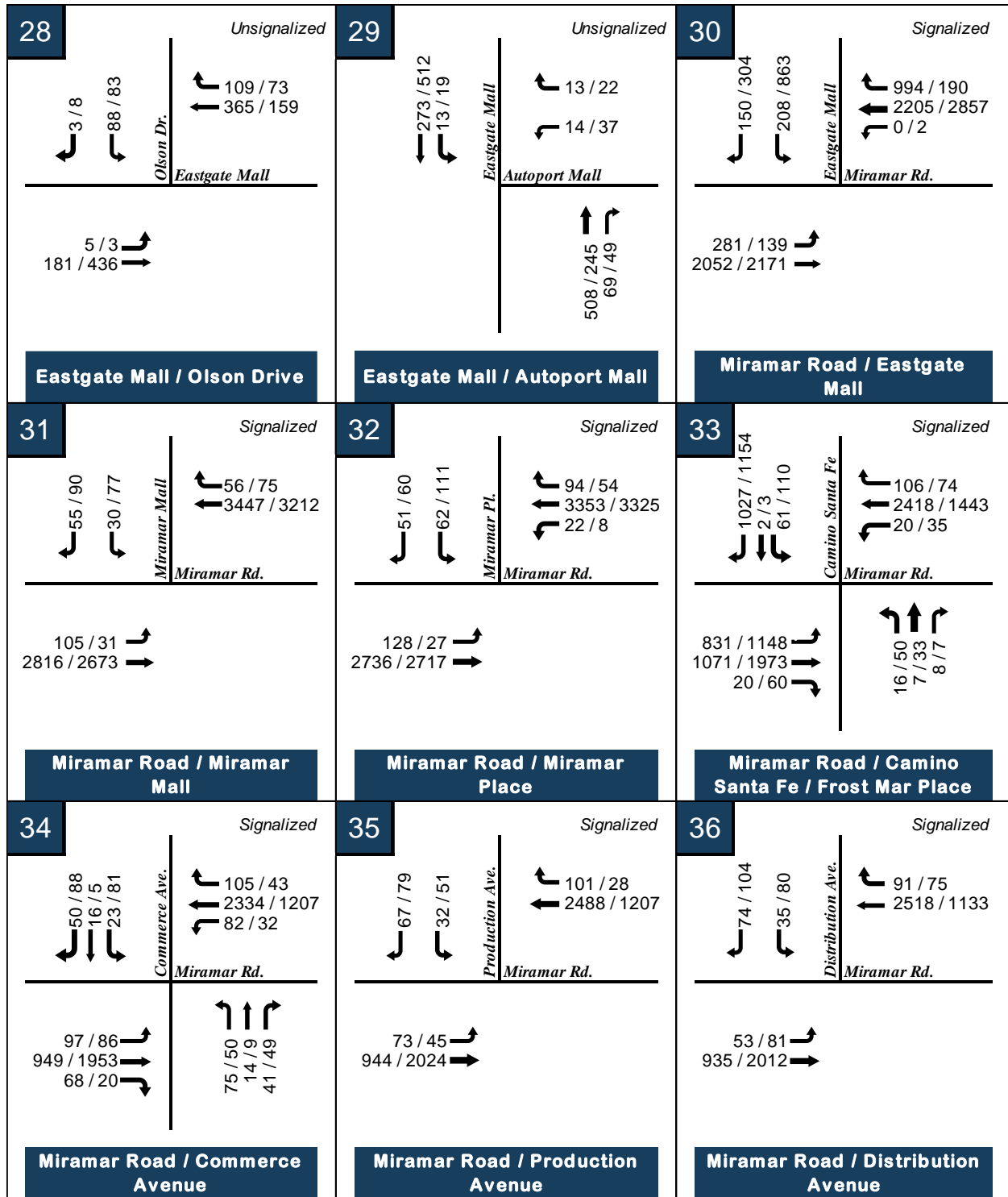
(cont'd)



XX / XX = AM / PM Peak hour volumes

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

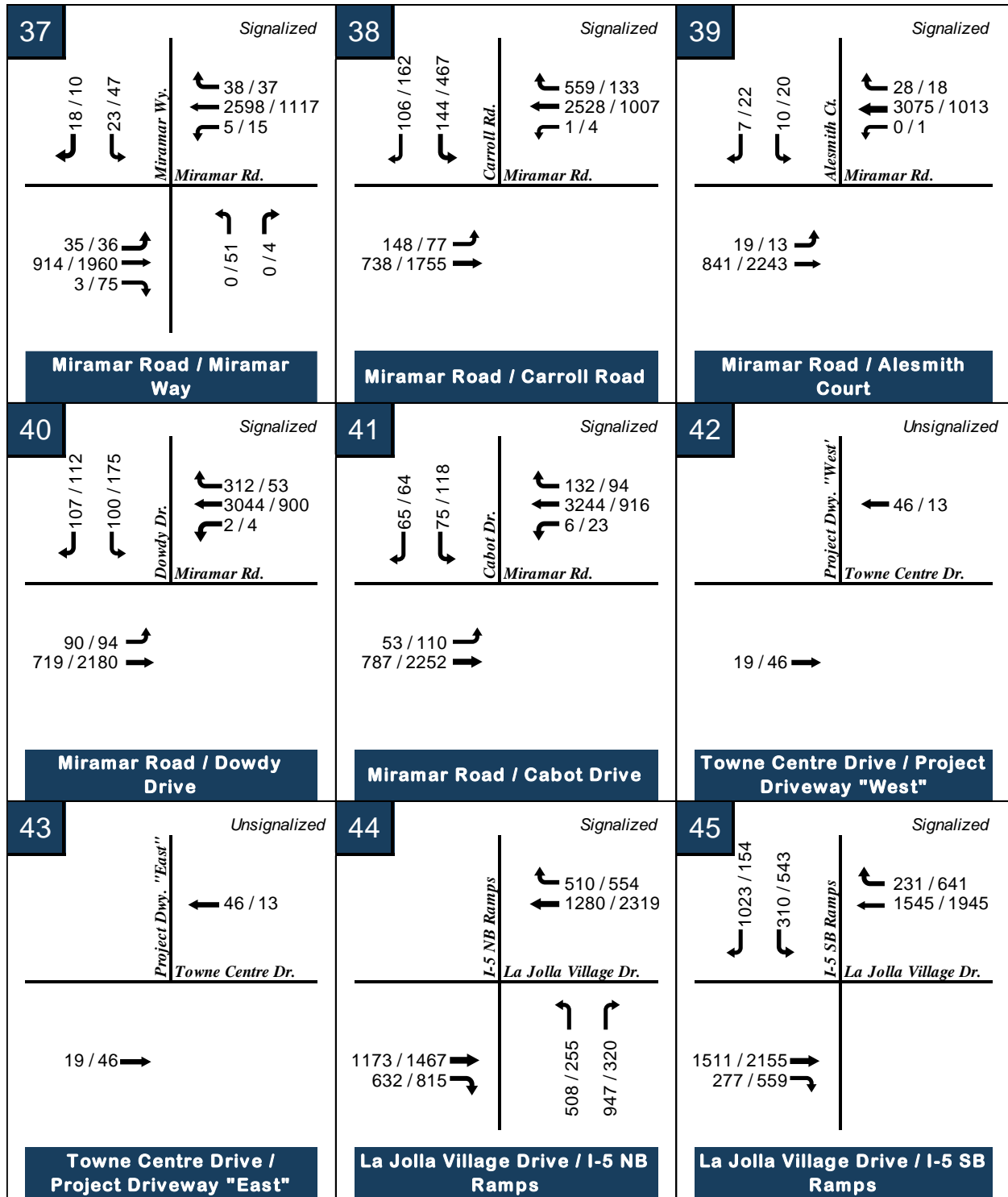
(cont'd)



XX / XX = AM / PM Peak hour volumes

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

(cont'd)



XX / XX = AM / PM Peak hour volumes

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

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

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

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

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

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

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

### 8.1 Pedestrian Facilities

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

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

### 8.2 Bicycle Facilities

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

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### **8.3 Transit Facilities**

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

### **8.4 Roadway Segments**

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

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

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

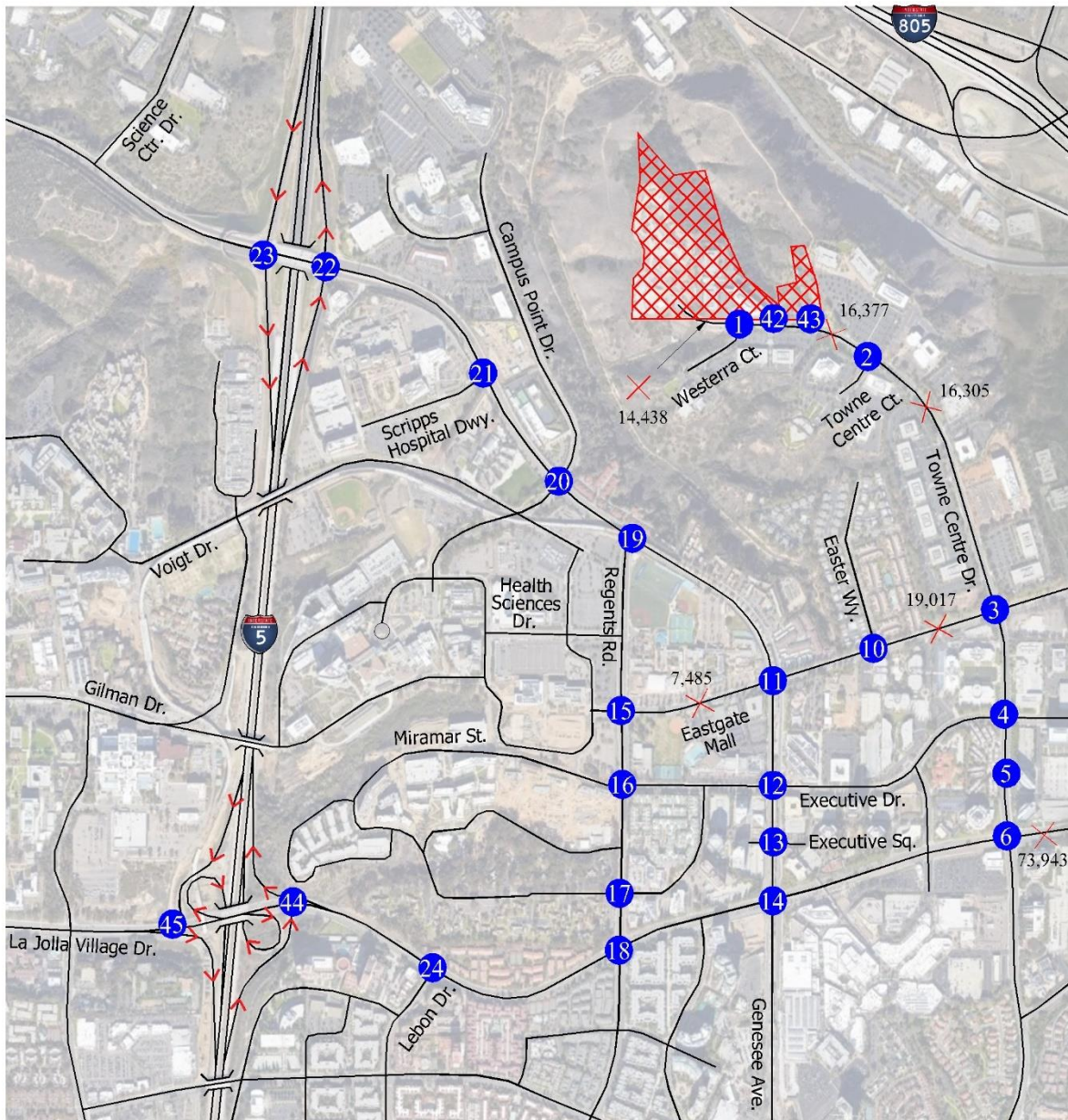
- 
- Eastgate Mall (Olson Dr. – Autoport Mall)
    - *LOS F*
  - Eastgate Mall (Autoport Mall – Miramar Rd.)
    - *LOS F*
  - Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - *LOS F*
  - Miramar Rd. (Commerce Ave. – Production Ave.)
    - *LOS F*
  - Miramar Rd. (Production Ave. –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

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

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



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



Legend




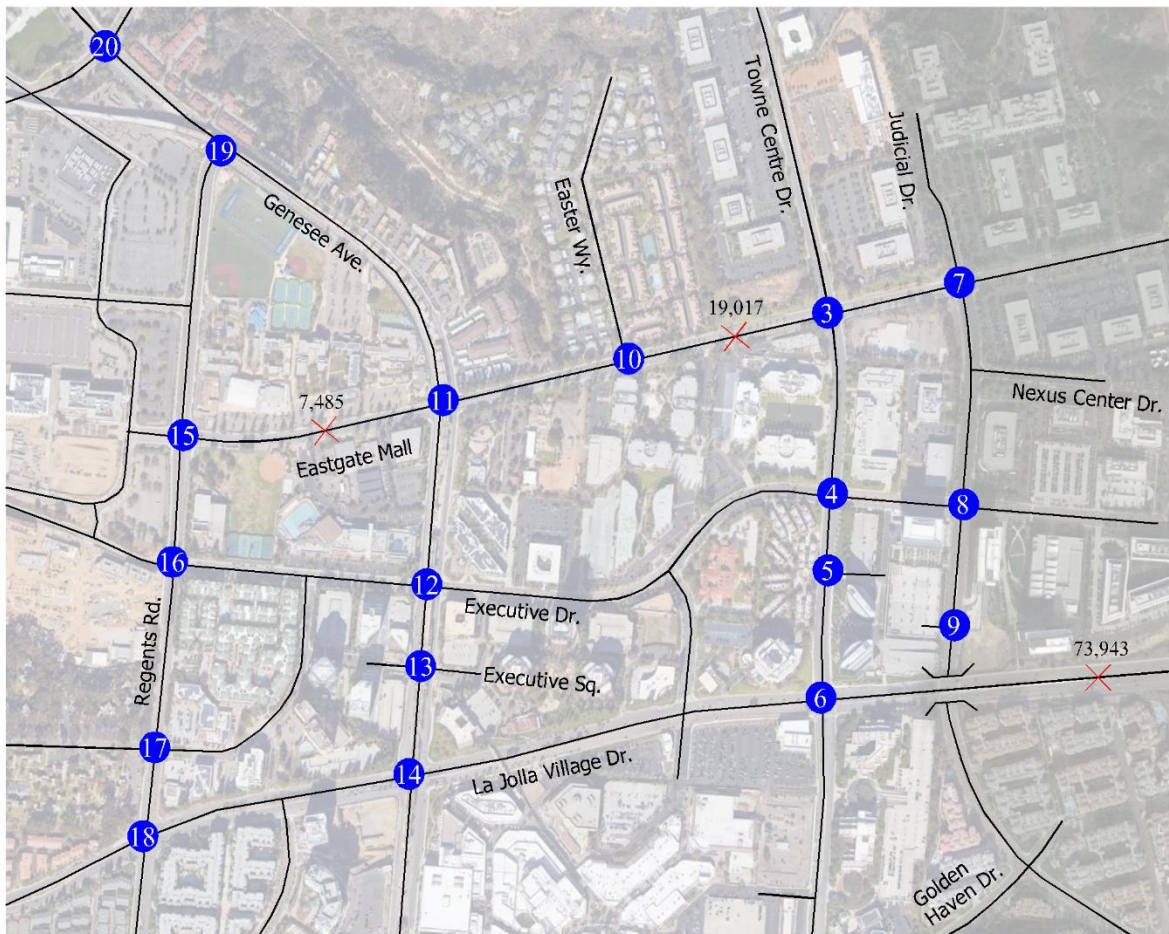
-  = Project Location
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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

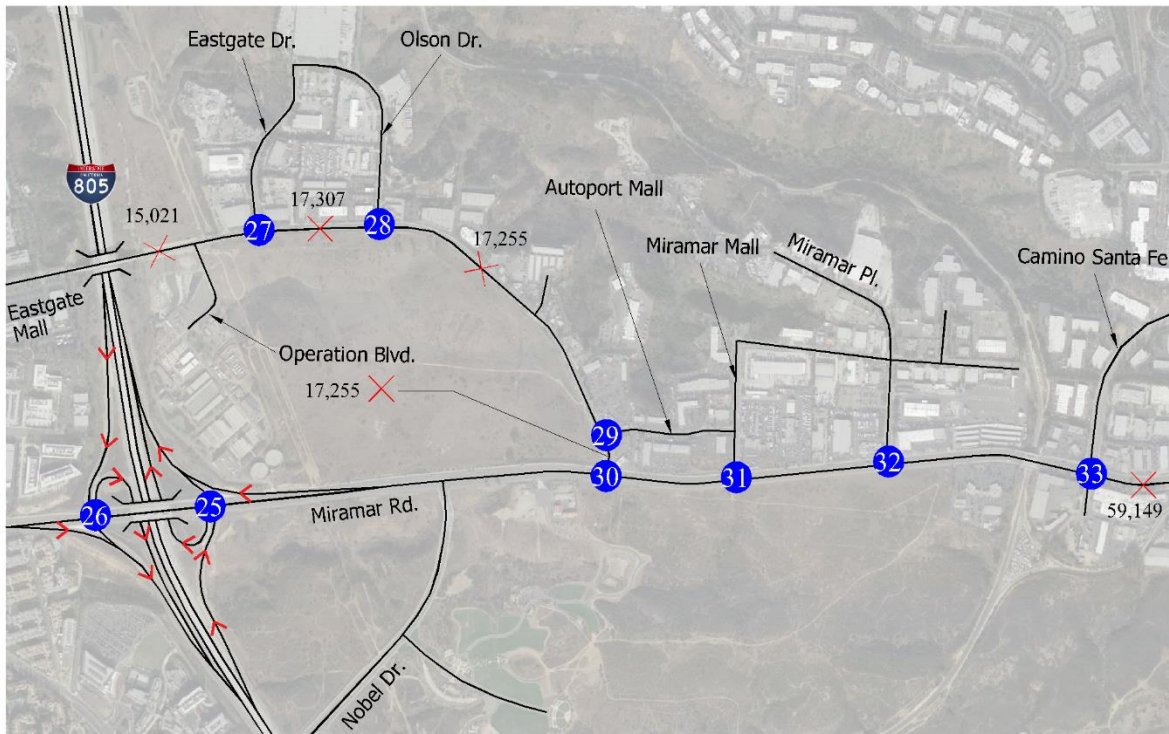


Legend

- ✕ = Study Street Segment
- Ⓝ = Study Intersection
- XX,XXX = ADT Number



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



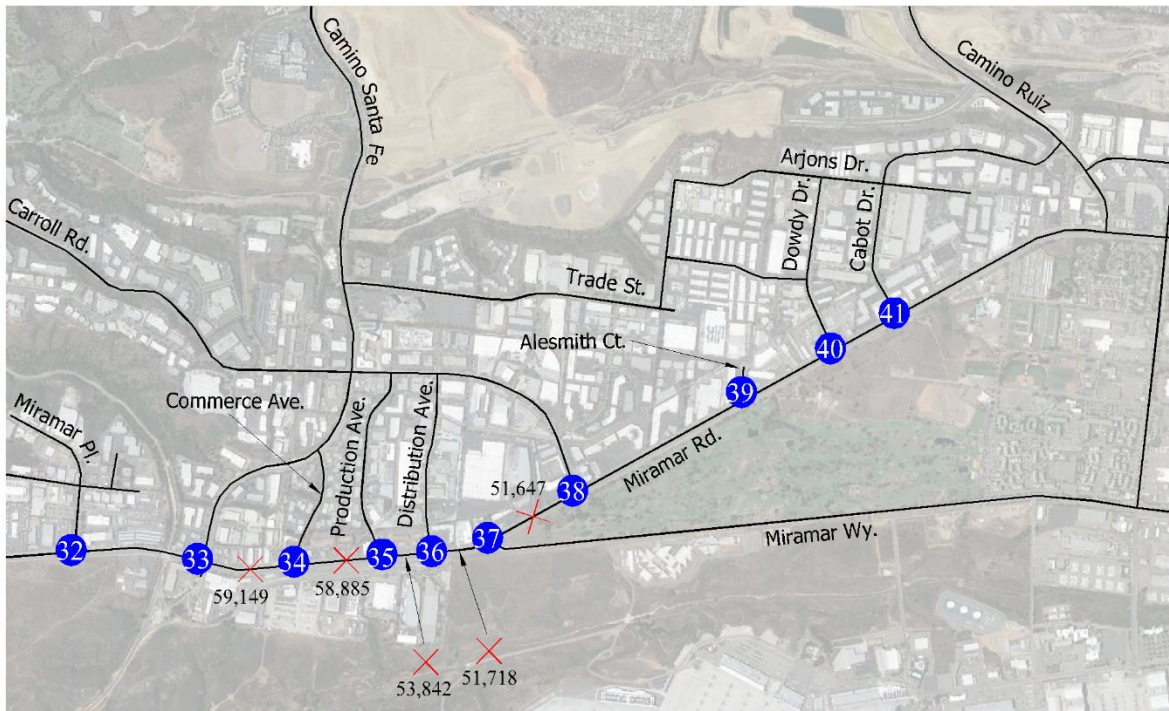
Legend

- ✕ = Study Street Segment
- ⊕ = Study Intersection

XX,XXX = ADT Number



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



Legend

✕ = Study Street Segment

Ⓝ = Study Intersection

XX,XXX = ADT Number



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

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

**Legend:**

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

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

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

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

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

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

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

**Legend:**

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

**Notes:**

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

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

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## 8.5 Intersections

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

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

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

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

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



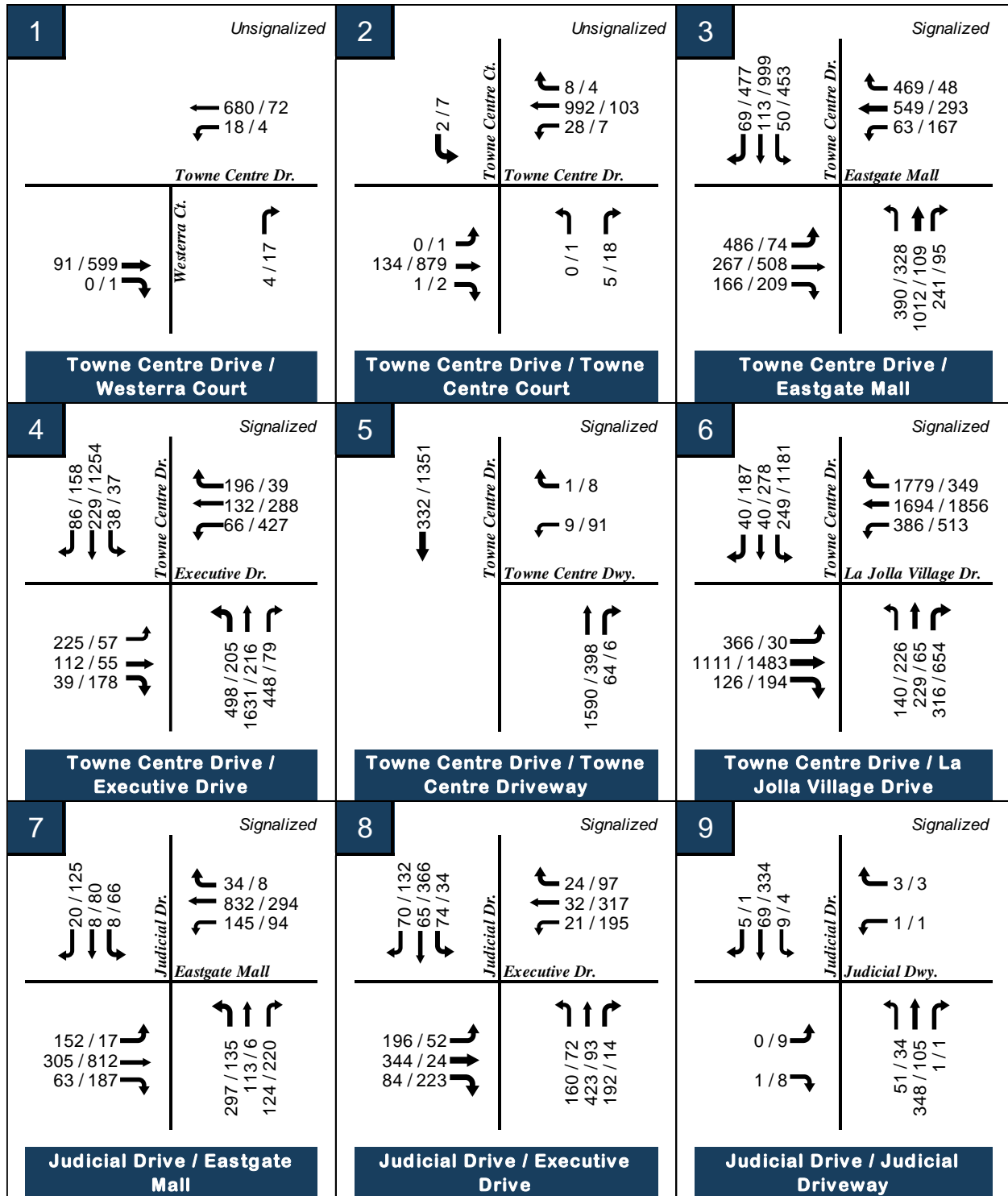
- AM Peak Hour – *LOS E*
- PM Peak Hour – *LOS E*
- Miramar Rd. / Miramar Pl.
  - AM Peak Hour – *LOS E*
- Miramar Rd. / Camino Santa Fe / Frost Mar Pl.
  - AM Peak Hour – *LOS F*
  - PM Peak Hour – *LOS F*

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

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

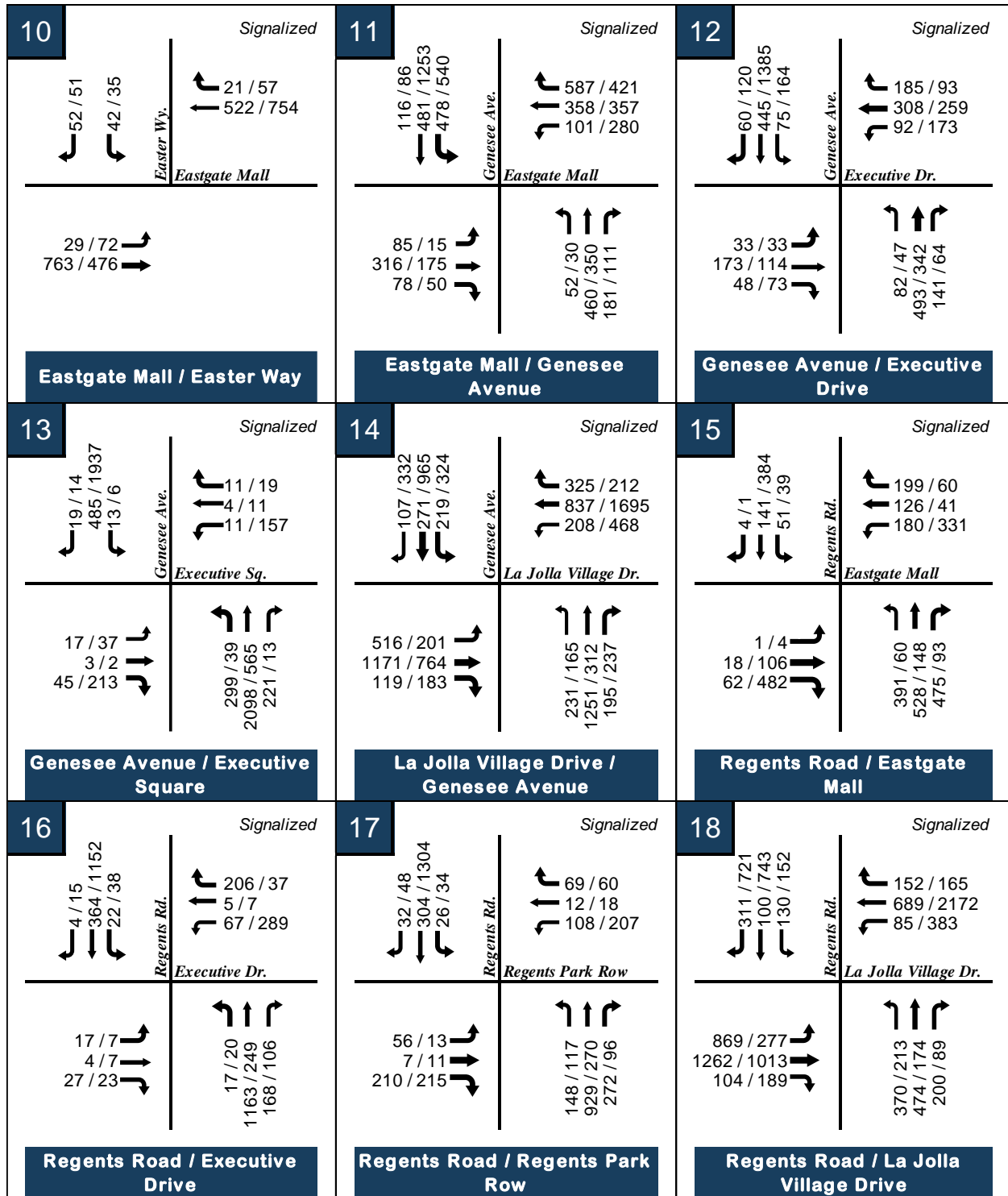
Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM/PM Peak Hour

Volumes



XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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

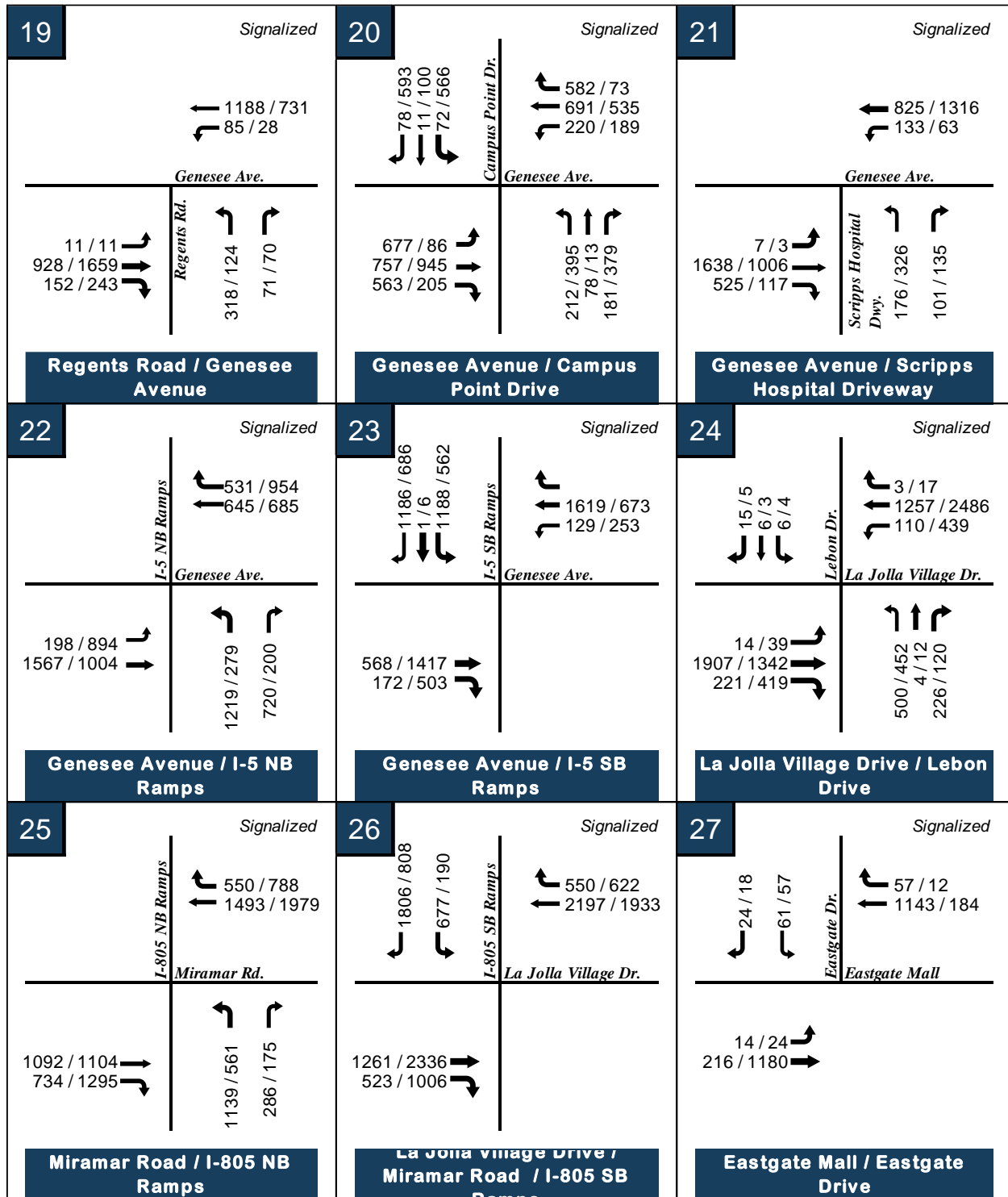
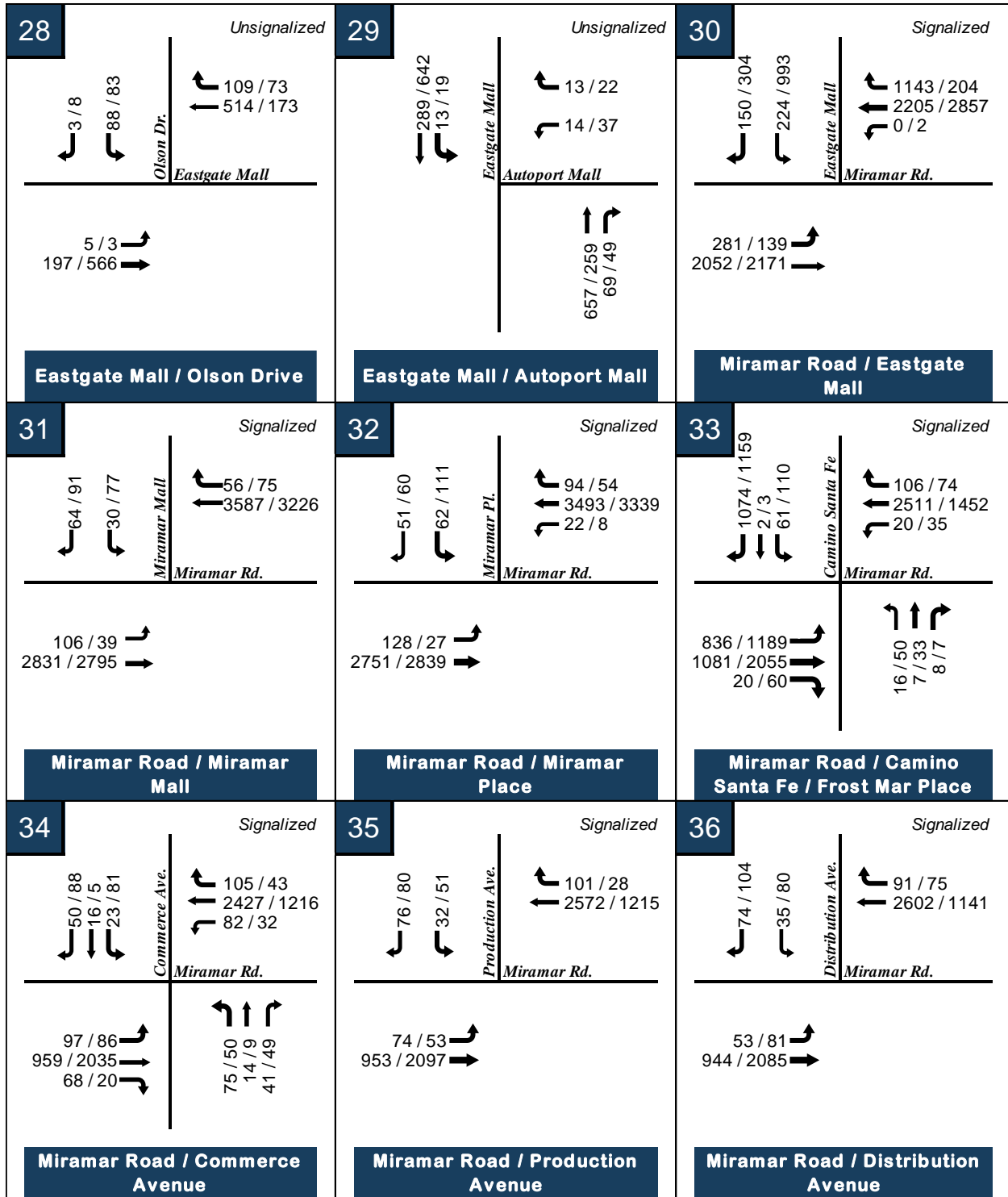
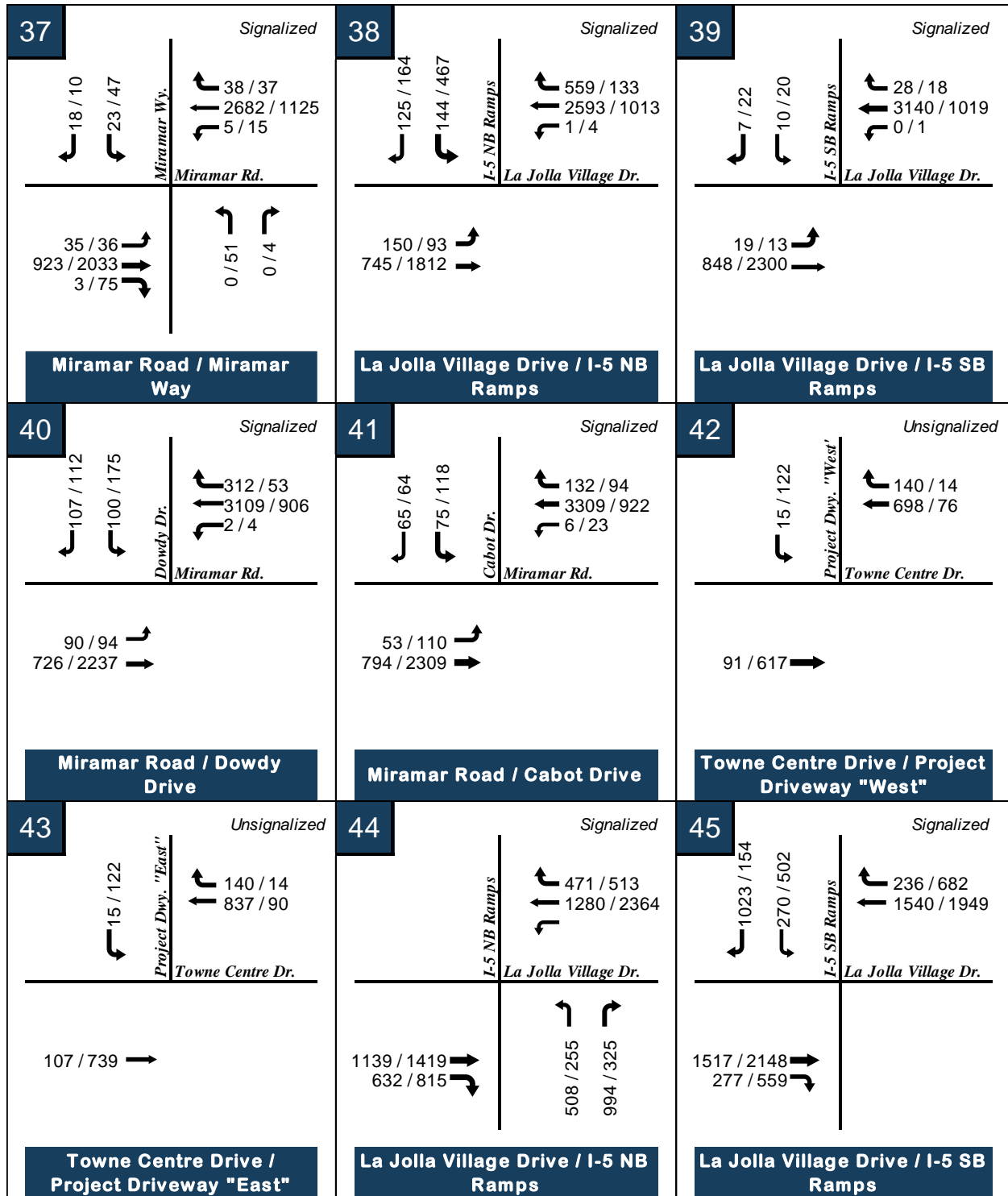


Figure 8-2: Near-Term (Opening Day Year 2027) With Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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

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

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

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

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

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

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

Notes:  
 LOS = Level of Service  
 D = Delay (in sec.)  
 Δ = Change in Delay (in sec.)  
 DNE = Driveway does not exist



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## 9.0 HORIZON YEAR 2050

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

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

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

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

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

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

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

### **9.1 Pedestrian Facilities**

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

### **9.2 Bicycle Facilities**

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

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

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### 9.3 Transit Facilities

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

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

### 9.4 Roadway Segments

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

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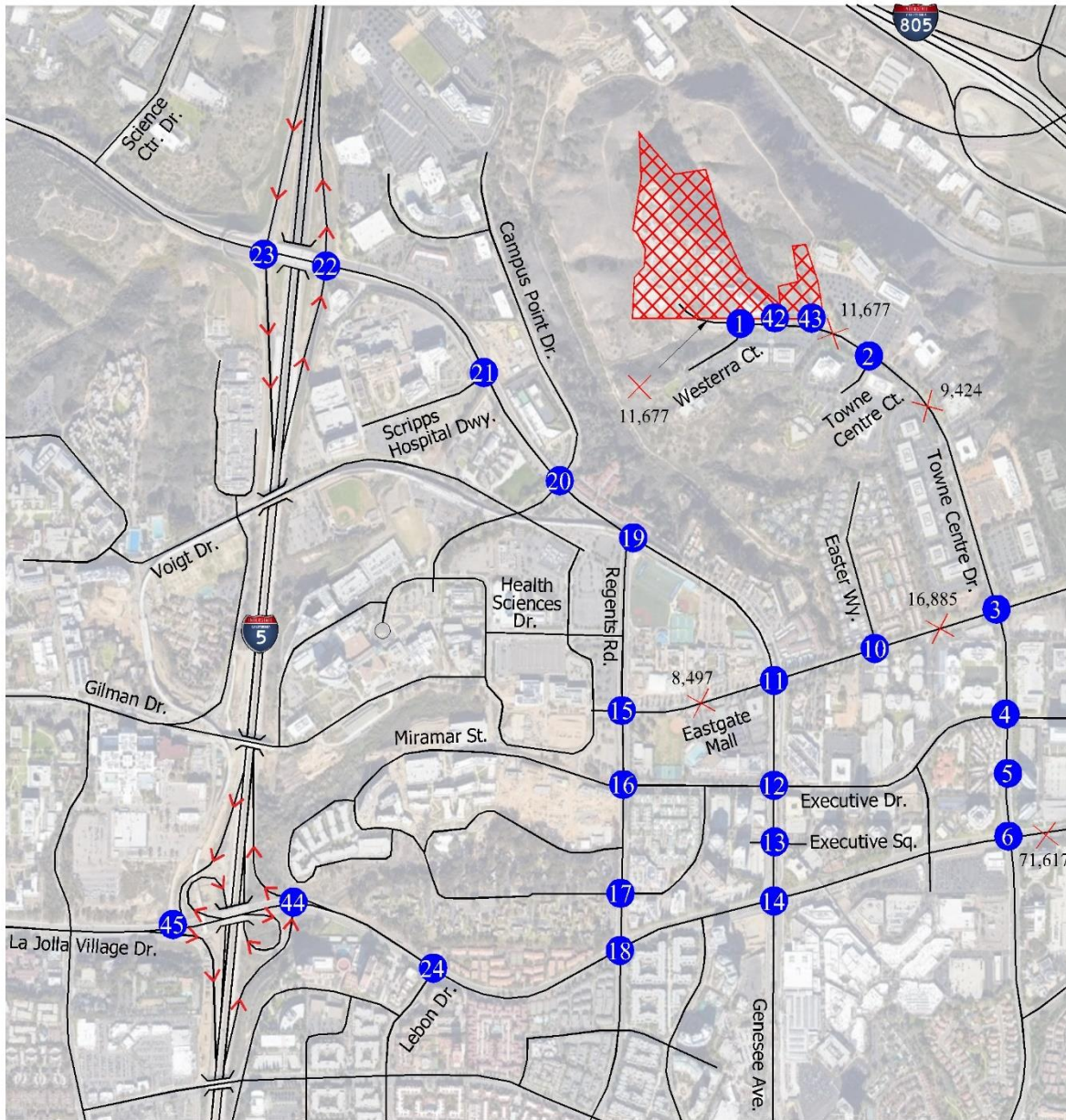
**Table 9-1** summarizes the roadway segment analysis for Horizon Year 2050 conditions. Based on Horizon Year 2050 volumes and the City’s roadway segment classification thresholds, all analyzed roadway segments are anticipated to operate at an acceptable LOS “D” or better in the Horizon Year 2050 condition,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

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

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

Figure 9-1: Horizon Year 2050 ADT Volumes



Legend




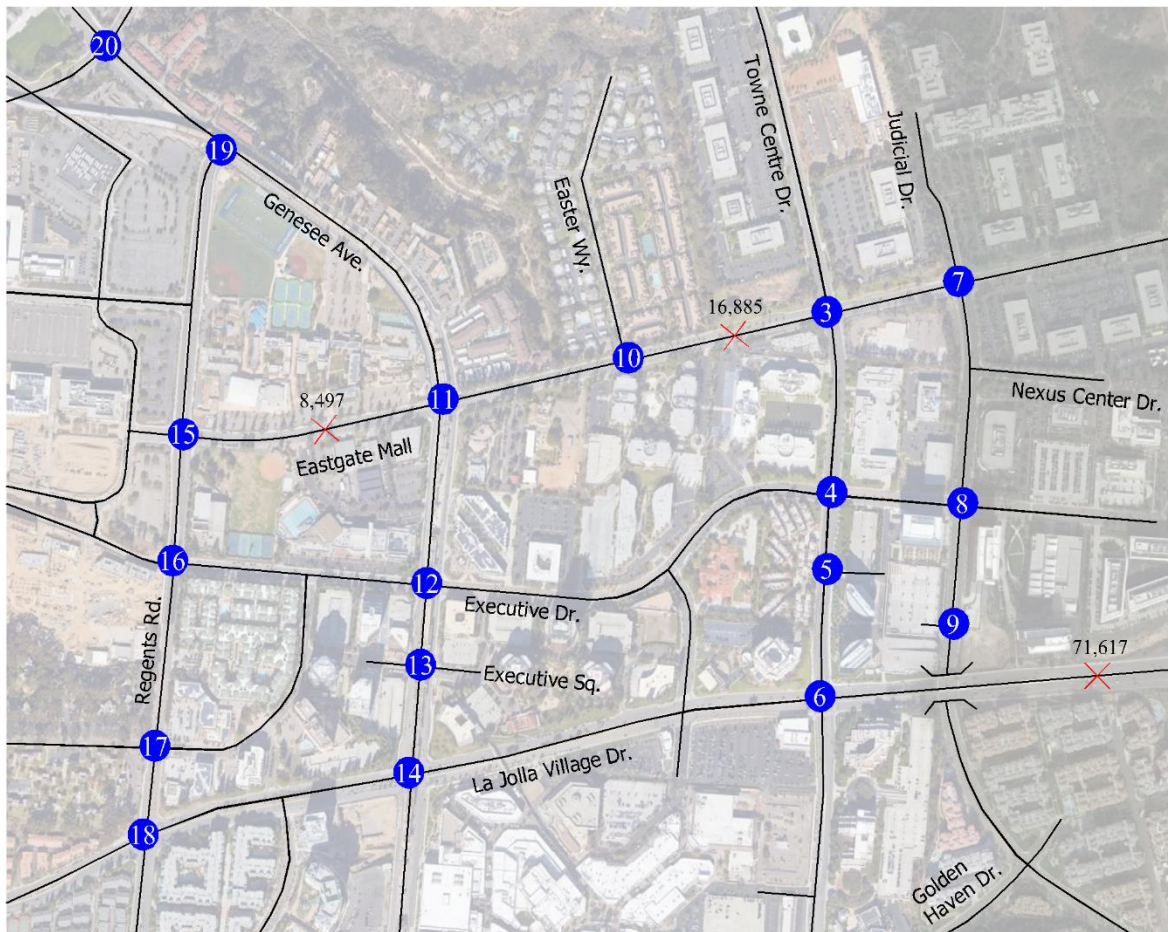
-  = Project Location
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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



Legend

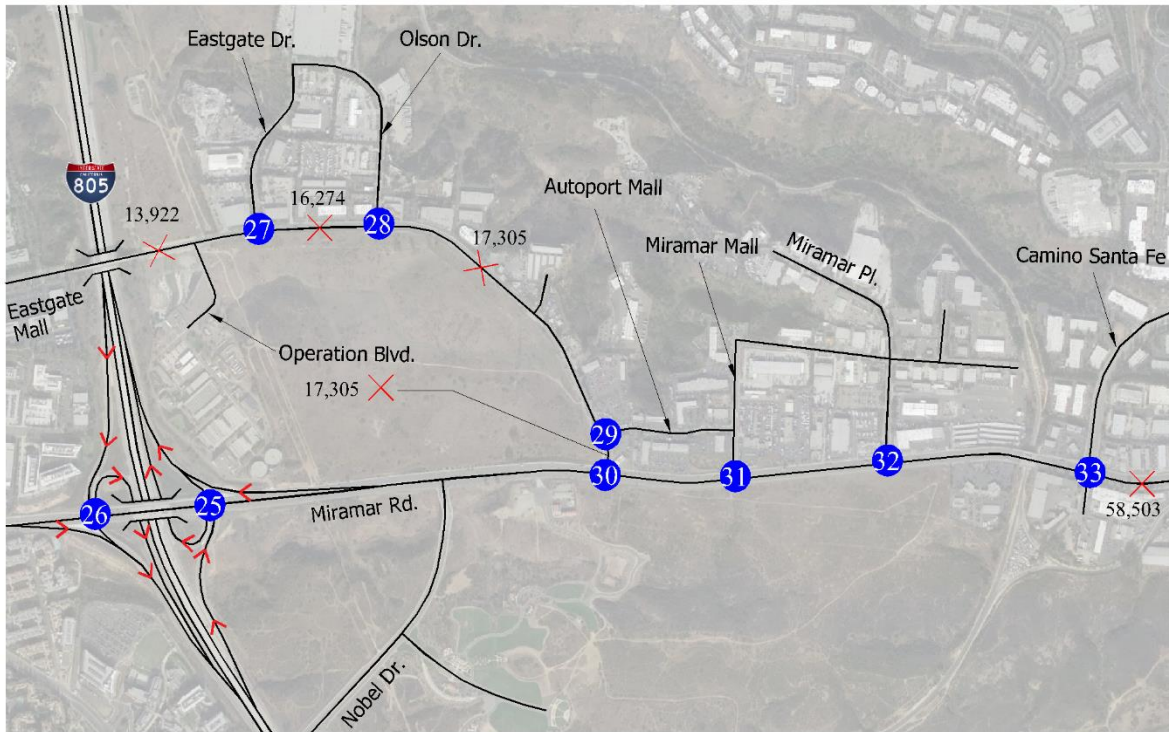
✕ = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



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



Legend

✕ = Study Street Segment

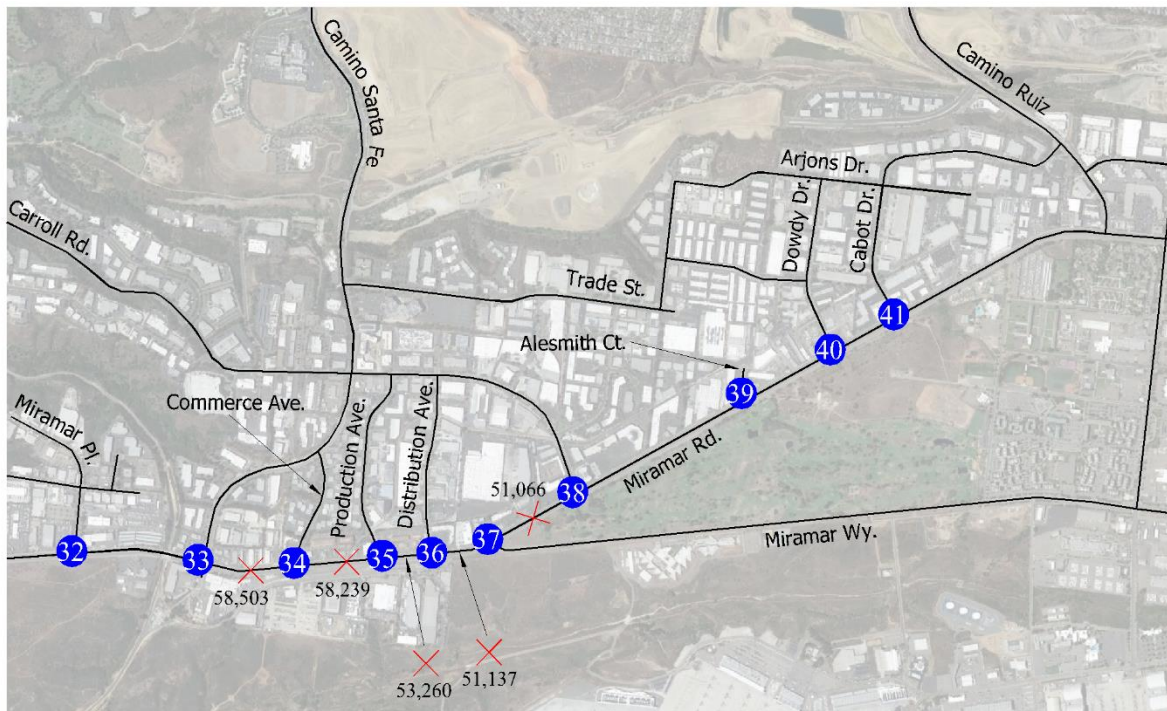
Ⓝ = Study Intersection

XX,XXX = ADT Number





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



Legend

× = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



**Table 9-1: Horizon Year 2050 Roadway Segment Analysis**

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

**Legend:**

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

**Notes:**

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

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

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## 9.5 Intersections

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

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

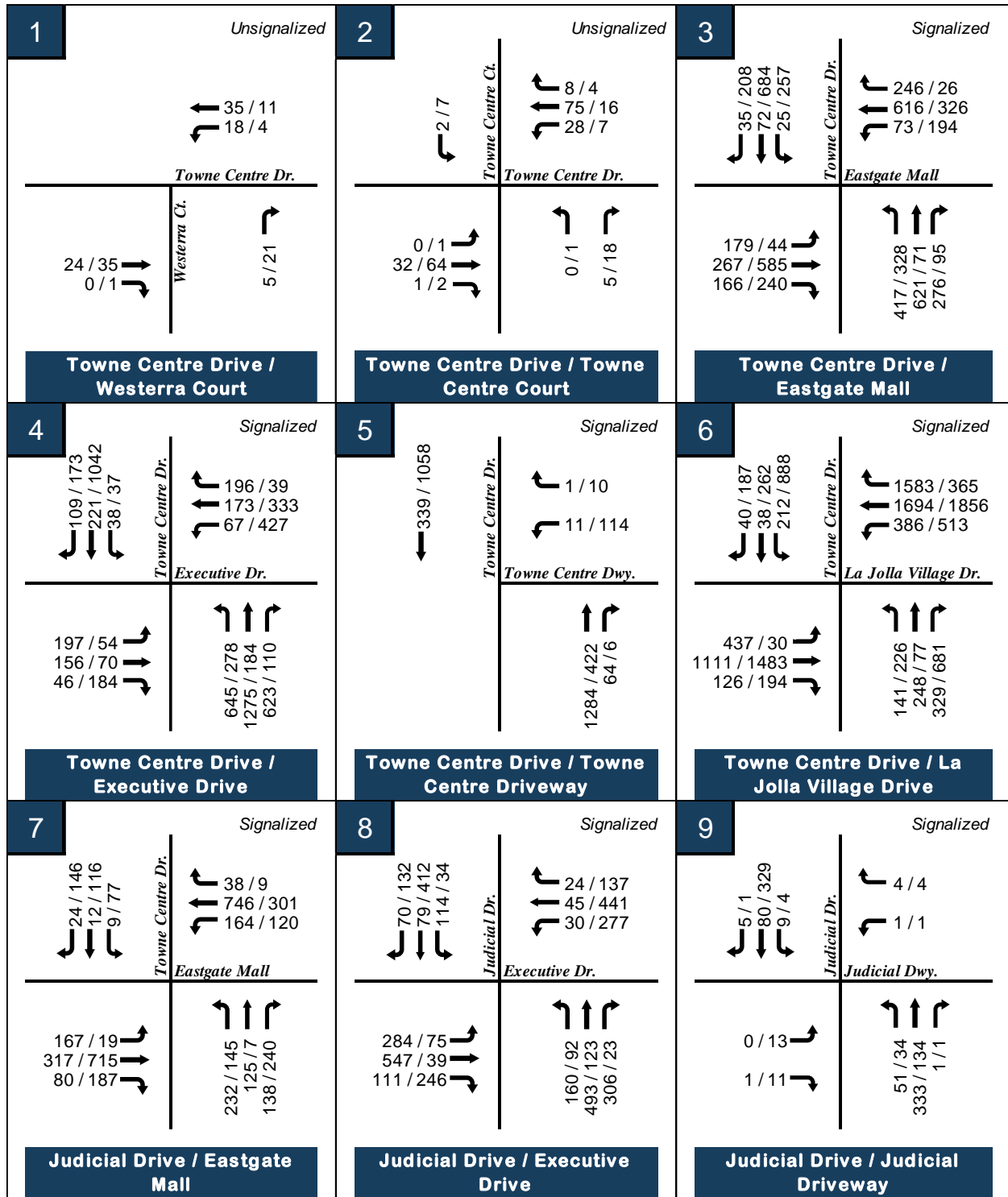
**Table 9-2** shows the Horizon Year 2050 intersection AM / PM Peak Hour LOS. As shown in the table, the study intersections are anticipated to operate at an acceptable LOS D or better in both AM and PM peak hour settings, except for the following:

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

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

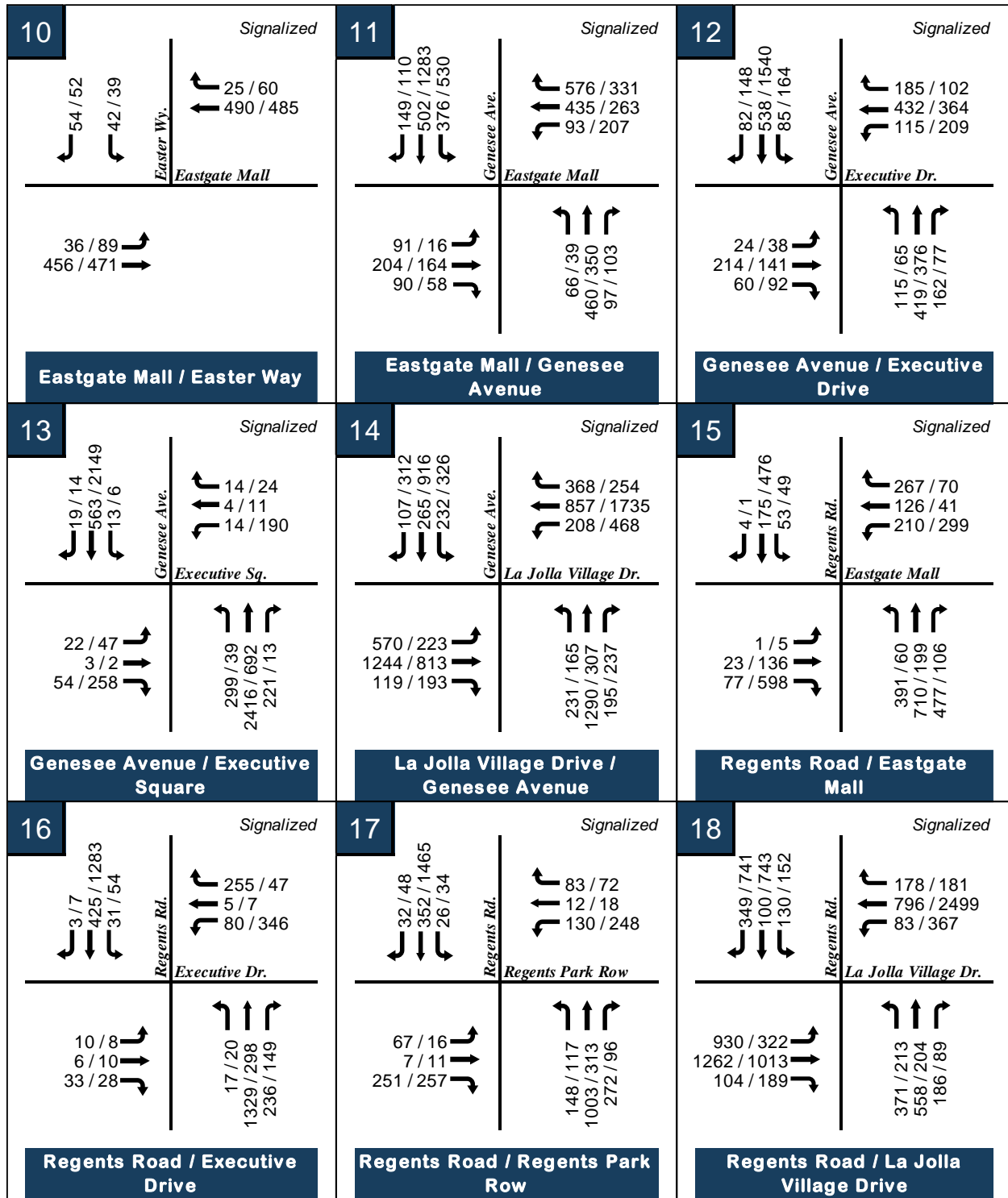
Refer to **Appendix L** for the Synchro worksheets of Horizon Year 2050 conditions.

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



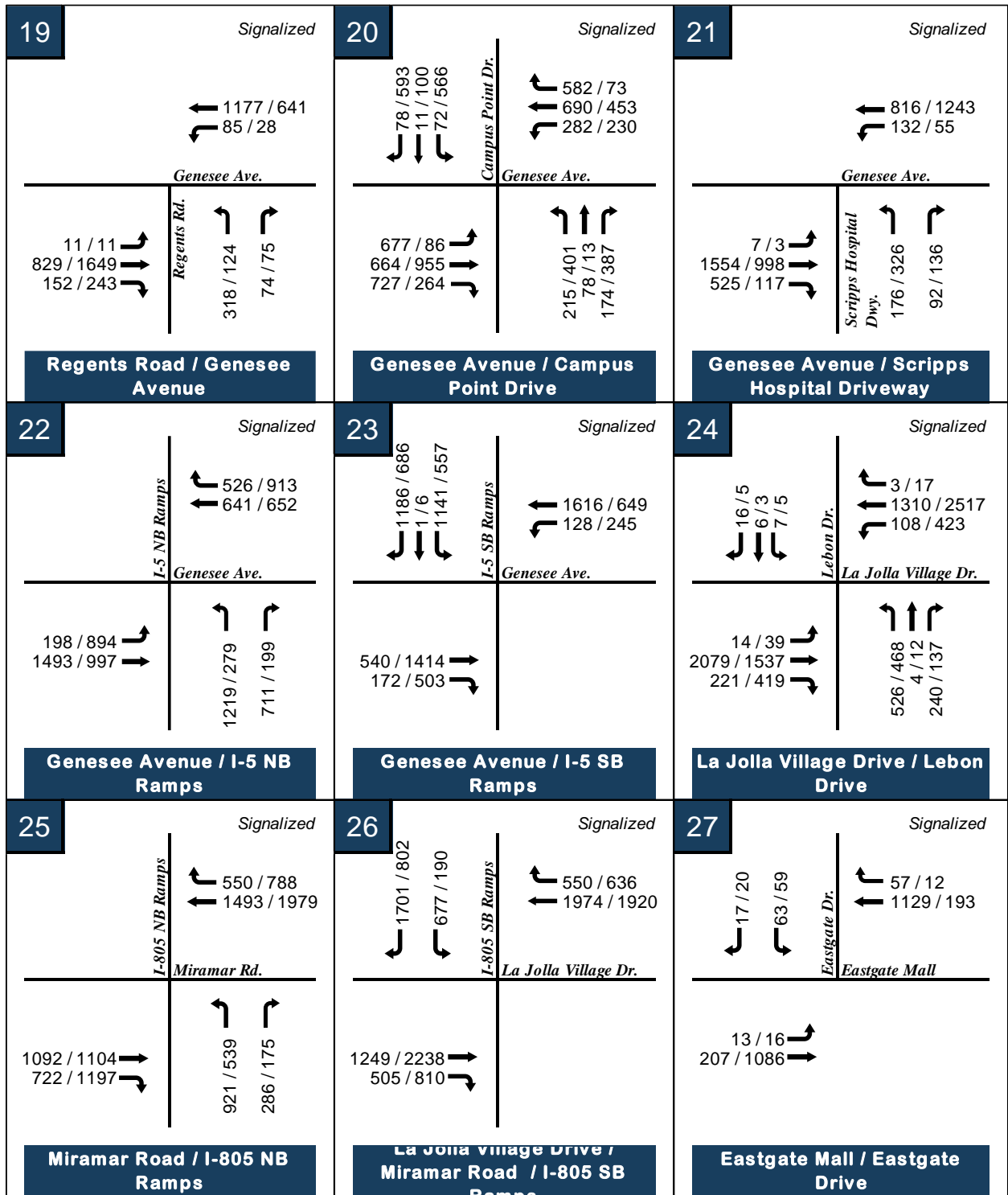
XX / XX = AM / PM Peak hour volumes

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



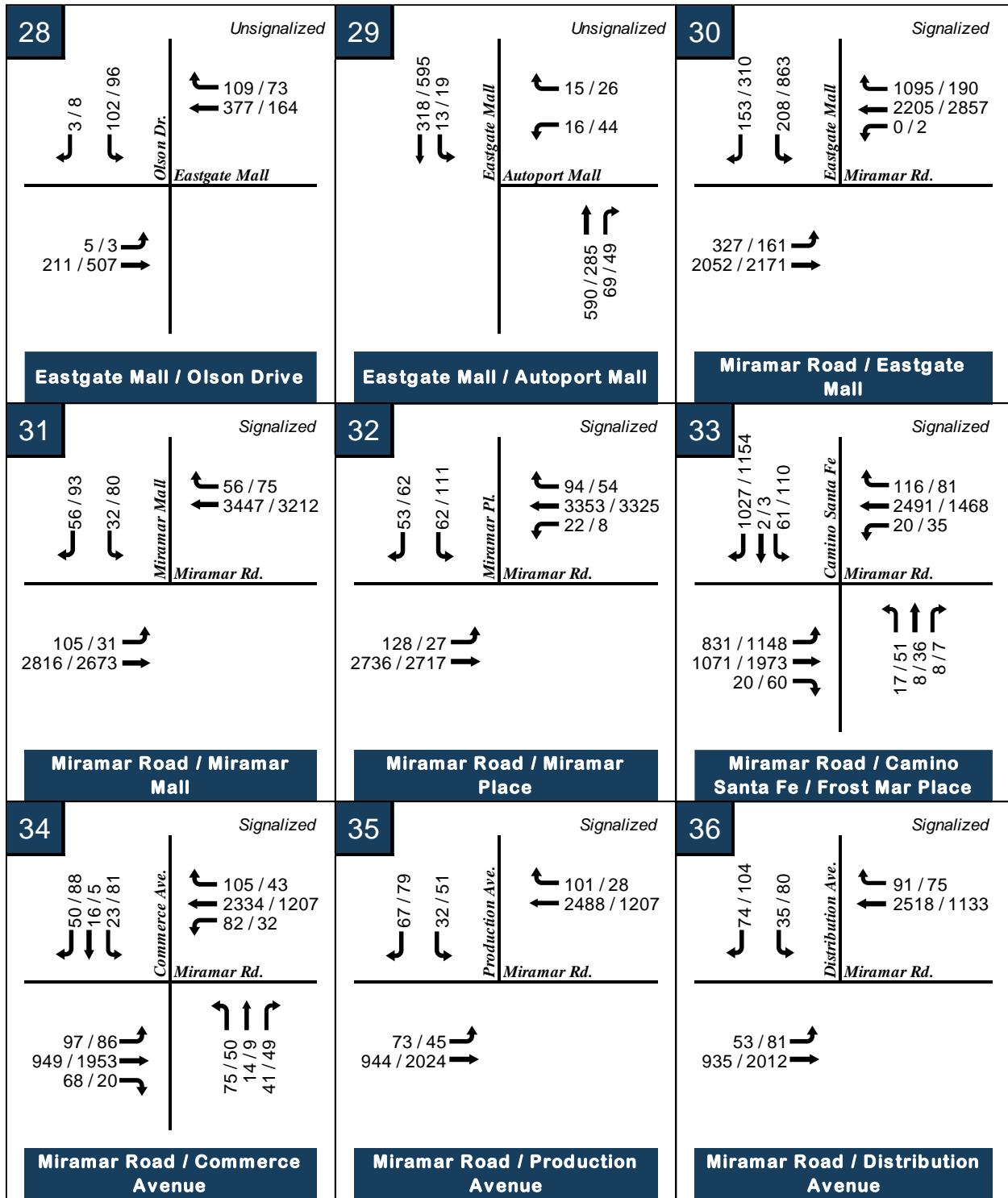
XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

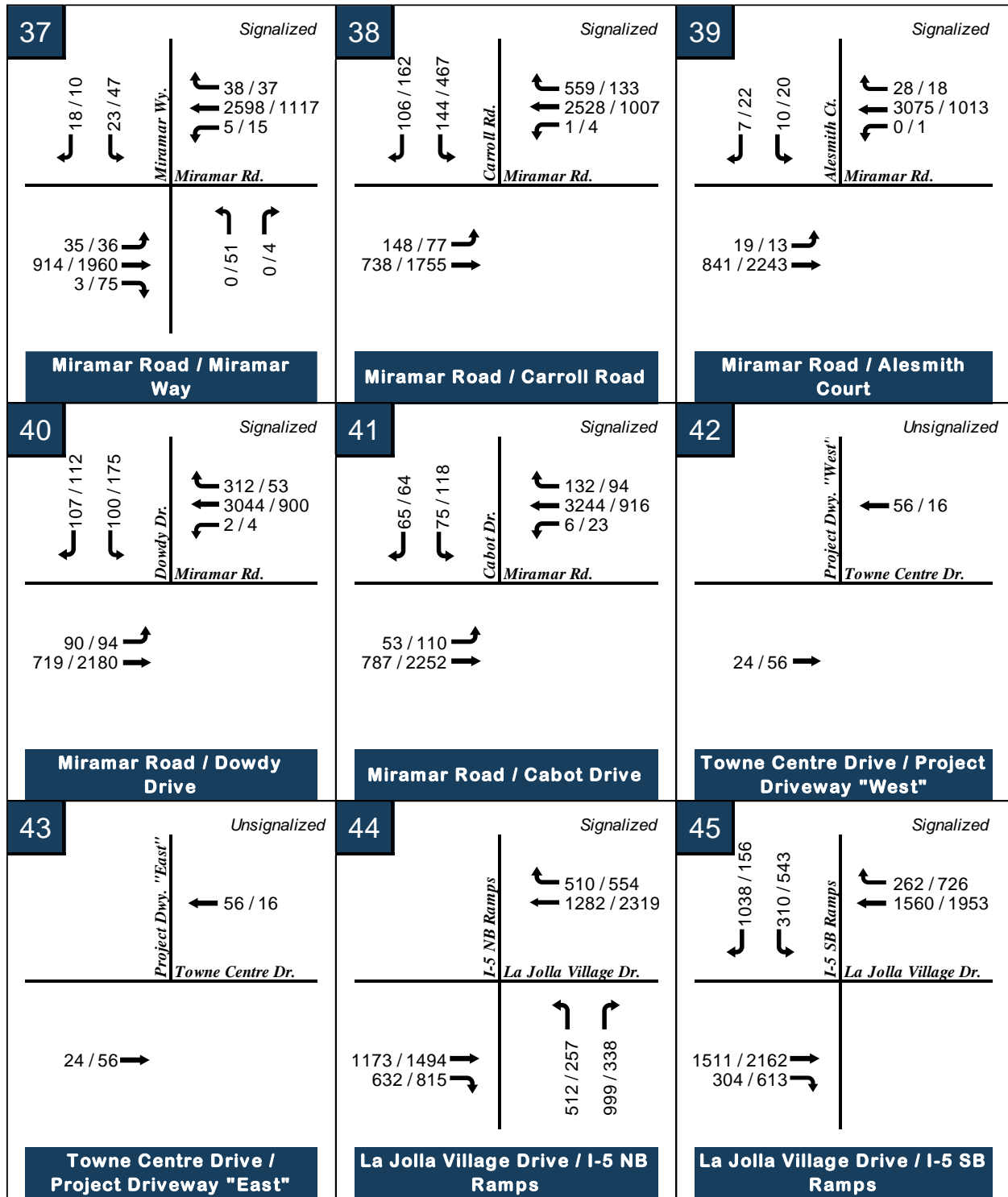
Figure 9-2: Horizon Year 2050 AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes



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



XX / XX = AM / PM Peak hour volumes

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

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

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

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

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

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## **10.0 HORIZON YEAR 2050 WITH PROJECT**

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

### **10.1 Pedestrian Facilities**

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

### **10.2 Bicycle Facilities**

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

### **10.3 Transit Facilities**

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

### **10.4 Roadway Segments**

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

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

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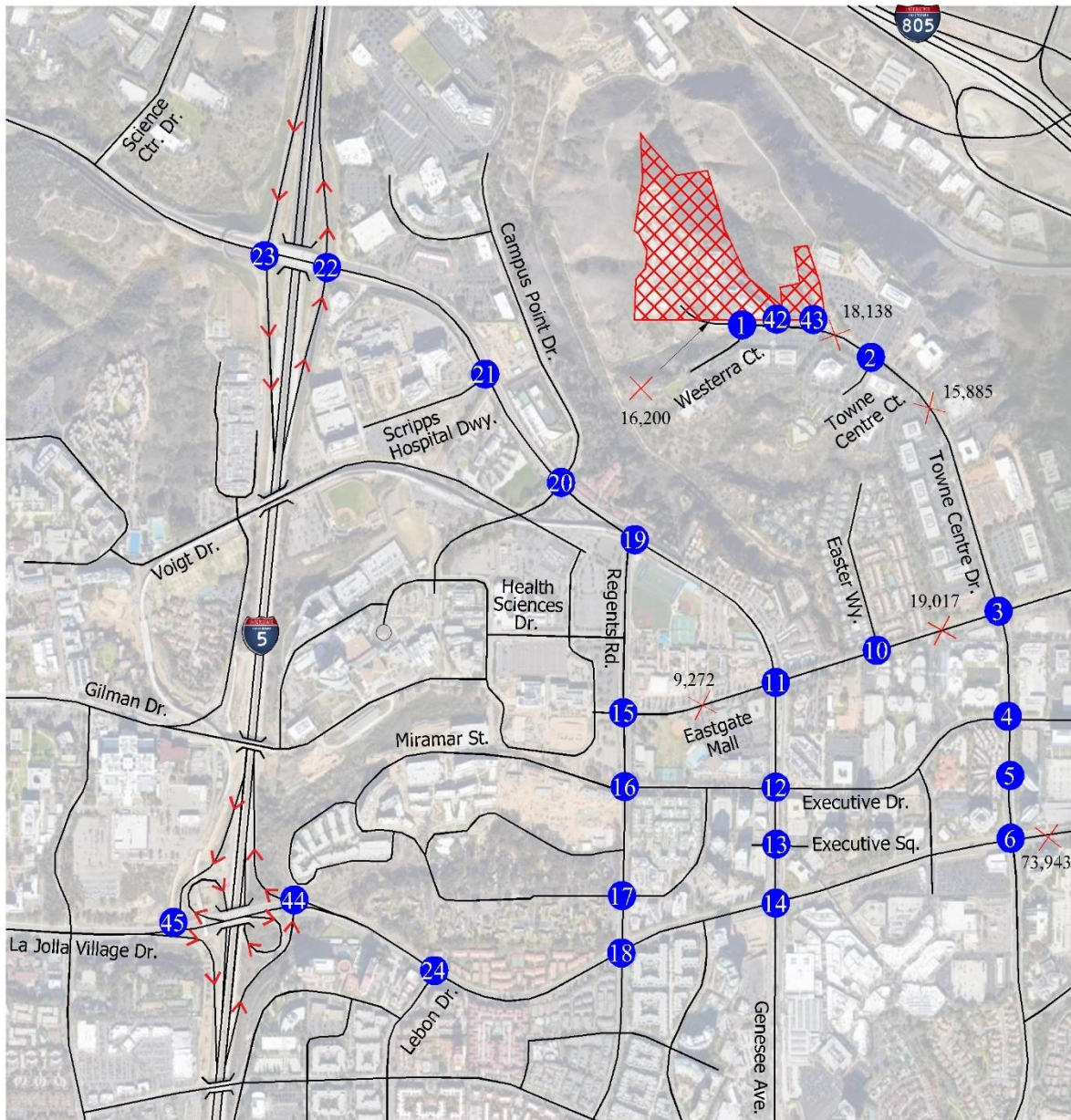
**Table 10-1** summarizes the roadway segment analysis for Horizon Year 2050 With Project conditions. Based on Horizon Year 2050 With Project volumes and the City’s roadway segment classification thresholds, the roadway segments are anticipated to operate at an acceptable LOS “D” or better in the Horizon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

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

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

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

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



Legend




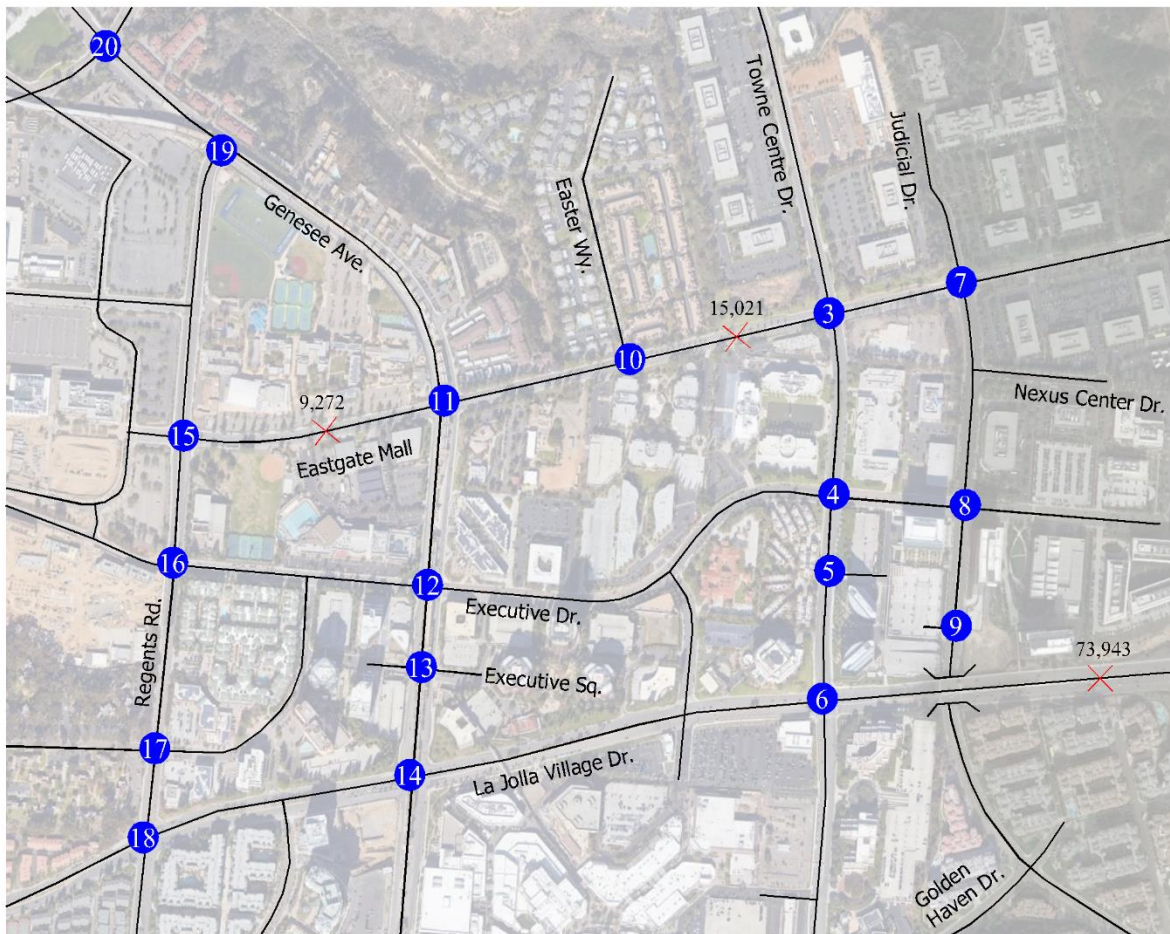
-  = Project Location
-  = Study Street Segment
-  = Study Intersection
- XX,XXX = ADT Number



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



Legend

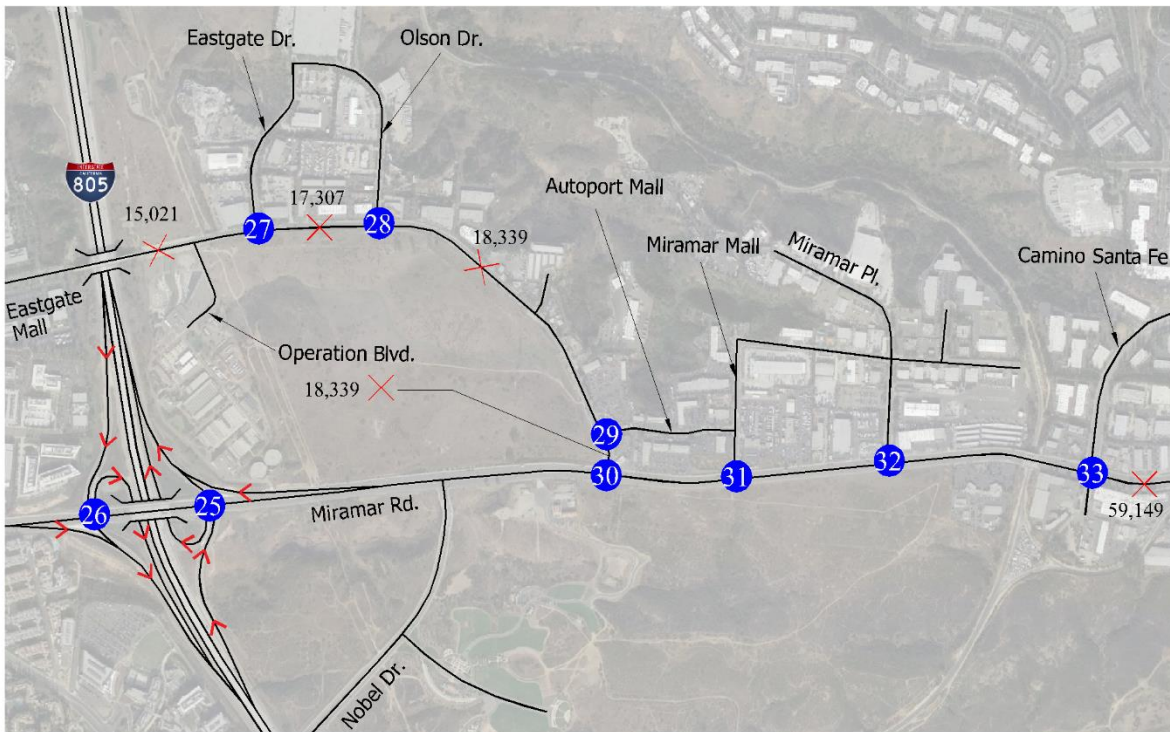
✗ = Study Street Segment

⊕ = Study Intersection

XX,XXX = ADT Number



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



Legend

✕ = Study Street Segment

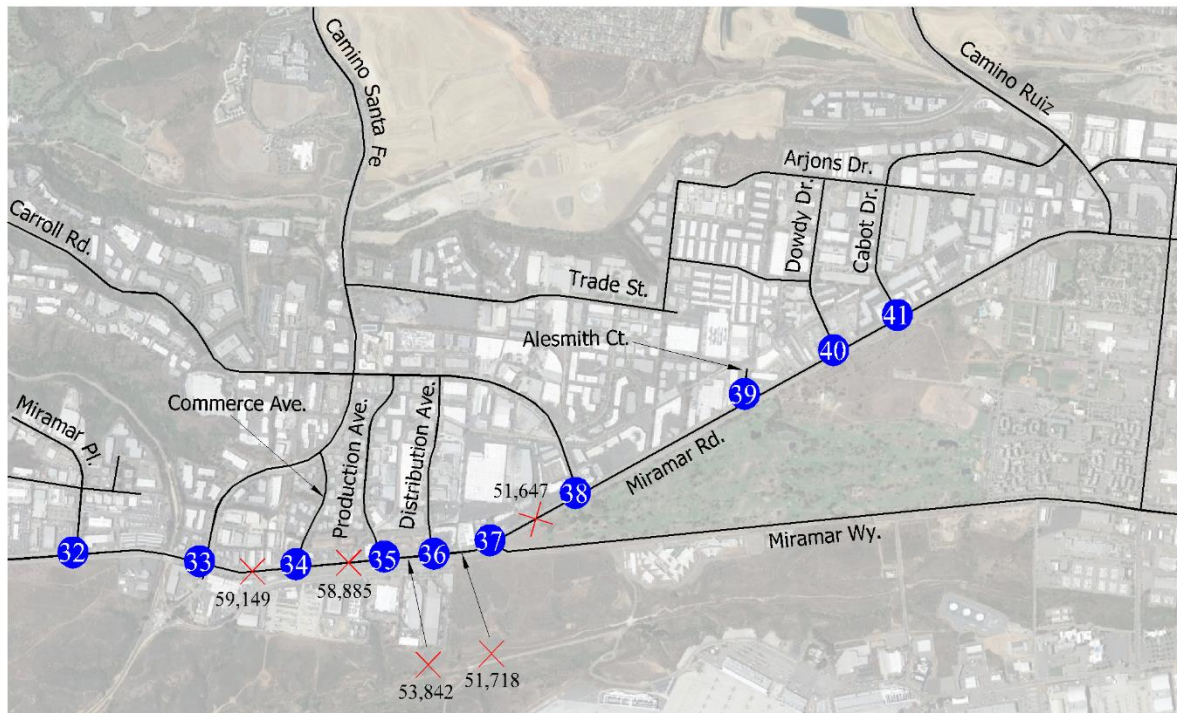
Ⓝ = Study Intersection

XX,XXX = ADT Number





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



Legend

× = Study Street Segment

# = Study Intersection

XX,XXX = ADT Number



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

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

**Legend:**

LOS = Level of Service

V/C = Volume to Capacity Ratio

7-MA = 7-Lane Major Arterial

6-MA = 6-Lane Major Arterial

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

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

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

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

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

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

**Legend:**

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

**Notes:**

Identified improvements in the Community Plans have been referenced from the following sources:  
 A) Mira Mesa Community Plan (April 2011)  
 B) University Community Plan (November 2019)

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## 10.5 Intersections

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

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

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

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

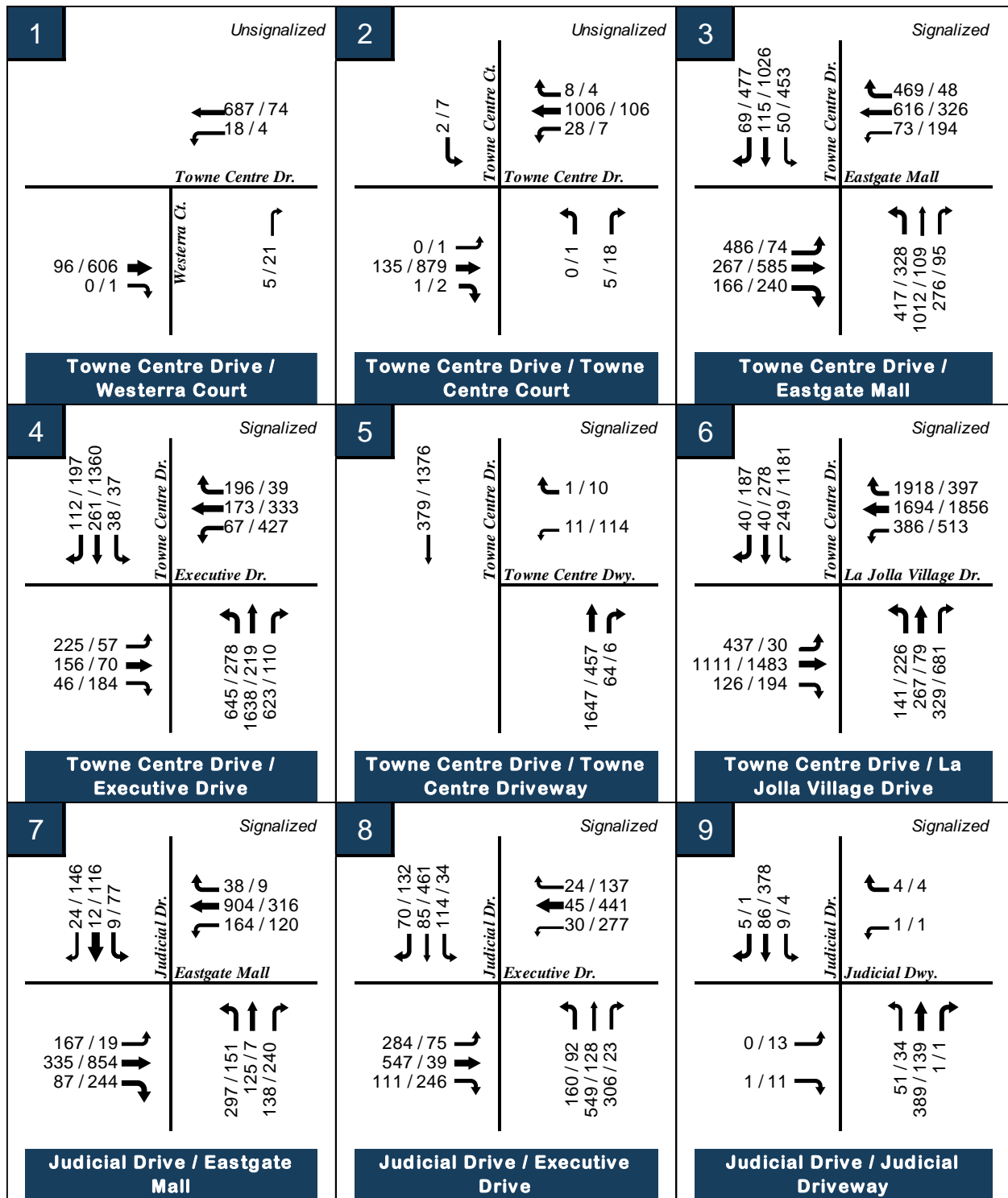
- Towne Centre Dr. / Executive Dr.
  - AM Peak Hour – *LOS F*
  - PM Peak Hour – *LOS F*
- Towne Centre Dr. / La Jolla Village Dr.
  - AM Peak Hour – *LOS F*
  - PM Peak Hour – *LOS F*
- Judicial Dr. / Eastgate Mall
  - AM Peak Hour – *LOS F*
  - PM Peak Hour – *LOS E*
- Judicial Dr. / Executive Dr.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

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

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

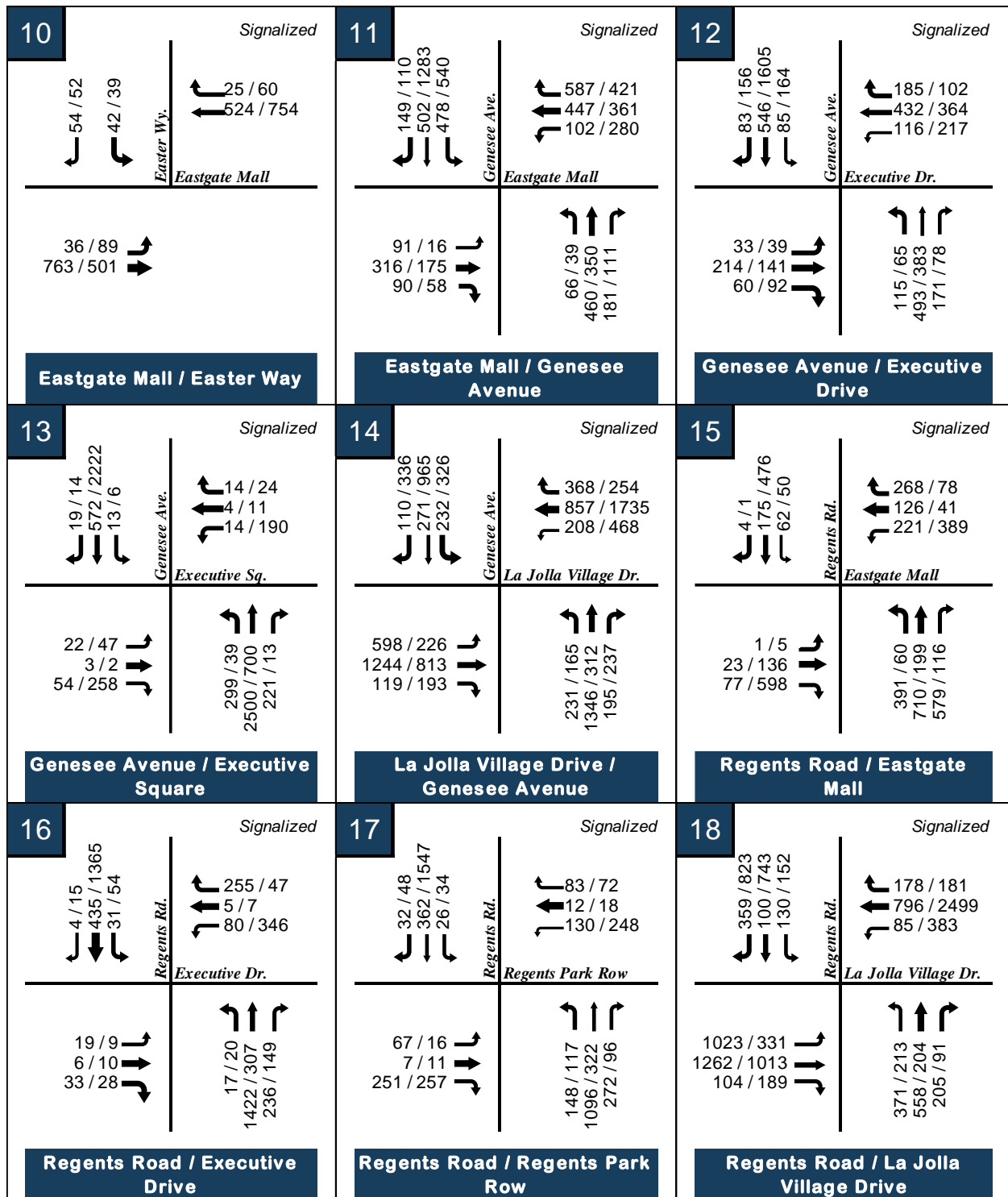
Refer to **Appendix M** for the Synchro worksheets of Horizon Year 2050 With Project conditions.

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



XX / XX = AM / PM Peak hour volumes

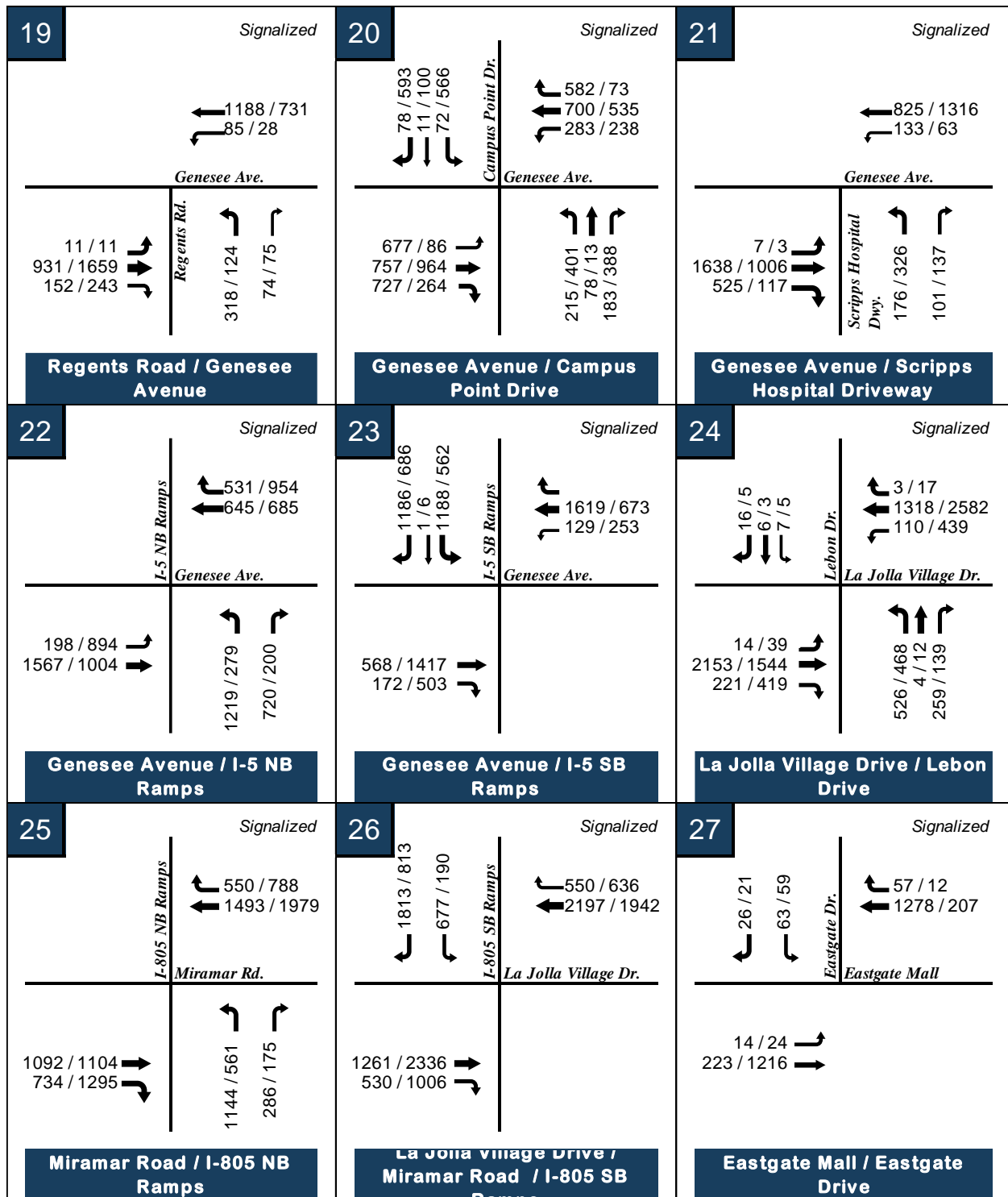
Figure 10-2: Horizon Year 2050 With Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

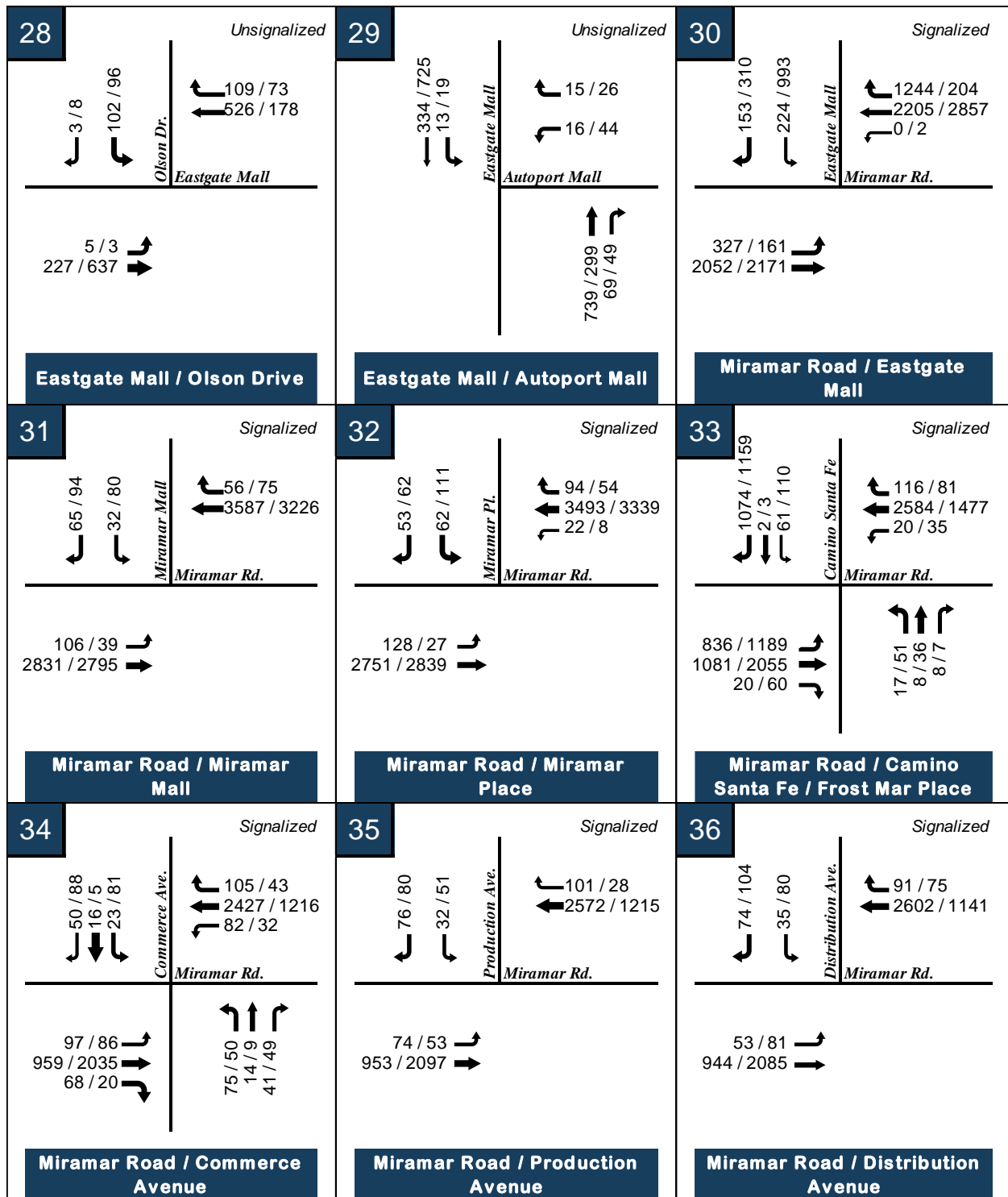


Figure 10-2: Horizon Year 2050 With Project AM / PM Peak Hour Volumes (cont'd)



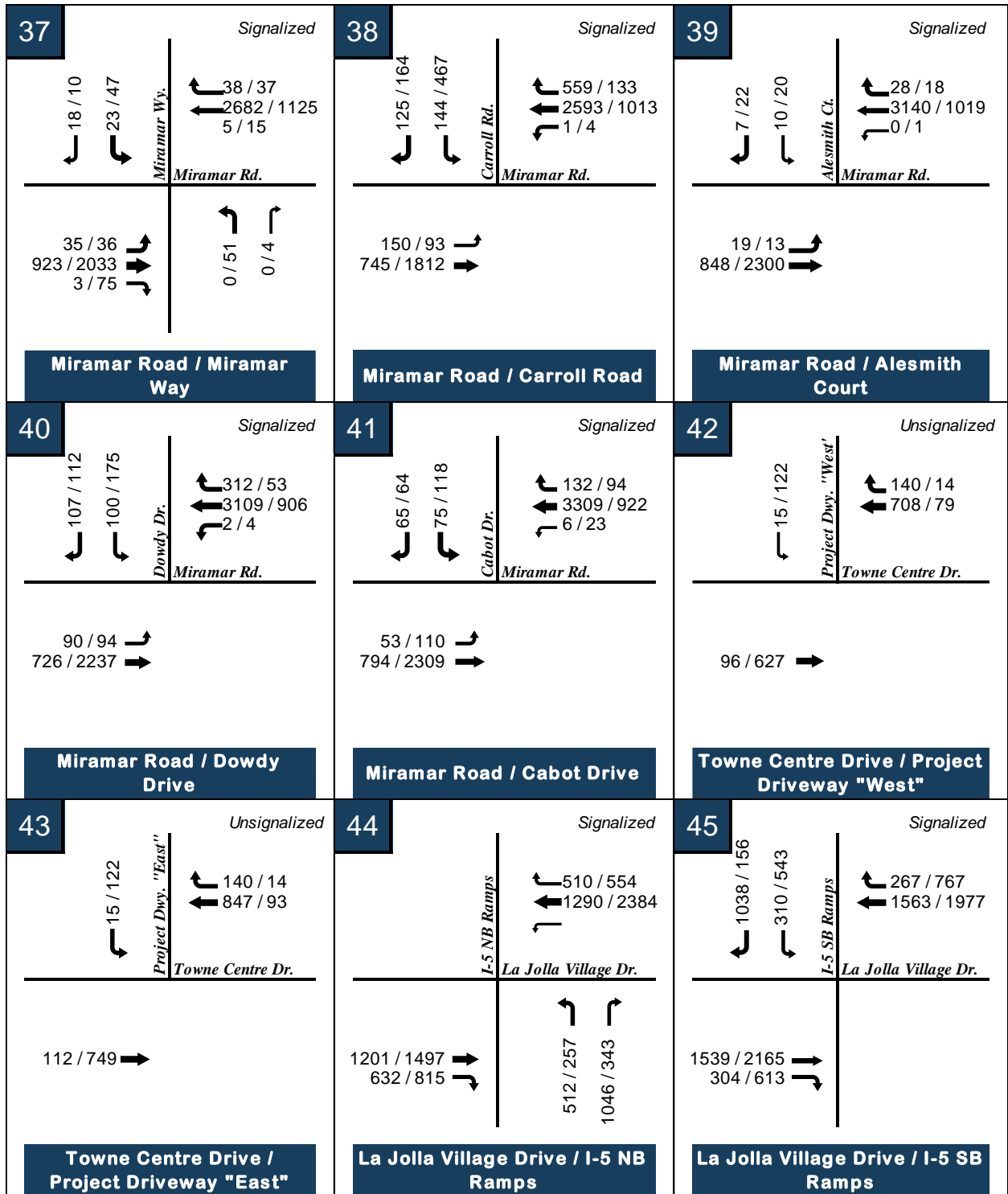
XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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



XX / XX = AM / PM Peak hour volumes

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

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

**Notes:**

LOS = Level of Service

D = Delay (in sec.)

DNE = Driveway does not exist

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

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

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

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

Notes:  
 LOS = Level of Service  
 D = Delay (in sec.)  
 Δ = Change in Delay (in sec.)  
 DNE = Driveway does not exist

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## 11.0 PROJECT EFFECTS AND OFF-SITE IMPROVEMENTS

### 11.1 Pedestrian Facilities

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

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

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

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

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

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**Figure 11-1: Project Grading Plan**

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





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## **11.2 Bicycle Facilities**

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

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

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

## **11.3 Transit Facilities**

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

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

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

6. Executive Drive Station (*Mid-Coast Trolley Transit Station*)

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

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

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

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## **11.4 Unsignalized Intersections**

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

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

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

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

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

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

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

## **11.5 Signalized Intersections**

### **11.5.1 Signal Timing Improvements/Modifications and Turn Lanes**

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

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

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

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

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

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

**A. Towne Centre Dr. / Eastgate Mall**

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

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

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

**B. Towne Centre Dr. / Executive Dr.**

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

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

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

- 
- Implementation of Audible Pedestrian Signals.

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

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

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

**D. Judicial Dr. / Eastgate Mall**

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

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

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

**E. Judicial Dr. / Executive Dr.**

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

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

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

- Implementation of Audible Pedestrian Signals.

**F. Regents Rd. / Eastgate Mall**

- Horizon Year 2050

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

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

**G. Regents Rd. / Regents Park Row**

- Horizon Year 2050

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

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

**H. Regents Rd. / La Jolla Village Dr.**

- Horizon Year 2050

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



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**I. Eastgate Mall / Eastgate Dr.**

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

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

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

**J. Miramar Rd. / Eastgate Mall**

- Horizon Year 2050

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

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

**K. Miramar Rd. / Miramar Pl.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Please refer to **Appendix N** for a concept design of the evaluated improvement.
  
- Towne Centre Rd. / Project Dwy. “West” – SB-L
  - The Project does not propose the addition of any turn lanes for this movement as this turning movement is part of a Project driveway.
  
- Towne Centre Rd. / Project Dwy. “East” – SB-L
  - The Project does not propose the addition of any turn lanes for this movement as this turning movement is part of a Project driveway.

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

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

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### 11.5.2 Queueing

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## **11.6 Roadway Segments**

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

- **Towne Centre Dr. (Westerra Ct. – Eastgate Mini Park)**
  - The Project adds greater than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. This segment is not classified in the University Community Plan and the University Community Plan Update Mobility Corridor Concepts show draft cross sections for this roadway at a 2-lane cross-section as a bicycle boulevard. Therefore, no additional widening is identified or planned.
- **Eastgate Mall (I-805 Overpass – Operation Blvd.)**
  - The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The Project would pay a 34.1% fair share contribution towards the widening of the roadway from a 2-lane Collector without fronting property to a 4-lane Collector with a continuous left-turn lane per University Facilities Financing Program (PFFP 2013) Project NUC-34.
- **Eastgate Mall (Operation Blvd. – Olson Dr.)**
  - The Project adds less than 50% of the total daily vehicle trips on the segment for Near-Term (Opening Day Year 2027) and Horizon Year 2050 conditions. The Project would pay a 40.6% fair share contribution towards the widening of the roadway from a 2-lane

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

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

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

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

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

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

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

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

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

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

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

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## 12.0 SITE ACCESS, CIRCULATION, & PARKING

### 12.1 Access & Circulation

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

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

### 12.2 Parking

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

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

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

Figure 12-1: Project Parking Tabulations

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

<sup>1</sup> Based on area per FAR calculations and below grade, non-parking area (1,108,820 sf); refer to coversheet; excludes motorcycle

<sup>2</sup> Per CBC table 11B.208.2; electric vehicle charging stations excluded from this calculation per 11B-208.1; based on provided stalls

<sup>3</sup> Clean-Air vehicle as defined by CGBSC; carpool, vanpool, low-emissions, and fuel efficient; based on minimum automobile required

<sup>4</sup> SDMC includes electric and zero-emissions vehicles; CAP requirement does not include electric vehical requirements

<sup>5</sup> Electric Vehicle Charging Station (EVCS) and Electric Vehicle Service Equipment (EVSE) are used interchangeably in this document and refer to cabinets, conduit, and boxes required per CGBSC, CEC, and CAP requirements; based on actual provided stall count

<sup>6</sup> CAP requires a minimum quantity ready for use upon construction completion

<sup>7</sup> Future use may qualify as Clean-Air designated stalls

<sup>8</sup> Per CBC table 11B.

<sup>9</sup> Ambulatory stalls defined by 11B-812.6.3

<sup>10</sup> In addition to automobile requirements; based on minimum automobile requirement

<sup>11</sup> Short-term bicycle parking requirements are exempt from industrial uses per 142.0530

<sup>12</sup> Based on minimum required automobile stalls

Location	Total	Typical	Accessible		Clean Air/ Zero Emmissions	EVCS Typical	EVCS Accessible			Motorcycle
			Standard	Van			Standard	Ambulatory	Van	
<b>Podium</b>	<b>1872</b>	<b>1497</b>	<b>21</b>	<b>4</b>	<b>206</b>	<b>135</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>44</b>
Level P1	317	109	21	4	114	60	4	3	2	12
Level P2	546	379	0	0	92	75*	0	0	0	11
Level P3	546	546	0	0	0	0	0	0	0	11
Level P4	463	463	0	0	0	0	0	0	0	10
<b>Surface</b>	<b>124</b>	<b>120</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Garage</b>	<b>504</b>	<b>468</b>	<b>4</b>	<b>1</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
Level B1	17	17	0	0	0	0	0	0	0	0
Level O1	78	68	4	1	1	3	0	1	0	3
Level O2	83	57	0	0	26	0	0	0	0	0
Level O3	83	83	0	0	0	0	0	0	0	0
Level O4	83	83	0	0	0	0	0	0	0	0
Level O5	83	83	0	0	0	0	0	0	0	0
Level O6	77	77	0	0	0	0	0	0	0	0
<b>Subtotals</b>	<b>-</b>	<b>-</b>	<b>26</b>	<b>6</b>	<b>-</b>	<b>140</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>-</b>
<b>Overall Totals</b>	<b>2500</b>	<b>2085</b>	<b>32</b>		<b>233</b>	<b>150</b>			<b>49</b>	

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



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### 13.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

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

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

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

- 
- H. Employee showers and lockers in accordance with the voluntary measures under the California Green Building Standards Code (to satisfy requirements by CAP Checklist).
- I. Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles (to satisfy requirements by CAP Checklist).
- *At least 10% of the total number of parking spaces (233 spaces required)*
  - 233 carpool/low emission parking spaces + 75 electric vehicle supply equipment (EVSE) spaces and an additional 75 spaces dedicated for future use = 383 spaces
- J. Transportation Demand Management (TDM) Program as required mitigation for its significant VMT impact.
- A Transportation Demand Management plan (the “TDM Plan”) shall be implemented by the Applicant in order to reduce automobile trips and Vehicle Miles Traveled (“VMT”) generated by the proposed development.
    - i. TDM Plan. Prior to issuance of the first building permit, the Applicant will submit to the City of San Diego a TDM plan outlining the TDM strategies, approach to implementation, expected VMT reductions, and monitoring program. Prior to Phase 1 building permit, the TDM shall be approved by City of San Diego Development Services Department. If the Project is leased as a multi-tenant campus, the TDM plan may be tailored to each tenant, and monitoring, reporting, and penalties may be assessed to each tenant separately. TDM plan measures will be incorporated into tenant leases to ensure compliance.
    - ii. Elements of TDM Plan. As outlined in the VMT Assessment Memo (USAI, April 2022), the following measures shall be included in the TDM Plan and implemented by the project:
      - T-12 Price Workplace Parking
      - T-6 Implement Commute Trip Reduction Program (Mandatory Implementation and Reporting)
      - T-7 Implement Commute Trip Reduction Marketing
      - T-8 Providing Ridesharing Program
      - T-9 Implement Subsidized or Discounted Transit Program

- 
- T-10 Provide End of Trip Bicycle Facilities
  - T-11 Provide Employee Sponsored Vanpool
  - Supportive but unquantified VMT reduction measures per the VMT Assessment Memo (USAI, April 2022) such as T-44 Provide Shuttles (Gas or Electric) and Passenger Loading Zones
- iii. TDM Goals. TDM measures, as outlined in the TDM Plan and evaluated in the VMT Assessment Memo (USAI, April 2022), shall be implemented to reduce the project site VMT by 32.47%. This is established based on the commercial employment VMT significance threshold of 15% below the SANDAG Series 13 Base Year 2012 regional mean VMT, 22.105 VMT per employee, and the Series 13 Year 2025 project VMT of 32.6 VMT per employee that would be expected from the 3,000 employees anticipated from the proposed 1 million square feet of research and development (R&D) use included in the project site. According to the Local Mobility Analysis prepared for the project site, the project will be expected to generate approximately 8,000 vehicular trips per day based on the City of San Diego *Land Development Code Trip Generation Manual (2003)* which is a net increase of 6,461 daily vehicular trips over existing development.
- iv. Program Manager. Within three (3) months following approval of the first occupancy permit, the Permittee shall designate an individual to act as the Program Manager (“PM”) for the Project, whose responsibility will be to implement the TDM measures, with on-going coordination with the City of San Diego Development Services Department.
- v. Monitoring and Reporting. No later than one (1) year following the issuance of the first occupancy permit of the final phase of the project if the Project is being completed in phases or after the final Occupancy Permit if the Project is being constructed in a single phase for one tenant, a monitoring and reporting report will be submitted to the City of San Diego Development Services Department. The effectiveness of the TDM Plan shall be evaluated using surveys and traffic counts. The Permittee
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shall coordinate with the City of San Diego with data collected and reported, which will include but may not be limited to:

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

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

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

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## 14.0 SYSTEMIC SAFETY ANALYSIS

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

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

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

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

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

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



**Table 14-1: Systemic Safety Analysis for Pedestrians**

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

**Table 14-2: Systemic Safety Analysis for Bicycles**

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

**Table 14-3: Systemic Safety Analysis for Vehicles**

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

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## 15.0 CONCLUSION

### 15.1 Project Trip Generation

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

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

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

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

**Table 2-1** includes the project trip generation.

### 15.2 Existing

#### Roadway Segments:

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

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

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

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

Intersections:

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

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

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

### **15.3 Near-Term (Opening Day Year 2027)**

#### Roadway Segments:

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

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

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

Intersections:

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

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

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

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

##### Roadway Segments:

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

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



- 
- Towne Centre Dr. (Towne Centre Court – 9665 Towne Centre Dr.)
    - LOS F
  - Eastgate Mall (I-805 Overpass – Operation Blvd.)
    - LOS F
  - Eastgate Mall (Operation Blvd. – Olson Dr.)
    - LOS F
  - Eastgate Mall (Olson Dr. – Autoport Mall)
    - LOS F
  - Eastgate Mall (Autoport Mall – Miramar Rd.)
    - LOS F
  - Miramar Rd. (Camino Santa Fe / Frost Mar Pl. – Commerce Ave.)
    - LOS F
  
  - Miramar Rd. (Commerce Ave. – Production Ave.)
    - LOS F
  - Miramar Rd. (Production Ave. – Distribution Ave.)
    - LOS F
  - Miramar Rd. (Distribution Ave. – Miramar Wy.)
    - LOS F
  - Miramar Rd. (Miramar Wy. – Carroll Rd.)
    - LOS F
  - La Jolla Village Dr. (Towne Centre Dr. – I-805 SB Ramps)
    - LOS F

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

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Intersections:

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

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

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

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

## **15.5 Horizon Year 2050**

### **Roadway Segments:**

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

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

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

Intersections:

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

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

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

## **15.6 Horizon Year 2050 With Project**

### Roadway Segments:

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

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

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

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

Intersections:

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

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

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



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

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

## **15.7 Off-Site Improvements**

### **15.7.1 Signal Timing Improvements/Modifications and Turn Lanes**

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

---

**#2** Towne Centre Dr. / Towne Centre Ct.

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

**#3** Towne Centre Dr. / Eastgate Mall

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

**#4** Towne Centre Dr. / Executive Dr.

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

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

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

---

**#7 Judicial Dr. / Eastgate Mall**

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

**#8 Judicial Dr. / Executive Dr.**

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

**#15 Regents Rd. / Eastgate Mall**

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

**#17 Regents Rd. / Regents Park Row**

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

**#18 Regents Rd. / La Jolla Village Dr.**

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

---

**#27** Eastgate Mall / Eastgate Dr.

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

**#30** Miramar Rd. / Eastgate Mall

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

**#32** Miramar Rd. / Miramar Pl.

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

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

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

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

---

**#15 Regents Rd. / Eastgate Mall**

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

**15.7.2 Queueing**

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

**15.7.3 Roadway Segments**

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

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

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#### 15.7.4 Systemic Safety

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

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



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

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## 16.0 REFERENCES

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

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## **Urban Systems Associates, Inc.**

### **Principal Engineer**

Justin P. Schlaefli; M.S. Civil Engineering, B.S. Civil Engineering

Registered Civil Engineer, Licensed Traffic Engineer, Professional Traffic Operations Engineer

### **Technical Support, Graphics, and Illustrations**

Jorge Muradas, EIT; B.S. Civil Engineering

Anthony Abalos, EIT; B.S. Civil Engineering

Jackson Schulz

### **Word Processing, Report Production and Compilation**

Jorge Muradas, EIT; B.S. Civil Engineering

Anthony Abalos, EIT; B.S. Civil Engineering

Jackson Schulz

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

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

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**Appendix A: Project Information Form (PIF)**

Provided on the following page.



## City of San Diego Project Information Form

### Project Information

Project Name:					
Project Applicant					
Name:					
Address:					
Contact Information	Phone Number:		Email:		
Project Location and Context					
Project Address:					
APN:					
Driveway Cross Streets:					
Please attach a Project Location Map that clearly identifies project driveways and access points.					
Community Plan Area:		Land Use Designation:		Zoning Designation:	
Is any portion of the project located in an RTIP Transit Priority Area?: <input type="checkbox"/> Yes <input type="checkbox"/> No					
Project Description (with Proposed Land Uses and Intensities):					
Number of Parking Spaces:	Vehicle Spaces	Accessible Spaces	Bicycle Spaces <i>(racks and secure Storage)</i>	Motorcycle Spaces	
Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).					
Please attach a project site plan that clearly identifies the following:					
<ul style="list-style-type: none"> <li>• Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified.</li> <li>• Driveway locations and type (full access, partial access, right in/out only) identified.</li> <li>• Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified.</li> <li>• Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel).</li> </ul>					



## City of San Diego Project Information Form

Trip Generation Estimates (calculated using the process described in the TSM):	Unadjusted Driveway Trips		Total Net New Trips	
	Daily:		Daily:	
	AM Peak Hour:		AM Peak Hour:	
	PM Peak Hour:		PM Peak Hour:	

### Preliminary Screening Criteria

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

Local Mobility Analysis		
Is your project's land use consistent with the Community Plan zoning?	<input type="checkbox"/> Consistent <input type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips)	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips)
Will project development be phased?		In what month are traffic counts planned to be conducted?



## City of San Diego Project Information Form

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

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

Provided on the following page.





# CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

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

## Application Information

### Contact Information

Project No./Name: \_\_\_\_\_

Property Address: \_\_\_\_\_

Applicant Name/Co.: \_\_\_\_\_

Contact Phone: \_\_\_\_\_ Contact Email: \_\_\_\_\_

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

Consultant Name: \_\_\_\_\_ Contact Phone: \_\_\_\_\_

Company Name: \_\_\_\_\_ Contact Email: \_\_\_\_\_

### Project Information

1. What is the size of the project (acres)? \_\_\_\_\_

2. Identify all applicable proposed land uses:

Residential (indicate # of single-family units): \_\_\_\_\_

Residential (indicate # of multi-family units): \_\_\_\_\_

Commercial (total square footage): \_\_\_\_\_

Industrial (total square footage): \_\_\_\_\_

Other (describe): \_\_\_\_\_

3. Is the project or a portion of the project located in a Transit Priority Area?  Yes  No

4. Provide a brief description of the project proposed:

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



# CAP CONSISTENCY CHECKLIST QUESTIONS

## Step 1: Land Use Consistency

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

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

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

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

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

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

## Step 2: CAP Strategies Consistency

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

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
<b>Strategy 1: Energy &amp; Water Efficient Buildings</b>			
<p>1. <i>Cool/Green Roofs.</i></p> <ul style="list-style-type: none"> <li>• Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under <a href="#">California Green Building Standards Code</a> (Attachment A)?; <u>OR</u></li> <li>• Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under <a href="#">California Green Building Standards Code</a>?; <u>OR</u></li> <li>• Would the project include a combination of the above two options?</li> </ul> <p>Check "N/A" only if the project does not include a roof component.</p> <div style="border: 1px solid black; height: 150px; width: 100%; margin-top: 10px;"></div>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

2. *Plumbing fixtures and fittings*

With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:

Residential buildings:

- Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;
- Standard dishwashers: 4.25 gallons per cycle;
- Compact dishwashers: 3.5 gallons per cycle; and
- Clothes washers: water factor of 6 gallons per cubic feet of drum capacity?

Nonresidential buildings:

- Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in [Table A5.303.2.3.1 \(voluntary measures\) of the California Green Building Standards Code](#) (See Attachment A); and
- Appliances and fixtures for commercial applications that meet the provisions of [Section A5.303.3 \(voluntary measures\) of the California Green Building Standards Code](#) (See Attachment A)?

Check "N/A" only if the project does not include any plumbing fixtures or fittings.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	--------------------------

**Strategy 3: Bicycling, Walking, Transit & Land Use**

3. *Electric Vehicle Charging*

- Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?
- Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?
- Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?

Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces.

**Strategy 3: Bicycling, Walking, Transit & Land Use**

(Complete this section if project includes non-residential or mixed uses)

4. *Bicycle Parking Spaces*

Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code ([Chapter 14, Article 2, Division 5](#))?<sup>6</sup>

Check "N/A" only if the project is a residential project.

<sup>6</sup> Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

5. *Shower facilities*

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

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

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

6. *Designated Parking Spaces*

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

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

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

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

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

7. *Transportation Demand Management Program*

If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:

At least one of the following components:

- Parking cash out program
- Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools
- Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development

And at least three of the following components:

- Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees
- On-site carsharing vehicle(s) or bikesharing
- Flexible or alternative work hours
- Telework program
- Transit, carpool, and vanpool subsidies
- Pre-tax deduction for transit or vanpool fares and bicycle commute costs
- Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?

Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).



## Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option B. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. In general, a project that would result in a reduction in density inside a TPA would not be consistent with Strategy 3. The following questions must each be answered in the affirmative and fully explained.

**1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**

Considerations for this question:

- Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
- Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
- Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

**2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**

Considerations for this question:

- Does the proposed project support/incorporate identified transit routes and stops/stations?
- Does the project include transit priority measures?

**3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**

Considerations for this question:

- Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
- Does the proposed project urban design include features for walkability to promote a transit supportive environment?

**4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**

Considerations for this question:

- Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
- Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

**5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?**

Considerations for this question:

- Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
- Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
- Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

**6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**

Considerations for this question:

- Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
- Does the proposed project include policies or strategies for preserving existing trees?
- Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

## STEP 3: Project CAP Conformance Evaluation – APPLICANT REPOSES

1. Would the proposed project implement the General Plan’s City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

The General Plan identifies the University community as a Sub-Regional Employment Area which is made up of high intensity office, commercial, industrial, scientific research, and residential uses. The General Plan defines Sub-Regional Employment Areas as “major employment and/or commercial districts within the region containing corporate or multiple-use office, industrial, and retail uses with some adjacent multifamily residential uses. Existing Sub-Regional Districts include the Mission Valley/Morena/Grantville and University/Sorrento Mesa areas. (Page LU-7.)” The proposed amendment is consistent with General Plan policy LU.A.1.b which states: “Encourage further intensification of employment uses throughout Sub-Regional Employment Districts

2. Would the proposed project implement the General Plan’s Mobility Element in Transit Priority Areas to increase the use of transit?

The project’s proposed community plan amendment would help provide additional quality job opportunities and secondary employment in an area where a significant investment in transit has been made. This in turn, would help increase employment within a TPA, consistent with CAP Strategies and would further the City’s trajectory towards meeting its goals to reduce greenhouse gas emissions.

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?

The applicant is committed to exploring Transportation Demand Management strategies for employees which may include one or more of the following: privately funded shuttles serving properties along Towne Centre Drive, local shopping areas and local transit stops (Super Loop, Mid-Coast Trolley and Coaster Station).

Additionally, as part of the project’s site design efforts, the Applicant is exploring the inclusion of visual access points to the site’s adjacent canyons by one or more of the following: canyon rim walking paths, overlooks, and/or scenic vistas.

4. Would the proposed project implement the City of San Diego’s Bicycle Master Plan to increase bicycling opportunities?

In accordance with the City’s Bicycle Master Plan, the project intends to include bike racks and lockers to accommodate those who are expecting to park their bikes for more than two hours, such as employees and transit commuters. In addition, locker rooms and showers will be included in the project to support the Bicycle Master Plan’s goal of providing end-of-trip amenities.

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

To maximize on-site parking efficiency, the applicant intends to explore measures such as unbundled parking, shared parking agreements, analysis of parking demand in conjunction with upcoming transit opportunities and subsidized transit passes.

In addition, the project's proposed community plan amendment would help provide additional quality job opportunities and secondary employment in an area where a significant investment in transit has already been made. This in turn, would help increase employment within a TPA, consistent with CAP Strategies and would further the City's trajectory towards meeting its goals to reduce greenhouse gas emissions.

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Our project is in alignment with the Urban Forest Management Plan. This project would be planting approximately 400 new trees, which will increase the canopy tree coverage of the City.

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**Appendix C: SANDAG Series 14 ABM 2 Year 2025 SZA**

Provided on the following page.

SANDAG  
SR14  
version14\_1\_1  
hwy\_load 466

2025rc

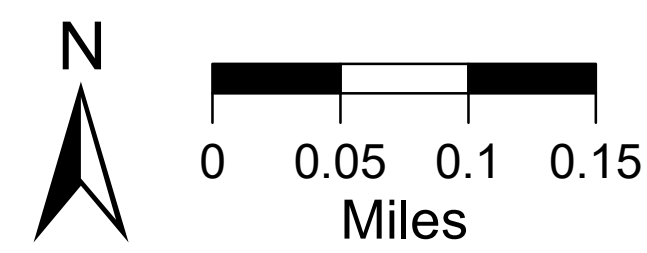
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TAZ 2213

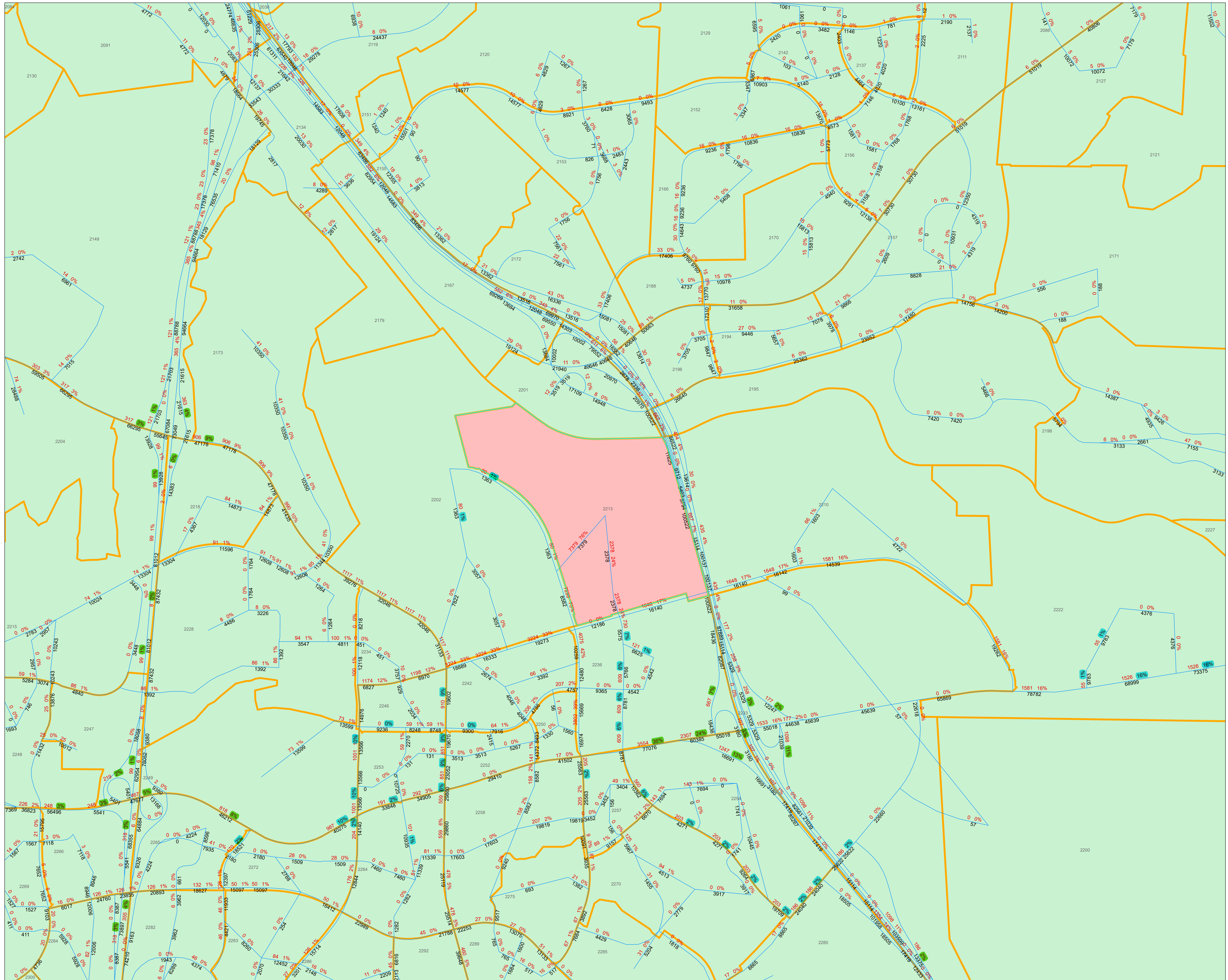
- join
- Selected Zone(s)
- # Select Zone Vol and %
- # Model Estimated ADT

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SAN DIEGO, CALIFORNIA 92101 USA  
(619) 599-1000  
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Web site: www.sandag.org



Date: June 30, 2021



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**Appendix D: SDMTS Transit Schedules**

Provided on the following page

Exact fare, please Favor de pagar la cantidad exacta

Fares Tarifas	Adult Adulto	Senior/Disabled/ Medicare/Youth* Personas Mayores/con Discapacidades/Medicare/Jóvenes*
ONE-WAY FARES Tarifas Sencillas	\$2.50	\$1.25
EARNED DAY PASS Pase del Día Ganado	\$6.00	\$3.00
MONTH PASS Pase mensual	\$72.00	\$23.00

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card (\$2) or scan your PRONTO mobile app (free) to ride. Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO (\$2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.

• One-ways with PRONTO receive free transfers for two hours. No free transfers for cash. Los viajes de ida con PRONTO reciben transbordos gratuitos por dos horas. No se permiten transbordos gratuitos con pagos en efectivo.

• Day Passes not sold in advance. Earned with PRONTO. Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.

• A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month. El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.

\*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18. \*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

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InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (via teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
MTS Security MTS Seguridad	(619) 595-4960
Lost & Found Objetos extraviados	(619) 233-3004
Transit Store	(619) 234-1060 12th & Imperial Transit Center M-F 8am-5pm
For MTS online trip planning Planificación de viajes por Internet	<a href="http://sdmts.com">sdmts.com</a>

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit [sdmts.com](http://sdmts.com).

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Thank you for riding MTS! ¡Gracias por viajar con MTS!

Effective SEPTEMBER 1, 2021

# 201/202 204

**UTC Transit Center – UC San Diego**  
via UC San Diego Medical Center  
or Nobel Dr.

**UTC East Loop**  
via Executive Dr. /  
Judicial Dr. / Nobel Dr.

### DESTINATIONS

- Colony Plaza
- Costa Verde Center
- La Jolla Village Square/Shops at La Jolla Village
- Nobel Athletic Area & Library
- Scripps Memorial Hospital
- UC San Diego Medical Center (La Jolla)
- Westfield UTC

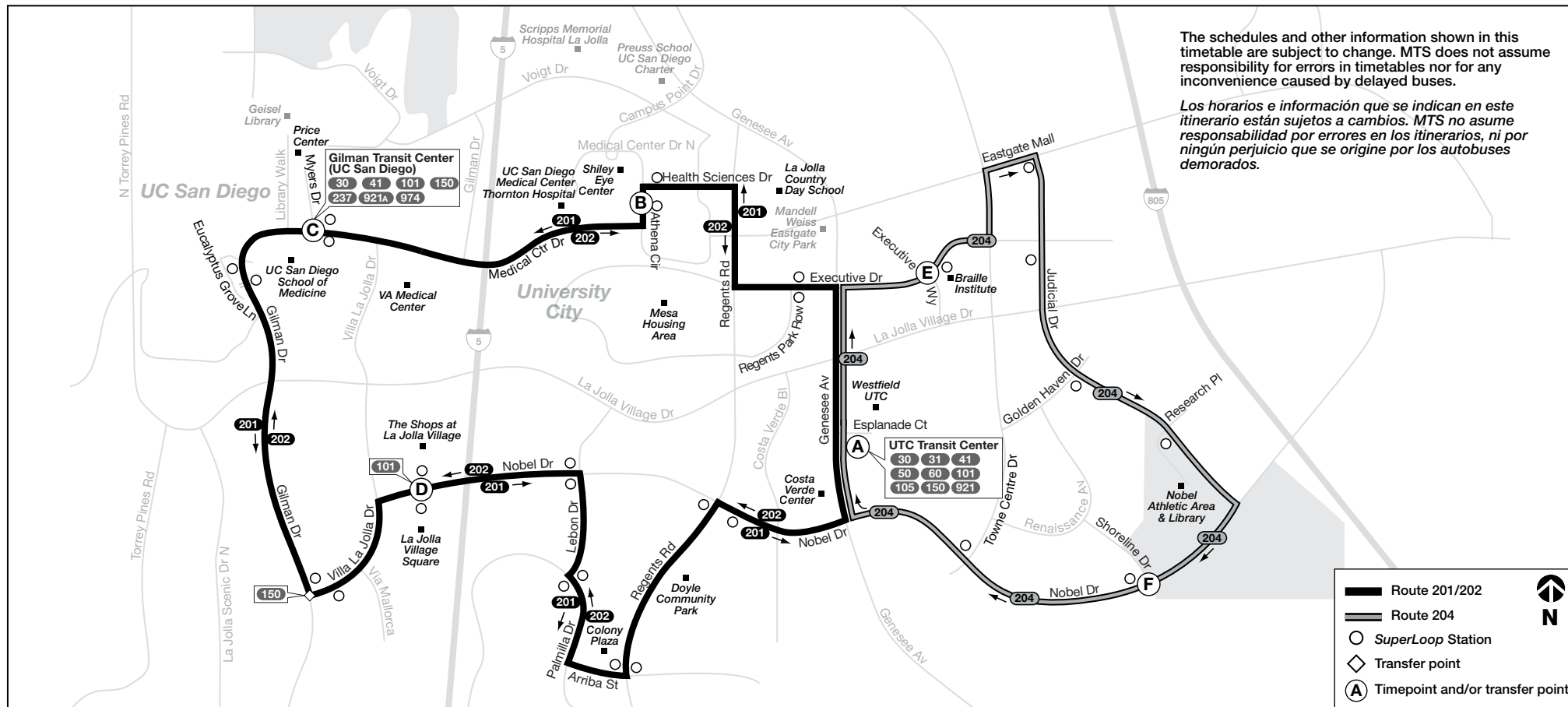


09/21

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Rapid*

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## Route 204 – Monday through Friday / Lunes a viernes

UTC → Executive Dr. → Judicial Dr. → Nobel Dr. → UTC

(A) UTC Transit Center DEPART	(E) Executive Dr. & Executive Wy.	(F) Nobel Dr. & Shoreline Dr.	(A) UTC Transit Center ARRIVE
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6:18	6:21	6:27	6:30
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7:16	7:20	7:27	7:31
7:46	7:50	7:57	8:01
8:16	8:20	8:27	8:31
8:46	8:50	8:57	9:01
9:16	9:20	9:27	9:31
9:46	9:50	9:57	10:01
10:16	10:20	10:27	10:31
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11:17	11:21	11:28	11:32
11:47	11:51	11:58	12:02p
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2:17	2:21	2:28	2:32
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3:17	3:21	3:28	3:32
3:47	3:51	3:58	4:02
4:17	4:21	4:28	4:32
4:47	4:51	4:58	5:02
5:17	5:21	5:28	5:32
5:47	5:51	5:58	6:02
6:17	6:21	6:28	6:32
6:52	6:56	7:03	7:07
7:23	7:26	7:33	7:37
7:53	7:56	8:03	8:07
8:23	8:26	8:33	8:37
8:55	8:58	9:04	9:07
9:25	9:28	9:34	9:37
9:55	9:58	10:04	10:07

Route 204 does not operate on weekends or on the following holidays and observed holidays

La ruta 204 no ofrece servicio durante el fin de semana o 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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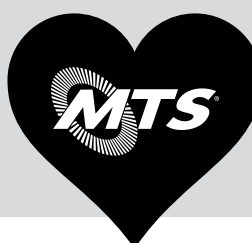
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**Route 201 – Monday through Friday / lunes a viernes**

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(A) UTC Transit Center DEPART	(B) Health Sciences Dr. & Athena Cir.	(C) Gilman Transit Center (UC San Diego)	(D) Nobel Dr. & La Jolla Village Square	(A) UTC Transit Center ARRIVE
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**Route 202 – Monday through Friday / lunes a viernes**

**UTC ➔ La Jolla Village Square ➔ UCSD ➔ UCSD Med. Ctr. ➔ UTC**

(A) UTC Transit Center DEPART	(D) Nobel Dr. & La Jolla Village Square	(C) Gilman Transit Center (UC San Diego)	(B) Athena Cir. & Health Sciences Dr.	(A) UTC Transit Center ARRIVE
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8:00	8:11	8:19	8:22	8:31
8:10	8:21	8:29	8:32	8:41
8:20	8:31	8:39	8:42	8:51
8:30	8:41	8:49	8:52	9:01
8:40	8:51	8:59	9:02	9:11
8:50	9:01	9:09	9:12	9:21
9:00	9:11	9:19	9:23	9:33
9:10	9:21	9:29	9:33	9:43
9:20	9:31	9:39	9:43	9:53
9:30	9:41	9:49	9:53	10:03
9:40	9:51	9:59	10:03	10:13
9:50	10:01	10:09	10:13	10:23
10:00	10:11	10:19	10:23	10:33
10:10	10:21	10:29	10:33	10:43
10:20	10:31	10:39	10:43	10:53
10:30	10:41	10:49	10:53	11:03
10:40	10:51	10:59	11:03	11:13
10:50	11:01	11:09	11:13	11:23
11:00	11:11	11:19	11:23	11:33
11:10	11:21	11:29	11:33	11:43
11:20	11:31	11:39	11:43	11:53
11:30	11:41	11:49	11:53	12:03p
11:40	11:51	11:59	12:03p	12:13
11:50	12:01p	12:09p	12:13	12:23
12:00p	12:11	12:19	12:23	12:33
12:10	12:21	12:29	12:33	12:43
12:20	12:31	12:39	12:43	12:53
12:30	12:41	12:49	12:53	1:03
12:40	12:51	12:59	1:03	1:13
12:50	1:01	1:09	1:13	1:23
1:00	1:11	1:19	1:23	1:33
1:10	1:21	1:29	1:33	1:43
1:20	1:31	1:39	1:43	1:53
1:30	1:41	1:49	1:53	2:03
1:40	1:51	1:59	2:03	2:13
1:50	2:01	2:09	2:13	2:23
2:00	2:11	2:19	2:23	2:33
2:10	2:21	2:29	2:33	2:43
2:20	2:31	2:39	2:43	2:53
2:30	2:41	2:49	2:53	3:03
2:40	2:51	2:59	3:03	3:13
2:50	3:01	3:09	3:13	3:23
3:00	3:11	3:19	3:23	3:33
3:10	3:21	3:29	3:33	3:43
3:20	3:31	3:39	3:43	3:53
3:30	3:41	3:49	3:53	4:03
3:40	3:51	3:59	4:03	4:13
3:50	4:01	4:09	4:13	4:23
4:00	4:11	4:19	4:23	4:33
4:10	4:21	4:29	4:33	4:43
4:20	4:31	4:39	4:43	4:53
4:30	4:41	4:49	4:53	5:03
4:40	4:51	4:59	5:03	5:13
4:50	5:01	5:09	5:13	5:23
5:00	5:11	5:19	5:23	5:33
5:10	5:21	5:29	5:33	5:43
5:20	5:31	5:39	5:43	5:53
5:30	5:41	5:49	5:53	6:03
5:40	5:51	5:59	6:03	6:13
5:50	6:01	6:09	6:12	6:21
6:00	6:11	6:19	6:22	6:31
6:10	6:21	6:29	6:32	6:41
6:20	6:31	6:39	6:42	6:51
6:30	6:41	6:49	6:52	7:01
6:45	6:56	7:04	7:07	7:16
7:00	7:10	7:17	7:20	7:28
7:15	7:25	7:32	7:35	7:43
7:30	7:40	7:47	7:50	7:58
7:45	7:55	8:02	8:05	8:13
8:00	8:10	8:17	8:20	8:28
8:15	8:25	8:32	8:35	8:43
8:30	8:40	8:47	8:50	8:58
8:45	8:55	9:02	9:05	9:13
9:00	9:10	9:17	9:20	9:28
9:15	9:25	9:32	9:35	9:43
9:30	9:39	9:46	9:49	9:56
9:45	9:54	10:01	10:04	10:11
10:00	10:09	10:16	10:19	10:26

**Route 201 – Saturday and Sunday / sábado y domingo**

**UTC ➔ UCSD Med. Ctr. ➔ UCSD ➔ La Jolla Village Square ➔ UTC**

(A) UTC Transit Center DEPART	(B) Health Sciences Dr. & Athena Cir.	(C) Gilman Transit Center (UC San Diego)	(D) Nobel Dr. & La Jolla Village Square	(A) UTC Transit Center ARRIVE
5:50a	5:56a	6:00a	6:14a	6:14a
6:05	6:11	6:15	6:21	6:29
6:20	6:26	6:30	6:36	6:44
6:35	6:41	6:46	6:53	7:02
6:50	6:56	7:01	7:08	7:17
7:05	7:11	7:16	7:23	7:32
7:20	7:27	7:33	7:40	7:50
7:35	7:42	7:48	7:55	8:05
7:45	7:52	7:58	8:05	8:15
7:55	8:02	8:08	8:15	8:25
8:05	8:12	8:18	8:25	8:35
8:15	8:22	8:28	8:35	8:45
8:25	8:32	8:38	8:45	8:55
8:35	8:42	8:48	8:55	9:05
8:45	8:52	8:58	9:05	9:15
8:55	9:02	9:08	9:15	9:25
9:05	9:12	9:18	9:25	9:35
9:15	9:22	9:28	9:35	9:45
9:25	9:32	9:38	9:45	9:55
9:35	9:42	9:48	9:56	10:07
9:45	9:52	9:58	10:06	10:17
9:55	10:02	10:08	10:16	10:27
10:05	10:12	10:18	10:26	10:37
10:15	10:22	10:28	10:36	10:47
10:25	10:32	10:38	10:46	10:57
10:35	10:42	10:48	10:56	11:07
10:45	10:52	10:58	11:06	11:17
10:55	11:02	11:08	11:16	11:27
11:05	11:12	11:18	11:26	11:37
11:15	11:22	11:28	11:36	11:47
11:25	11:32	11:38	11:46	11:57
11:35	11:43	11:49	11:57	12:08p
11:45	11:53	11:59	12:07p	12:18
11:55	12:03p	12:09p	12:17	12:28
12:05p	12:13	12:19	12:27	12:38
12:15	12:23	12:29	12:37	12:48
12:25	12:33	12:39	12:47	12:58
12:35	12:43	12:49	12:57	1:08
12:45	12:53	12:59	1:07	1:18
12:55	1:0			



**CASH FARES / Tarifas en efectivo**

The Sorrento Valley COASTER Connection is a free service for COASTER passengers! This service is provided as a courtesy by the Metropolitan Transit System and the North County Transit District.

*¡El Sorrento Valley COASTER Connection es un servicio gratuito para los pasajeros del COASTER! Este servicio es proveído como cortesía por el Metropolitan Transit System y el North County Transit District.*



**Always get the best fare!**

*¡Obtén siempre la mejor tarifa!*



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Descarga la tarjeta.

**Get the app.**  
Descarga la aplicación.

Available on the App Store and Google Play

RidePRONTO.com

619-595-5636

**DIRECTORY / Directorio**

<b>MTS Information &amp; Trip Planning</b> <i>MTS Información y planeo de viaje</i>	511 or/ó (619) 233-3004
<b>TTY/TDD (teletype for hearing impaired)</b> <i>Teletipo para sordos</i>	(619) 234-5005 or/ó (888) 722-4889
<b>InfoExpress (24-hour info via Touch-Tone phone)</b> <i>Información las 24 horas (via teléfono de teclas)</i>	(619) 685-4900
<b>Customer Service / Suggestions</b> <i>Servicio al cliente / Sugerencias</i>	(619) 557-4555
<b>MTS Security</b> <i>MTS Seguridad</i>	(619) 595-4960
<b>Lost &amp; Found</b> <i>Objetos extraviados</i>	(619) 233-3004
<b>Transit Store</b>	(619) 234-1060 12th & Imperial Transit Center M-F 8am-5pm
<b>For MTS online trip planning</b> <i>Planificación de viajes por Internet</i>	<a href="http://sdmts.com">sdmts.com</a>

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit [sdmts.com](http://sdmts.com).

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a [sdmts.com](http://sdmts.com).*

Thank you for riding MTS! *¡Gracias por viajar con MTS!*

Effective SEPTEMBER 1, 2021

**COASTER CONNECTION**

Sorrento Valley COASTER Station

**972** Sorrento Mesa

**973** Carroll Canyon

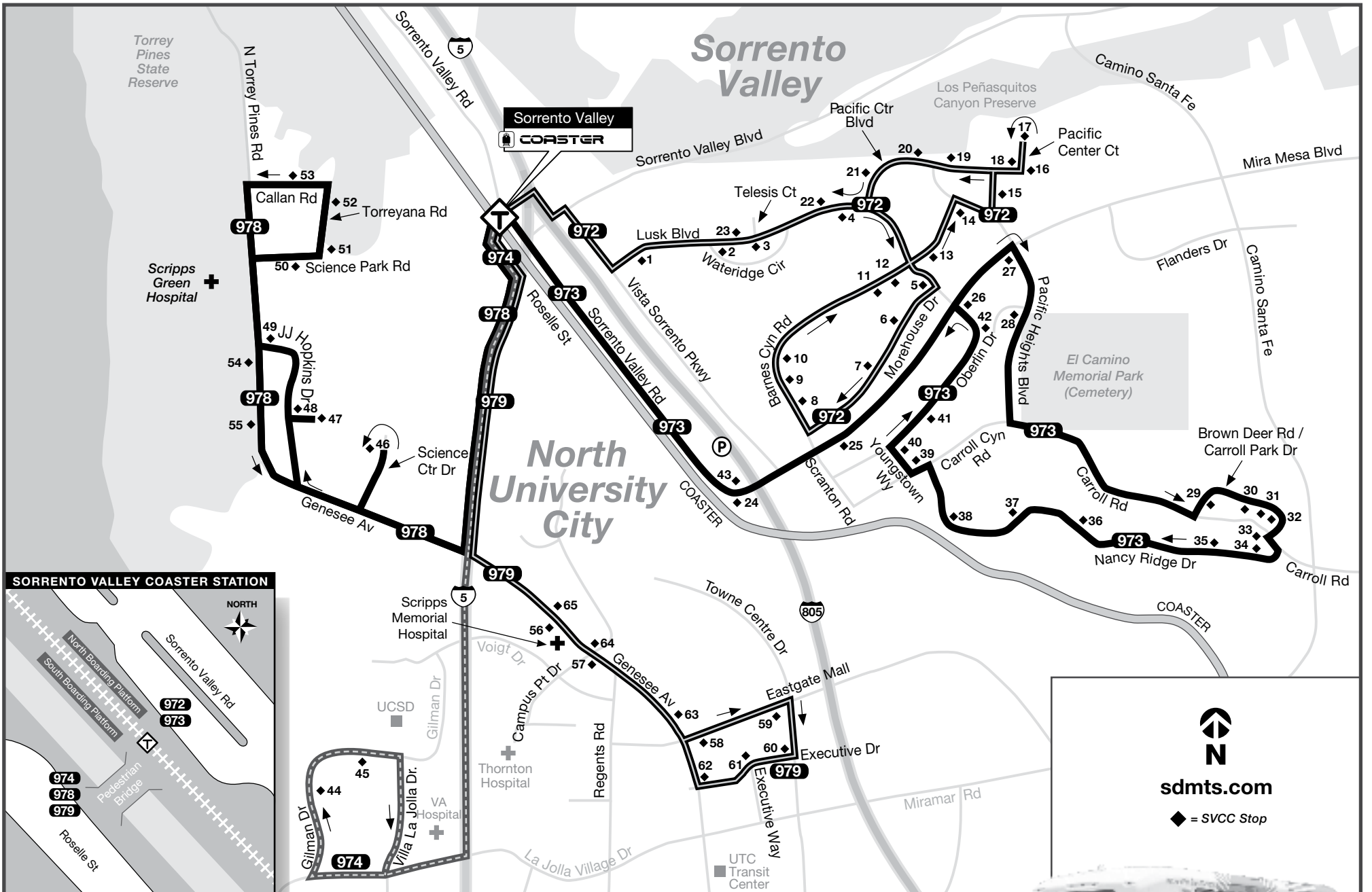
**974** UC San Diego

**978** Torrey Pines

**979** North University City



[sdmts.com](http://sdmts.com)  
Route Alerts, Updated Schedules,  
Connections & More



**Oceanside → San Diego**

	Morning (AM)				Afternoon/Evening (PM)		
Oceanside	6:02a	6:33a	7:15a	7:40a	3:32p	5:11p	5:41p
Carlsbad Village	6:06	6:37	7:20	7:44	3:36	5:16	5:46
Carlsbad Poinsettia	6:12	6:42	7:26	7:49	3:43	5:21	5:51
Encinitas	6:18	6:50	7:32	7:56	3:49	5:27	5:56
Solana Beach	6:23	6:57	7:39	8:01	3:54	5:34	6:01
Sorrento Valley	6:40	7:08	7:49	8:12	4:03	5:43	6:12
Old Town	7:04	7:30	8:12	8:37	4:28	6:07	6:38
San Diego	7:11	7:38	8:20	8:45	4:35	6:15	6:46

**San Diego → Oceanside**

	Morning (AM)		Afternoon/Evening (PM)				
San Diego	6:15a	7:39a	3:36p	4:21p	4:53p	5:38p	6:26p
Old Town	6:23	7:47	3:44	4:29	5:01	5:46	6:34
Sorrento Valley	6:45	8:10	4:06	4:51	5:24	6:08	6:56
Solana Beach	6:57	8:23	4:17	5:00	5:34	6:21	7:06
Encinitas	7:03	8:30	4:23	5:08	5:40	6:27	7:12
Carlsbad Poinsettia	7:09	8:36	4:29	5:14	5:46	6:33	7:18
Carlsbad Village	7:15	8:42	4:35	5:21	5:52	6:39	7:24
Oceanside	7:20	8:47	4:41	5:28	5:58	6:46	7:30



**ROUTE DEVIATIONS / Desviaciones de la Ruta**

The SVCC is a demand-response service that will provide a route deviation of up to 3/4 of a mile off an operating SVCC route for requesting passengers traveling to or from the Sorrento Valley COASTER Station. This service is provided anywhere in the SVCC service area during the corresponding hours that the SVCC service operates. Lift-equipped buses are available. To ensure availability, please call (877) 841-3278 at least one hour before your trip to schedule a curb-to-curb trip.

*El SVCC es un servicio de demanda-respuesta que proveerá una desviación de ruta de hasta 3/4 de milla de una ruta SVCC operativa a pasajeros que viajen a y de Sorrento Valley COASTER Station. Este servicio es proveído en cualquier parte del la área de servicio del SVCC, durante las horas correspondientes al servicio que SVCC opera. Autobuses equipados para levantar sillas también están disponibles. Para asegurarse de su disponibilidad, por favor hable al (877) 841-3278 por lo menos una hora antes de su viaje para fijar el horario de su viaje de banqueta-a-banqueta.*

**COMMUTER TAX BENEFIT PROGRAM FOR EMPLOYERS / Programa de Asistencia de Tránsito del Empleador**

Employers can provide their employees a payroll tax deduction for riding transit to work of up to \$125 per month. Employers benefit from this program through reduced payroll taxes and other business deductions. For more information about this and other free commuter services for employers visit [iCommuteSD.com](http://iCommuteSD.com) or call 511 and say "iCommute."

*Los empleadores pueden proporcionar a sus empleados una deducción de los impuestos sobre nóminas de hasta \$125 dólares al mes por trasladarse al trabajo usando el transporte interurbano. Los empleadores sacan provecho de este programa mediante menores impuestos sobre nómina y otras deducciones empresariales. Para mayores informes sobre éste y otros servicios gratuitos para pasajeros interurbanos para los empleadores, favor de visitar [iCommuteSD.com](http://iCommuteSD.com) o llamar al 511 y decir 'iCommute'.*

COASTER schedule shown is effective May 29, 2021 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at [www.gonctd.com](http://www.gonctd.com). COASTER calendario que se muestra es a partir del 29 de mayo de 2021 y está sujeto a cambios sin previo aviso. Esto puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en [www.gonctd.com](http://www.gonctd.com).

**Route 972 – Monday through Friday / lunes a viernes**

**Sorrento Mesa → Sorrento Valley COASTER Station**

	Morning (AM)				Afternoon/Evening (PM)				
	6:40a	7:10a	7:50a	8:16a	—	4:05p	4:40p	5:22p	6:10p
◇ Sorrento Valley COASTER Station <b>DEPART*</b>					3:30p				
1 10525 Vista Sorrento									
2 EB Lusk Blvd & Wateridge Circle (after intersection)									
3 EB Lusk Blvd & Telesis Ct. (after intersection)									
4 Across from 6455 Lusk Blvd.	6:47	7:17	7:57	8:23	3:31	4:14	4:49	5:31	6:19
5 10225 Lusk Blvd. (electrical boxes)									
6 Across from 5525 Morehouse Drive									
7 5510 Morehouse Drive									
8 5424 Scranton Road									
9 9605 Scranton Road									
10 9805 Scranton Road									
11 10055 Barnes Canyon Road									
12 10225 Barnes Canyon Road									
13 EB Barnes Canyon Road & Lusk Blvd. (after intersection)	6:53	7:23	8:03	8:29	3:37	4:20	4:55	5:37	6:25
14 EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)									
15 10211 Pacific Mesa Blvd.									
16 10309 Pacific Center Ct.									
17 10450 Pacific Center Ct.									
18 5910 Pacific Center Blvd.									
19 5788 Pacific Center Blvd.									
20 5764 Pacific Center Blvd.									
21 WB Pacific Center Blvd & McKellar Ct. (after intersection)									
22 Qualcomm Design Center (45 mph sign)	7:01	7:31	8:11	8:37	3:45	4:28	5:03	5:45	6:33
23 WB Lusk Blvd & Telesis Ct. (after intersection)									
◇ Sorrento Valley COASTER Station <b>ARRIVE</b>	7:07	7:37	8:16	—	3:54	4:37	5:12	5:56	6:42

**Route 973 – Monday through Friday / lunes a viernes**

**Carroll Canyon → Sorrento Valley COASTER Station**

	Morning (AM)				Afternoon/Evening (PM)				
	6:40a	7:10a	7:53a	8:22a	—	4:06p	4:41p	5:25p	6:10p
◇ Sorrento Valley COASTER Station <b>DEPART*</b>					3:30p				
24 10240 Sorrento Valley Road									
25 EB Mira Mesa Blvd. & Scranton Road (after intersection)									
26 EB Mira Mesa Blvd. & Oberlin Drive (after intersection)									
27 Pacific Heights Blvd. & Mira Mesa Blvd. (after turn, electrical boxes)	6:48	7:18	8:01	8:30	3:31	4:14	4:49	5:33	6:18
28 Pacific Heights Blvd. & Cornerstone Ct. (after intersection)									
29 Brown Deer Road & Ferris Square (at pedestrian crossing sign)									
30 9215 Brown Deer Road									
31 9339 Carroll Park Drive									
32 9449 Carroll Park Drive									
33 Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	6:57	7:27	8:09	8:39	3:40	4:23	4:58	5:42	6:27
34 6868 Nancy Ridge Drive									
35 6650 Nancy Ridge Drive									
36 6310 Nancy Ridge Drive (electrical boxes in front of Nancy Ridge Technology Park)									
37 6150 Nancy Ridge Drive (Sorrento Ridge Business Park)									
38 5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)									
39 5280 Carroll Canyon Road									
40 Youngstown Way & Oberlin Drive (before turn, at fire hydrant)									
41 5807 Oberlin Drive									
42 5871 Oberlin Drive (mailboxes)	7:01	7:31	8:13	8:43	3:44	4:27	5:02	5:46	6:31
43 Across street from 10260 Sorrento Valley Rd.									
◇ Sorrento Valley COASTER Station <b>ARRIVE</b>	7:10	7:40	8:22	—	3:54	4:37	5:12	5:56	6:41

**Route 974 – Monday through Friday / lunes a viernes**

**UC San Diego → Sorrento Valley COASTER Station**

	Morning (AM)				Afternoon/Evening (PM)				
	6:40a	7:10a	7:49a	8:19a	—	4:11p	4:47p	5:29p	6:14p
◇ Sorrento Valley COASTER Station <b>DEPART*</b>					3:38p				
44 Gilman Drive & Eucalyptus Grove Lane									
45 Gilman Transit Center (UCSD)	6:49	7:20	7:59	8:29	3:38p	4:23	4:59	5:41	6:26
◇ Sorrento Valley COASTER Station <b>ARRIVE</b>	7:00	7:32	8:11	—	3:51	4:37	5:13	5:55	6:39

**Route 978 – Monday through Friday / lunes a viernes**

**Torrey Pines → Sorrento Valley COASTER Station**

	Morning (AM)				Afternoon/Evening (PM)				
	6:40a	7:14a	7:55a	8:24a	—	4:10p	4:40p	5:23p	6:10p
◇ Sorrento Valley COASTER Station <b>DEPART*</b>					3:34p				
46 10350 Science Center Drive	6:46	7:20	8:01	8:30	3:34p	4:16	4:48	5:33	6:20
47 General Atomics Court (at end of turnaround)									
48 General Atomics Court & John Hopkins Drive (before turn)									
49 John Hopkins Drive & North Torrey Pines Road (before turn)									
50 3033 Science Park Road									
51 Torreyana Rd. & Road to the Cure (before intersection)	6:53	7:27	8:07	8:37	3:41	4:23	4:55	5:40	6:27
52 Torreyana Rd. & Callan Road (before turn)									
53 11099 Callan Road									
54 10666 North Torrey Pines Road	6:56	7:30	8:10	8:40	3:44	4:26	4:58	5:43	6:30
55 3366 North Torrey Pines Road									
◇ Sorrento Valley COASTER Station <b>ARRIVE</b>	7:14	7:46	8:24	—	3:53	4:37	5:10	5:55	6:41

**Route 979 – Monday through Friday / lunes a viernes**

**University City → Sorrento Valley COASTER Station**

	Morning (AM)				Afternoon/Evening (PM)				
	6:40a	7:10a	7:49a	8:17a	—	4:13p	4:46p	5:30p	6:16p
◇ Sorrento Valley COASTER Station <b>DEPART*</b>					3:35p				
56 SB Genesee Ave. & Scripps Driveway (after intersection)									
57 SB Genesee Ave. & Campus Point Drive (after intersection)	6:47	7:17	7:56	8:24	3:35p	4:20	4:53	5:37	6:23
58 EB Eastgate Mall & Easter Way (before intersection)									
59 EB Eastgate Mall & Towne Centre Way (before turn)									
60 Towne Centre Way & Executive Drive (before turn)									
61 Executive Drive & Executive Way	6:52	7:22	8:01	8:29	3:40	4:25	4:58	5:42	6:28
62 NB Genesee Ave. & Executive Drive (after turn)									
63 NB Genesee Ave. & Eastgate Mall (after intersection)									
64 NB Genesee Ave. & Campus Point Drive (after intersection)									
65 NB Genesee Ave. & Scripps Driveway (after intersection)									
◇ Sorrento Valley COASTER Station <b>ARRIVE</b>	7:02	7:32	8:11	—	3:53	4:40	5:13	5:57	6:41

Routes 972, 973, 974, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas  
 Las rutas 972, 973, 974, 978 y 979 no ofrecen servicio durante el fin de semana ó durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

\* All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Morning buses may depart the station earlier than time shown, once all passengers have transferred from the designated COASTER train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.

Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la mañana, cuando todos los pasajeros del COASTER se han trasladado a los autobuses, los autobuses podrán salir de la estación, aunque sea unos minutos antes del horario. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses. / Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

**FARES / Tarifas**

Exact fare, please / Favor de pagar la cantidad exacta

Fares Tarifas	Adult Adulto	Senior/Disabled/Medicare/Youth* Personas Mayores/con Discapacidades/Medicare/Jóvenes*
ONE-WAY FARES Tarifas Sencillas	\$2.50	\$1.25
EARNED DAY PASS Pase del Día Ganado	\$6.00	\$3.00
MONTH PASS Pase mensual	\$72.00	\$23.00

Child (5 and under) / Niño (5 años o menos): FREE / GRATIS

\*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. \*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

For more information, visit: / Para más información, visite:  
[sdmts.com/fares](http://sdmts.com/fares)

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card (\$2) or scan your PRONTO mobile app (free) to ride. Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO (\$2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.

• One-ways with PRONTO receive free transfers for two hours. No free transfers for cash. Los viajes de ida con PRONTO reciben transbordos gratuitos por dos horas. No se permiten transbordos gratuitos con pagos en efectivo.

• Day Passes not sold in advance. Earned with PRONTO. Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.

• A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month. El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.

**DIRECTORY / Directorio**

MTS Information & Trip Planning MTS Información y planeo de viaje	(619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or /o (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía teléfono de teclas)	(619) 685-4900
Customer Service / Servicio al cliente	(619) 557-4555
MTS Security / Seguridad de MTS	(619) 595-4960
PRONTO Support Center	(619) 595-5636
Lost & Found / Objetos extraviados	(619) 233-3004
Transit Store	(619) 234-1060

**sdmts.com**

Trip planning, route alerts, updated schedules, connections and more! ¡Planificación de viajes, alertas de ruta, horarios actualizados, conexiones y más!

Alternative formats available upon request. Please call (619) 557-4555. Formato alternativo disponible al preguntar. Favor de llamar (619) 557-4555

Effective November 21, 2021

# Trolley

UC San Diego Blue Line  
San Ysidro ↔ America Plaza ↔ UTC

Orange Line  
Arnela Ave. ↔ Courthouse (Downtown)

Green Line  
Santee ↔ 12th & Imperial (Downtown)

Silver Line  
Downtown San Diego Loop



11/21

**TRANSIT FARE / Tarifa de Transporte Público**



Tap or Scan, Every Time You Ride: Riders must tap their PRONTO card or scan their PRONTO mobile app at station validators every trip. It's the only way to earn a two hour free transfer, day and month passes.

PRONTO Card: PRONTO cards cost \$2 at ticket machines, retail outlets or the MTS Transit Store. At the time of purchase, riders will need to load a minimum value onto their PRONTO card (\$3 at the Transit Store or ticket machine, \$5 at retail outlets). Riders can reload money (or pre-pay for a Month Pass) instantly online at RidePRONTO.com, at ticket machines, retail outlets or the MTS Transit Store.



PRONTO Mobile App: The PRONTO mobile app is available for download on Apple and Android phones.

Pay-As-You-Go & Earn the Best Fare: Thanks to best fare capabilities, riders can load money to their PRONTO account and pay-as-they-go to always get the best fare! Load money onto your PRONTO card or mobile app, then tap or scan every time you ride.

A one-way fare will be deducted with each tap or scan, up to the value of a Day or Month Pass. You'll never pay more than the value of a Day Pass (\$6 Adult, \$3 Senior/Disabled/Medicare and Youth), in a day, or the value of a Month Pass (\$72 Adult, \$23 SDM/Youth) in a calendar month.

Loading Money to PRONTO: Riders can load money to PRONTO through the mobile app, online at RidePRONTO.com, at the MTS Transit Store, ticket machines, participating retail outlets, or over the phone at 619-595-5636. (Loading passes or money to PRONTO on board buses is not available.)

Free Transfers: With the PRONTO card or mobile app, one-way fares are valid for unlimited transfers within two hours of activation. (Riders should tap or scan their card or app every time they board, but they will not be charged for a fare within two hours of a previous tap or scan.)

Using Cash: Riders can purchase one-way fares using cash at ticket machines and onboard buses. Cash one-way fares are not eligible for transfers, and do not contribute towards earning a Day Pass or Month Pass.

Reduced Fares: All PRONTO cards will look the same. Reduced fare designations (Senior, Disabled, Medicare, or Youth) are identified at the account level. Riders can have their PRONTO card or mobile app account switched to a reduced fare category by visiting the MTS Transit Store, or calling the PRONTO Support Team at 619-595-5636. Riders with a reduced fare must travel with proof of eligibility at all times. A PRONTO Photo ID card is encouraged, but not required (available at the Transit Store). Approved IDs include: Government-issued Photo ID with birth date (seniors), student school photo ID, Medicare card & Government Photo ID, California DMV Placard ID & Government Photo ID, California Senior ID card, MTS Senior/Disabled Photo ID, NCTD Senior/Disabled Photo ID. **Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Age 18 & Under (kids five and under ride free).**

Toca o Escanea Cada Vez que Viajes: Los pasajeros deben tocar su tarjeta PRONTO o escanear la aplicación móvil PRONTO en validadores de estación antes de cada viaje. Es la única manera de ganar transbordos gratis por dos horas, pases del día y del mes.

Tarjeta PRONTO: Las Tarjetas PRONTO tienen un costo de \$2 en las máquinas expendedoras de boletos, establecimientos comerciales o en la tienda MTS Transit Store. Al comprarla, los pasajeros deberán cargar un valor mínimo en su tarjeta PRONTO (\$3 en la tienda Transit Store o en máquinas de boletos, \$5 en establecimientos comerciales). Los pasajeros pueden recargar dinero (o comprar un pase mensual por adelantado) instantáneamente en línea en ridePRONTO.com, en máquinas de boletos, en establecimientos comerciales o en la tienda MTS Transit Store.

Aplicación Móvil PRONTO: La aplicación móvil PRONTO está disponible para descargar en los teléfonos Apple y Android.

Paga mientras viajas y Adquiere la Mejor Tarifa: Gracias a una nueva función de limitación de tarifas, los pasajeros pueden cargar dinero en su cuenta PRONTO y pagar a su medida para obtener siempre la mejor tarifa. Carga dinero a tu tarjeta o aplicación móvil PRONTO, luego toca o escanea cada vez que viajas. Se deducirá una tarifa de viaje sencillo cada vez que toques o escanees, hasta alcanzar el valor de un Pase de Día o Mes. ¡Nunca pagarás más del valor de un Pase de un Día—\$6 para adultos, \$3 para Adultos Mayores/con Discapacidades/Medicare (SDM, por sus siglas en inglés) y Jóvenes en un día, o el valor de un Pase Mensual (\$72 para Adultos, \$23 para SDM y Jóvenes) en un mes del calendario!

Carga Dinero a PRONTO: Los pasajeros pueden cargar dinero a su cuenta PRONTO a través de la aplicación móvil, en línea en ridePRONTO.com, en la tienda MTS Transit Store, en las máquinas expendedoras de boletos, en establecimientos comerciales, o teléfono 619-595-5636. (No está disponible cargar pases o dinero a cuentas PRONTO a bordo de los autobuses).

Transbordos Gratis: Con la tarjeta o la aplicación móvil PRONTO, las tarifas de viaje sencillo son válidas para transbordos ilimitados dentro de dos horas después de su activación. (Los pasajeros deben seguir tocando su tarjeta o escaneando la aplicación cada vez que aborden, pero no se les cobrará una tarifa dentro de las dos horas después del primer toque o escaneo).

Usando Efectivo: Los pasajeros pueden comprar tarifas de viaje sencillo con efectivo en las máquinas de boletos y a bordo de autobuses. Sin embargo, las tarifas de viaje sencillo en efectivo no son elegibles para transbordos y no contribuyen hacia la ganancia de un Pase de Día o Mes.

Tarifas Reducidas: Todas las tarjetas PRONTO tendrán el mismo aspecto. Las designaciones de tarifas reducidas (SDM o Jóvenes) se identifican a nivel de cuenta. Los pasajeros pueden cambiar su tarjeta PRONTO o su cuenta de aplicación móvil a una categoría de tarifa reducida visitando la tienda MTS Transit Store o llamando al equipo de asistencia de PRONTO al 619-595-5636. Los pasajeros con tarifa reducida deben viajar con prueba de elegibilidad en todo momento. Se recomienda una tarjeta de identificación PRONTO con fotografía, pero no es obligatoria. Las identificaciones aprobadas incluyen: identificación con fotografía con fecha de nacimiento emitida por el gobierno (para personas mayores), identificación con fotografía de la escuela del estudiante, tarjeta de Medicare junto con una identificación gubernamental con fotografía, placa de discapacidad del DMV de California junto con identificación gubernamental con fotografía, tarjeta de identificación para personas mayores de California, identificación con fotografía para personas mayores/con discapacidades de MTS, identificación con fotografía para personas mayores/con discapacidades de NCTD. **Elegibilidad para Personas Mayores: mayores de 65 años o nacidos el 1 de septiembre de 1959 o antes. Elegibilidad para Jóvenes: menores de 18 años (los niños menores de cinco años viajan gratis).**

**Trolley System / sistema de Trolley**



Scan for PRONTO information. Escanea este código para ver información sobre PRONTO. [RidePRONTO.com](http://RidePRONTO.com)

**ACCESSIBLE SERVICE / Accesibilidad de los servicios**

All Trolleys are equipped with ramps. Seats closest to the doors are reserved for senior and disabled riders. Todos los Trolleys cuentan con rampas para sillas de ruedas. Los asientos más cercanos a las puertas están reservados para gente mayor o discapacitados.

**ANIMALS / Animales**

A trained service animal may accompany a rider with disabilities. Non-service animals must be in enclosed carriers and transported by passengers without the assistance of drivers or operators. Se permite que un animal de servicio entrenado acompañe a un pasajero discapacitado. Los pasajeros deben transportar los animales que no sean de servicio en una jaula cerrada, sin ayuda de los conductores ni de los choferes.

**BIKES / Bicicletas**

On Trolleys with stairs, board at rear doors of each car. Board low-floor cars at any door. Stay with bike to keep it secure. One bike is allowed per car during weekday rush hours, two bikes per car at all other times. MTS is not responsible for loss or damage to bicycles. En los Trolleys con escaleras, aborde en las puertas traseras. Aborde los Trolleys de piso bajo en cualquiera puerta. Por seguridad, manténgase junto a la bicicleta en las horas pico durante la semana, sólo se admite una bicicleta por unidad. En otros tiempos, se admiten dos bicicletas. MTS no es responsable por el extravío o daño de bicicletas.

**PROMOTIONS & DISCOUNTS / Promociones y descuentos**

Family Weekends / Fines de semana para la familia  
Two children (12 and under) ride free Saturdays and Sundays with a fare-paying adult (18 or older).

Dos menores (de hasta 12 años) viajan gratis los sábados y domingos con sólo abonar la tarifa de un adulto (de 18 años o más).

Holiday Friends Ride Free / Los días festivos, los amigos viajan gratis  
On New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day, two people may ride any MTS bus or Trolley with one fare or pass.

En New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, y día de Navidad, dos personas pueden viajar en cualquier ruta de autobús o Trolley de MTS con un pase o pasaje.

**RIDE ASSURED / Viaje Tranquilo**

Contact MTS Security for issues of harassment, suspicious or illegal behavior. Contáctenos en situaciones de hostigamiento y comportamiento sospechoso o ilegal. Text (619) 318-1338 Call (619) 595-4960

**CART POLICY / Política de carritos**

YES / Sí	NO / No
Smaller than 30" high, 18" wide, 18" deep Menos de 30" de alto, 18" de ancho, 18" de grueso	Larger than 30" high, 18" wide, 18" deep Mayor de 30" de alto, 18" de ancho, 18" de grueso
Load does not exceed capacity Carga no sobrepasa de capacidad	Load exceeds capacity Carga sobrepasa de capacidad
Can be loaded in a single trip Se puede cargar en un solo viaje	Cannot be loaded in a single trip No se puede cargar en un solo viaje
Does not block aisle No obstruye el pasillo	Blocks aisle Obstruye el pasillo
No more than two carry-on items No más que dos piezas de equipaje de mano	More than two carry-on items Más que dos piezas de equipaje de mano
	Bags of cans/Leaking items Bolsa de latas/objetos goteando

**Think FAST Fun And Safe Transit**

**Safety at the Station**

- Stay Behind the Line / Mantente Detrás de la Línea
- No Jumping or Climbing between Trolleys / No Brincar o Escalar entre Trolleys
- Stay Alert for Vehicles / Mantente Alerta para los Vehículos

**Safety On Board**

- Keep Off Tracks / Mantente Fuera de las Vías
- Don't Chase a Moving Vehicle / No Persigas un Vehículo en Movimiento
- Walk, Don't Ride / Bájate y Camina
- Use Crosswalks / Usa los Cruces

**Safety On Board**

- Always Hold On / Agárrate Siempre
- Remain Seated / Permanece en tu Asiento
- Keep Aisles Clear / Mantén Despejados los Pasillos

**Safety On Board**

- Don't Block Doors / Mantén las puertas despejadas
- Pull Carts Behind You / Jala tu Carrito Detrás de Ti
- Watch Your Step / Cuida Donde Pisas
- Stay Awake / No te Duermas

[sdmts.com/Think-FAST](http://sdmts.com/Think-FAST)

Monday through Friday / lunes a viernes

Table with columns for San Ysidro, Iris Avenue, 8th Street, 12th & Imperial, City College, America Plaza, Santa Fe Depot, Balboa Avenue, UCSD Central Campus, and UTC. Includes route diagrams and schedule data.

Table with columns for UTC, UCSD Central Campus, Balboa Avenue, Old Town, Santa Fe Depot, America Plaza, City College, 12th & Imperial, 8th Street, H Street, Iris Avenue, and San Ysidro. Includes route diagrams and schedule data.

Monday through Friday / lunes a viernes

Table with columns for Arnele Ave., El Cajon, Grossmont, Spring Street, Euclid Avenue, 12th & Imperial, City College, and Courthouse. Includes route diagrams and schedule data.

Table with columns for Courthouse, City College, 12th & Imperial, Euclid Avenue, Spring Street, Grossmont, El Cajon, and Arnele Ave. Includes route diagrams and schedule data.

Saturday & Sunday / sábado & domingo

Table with columns for San Ysidro, Iris Avenue, 8th Street, 12th & Imperial, City College, America Plaza, Santa Fe Depot, Balboa Avenue, UCSD Central Campus, and UTC. Includes route diagrams and schedule data.

Table with columns for UTC, UCSD Central Campus, Balboa Avenue, Old Town, Santa Fe Depot, America Plaza, City College, 12th & Imperial, 8th Street, H Street, Iris Avenue, and San Ysidro. Includes route diagrams and schedule data.

Table with columns for Arnele Ave., El Cajon, Grossmont, Spring Street, Euclid Avenue, 12th & Imperial, City College, and Courthouse. Includes route diagrams and schedule data.

Table with columns for Courthouse, City College, 12th & Imperial, Euclid Avenue, Spring Street, Grossmont, El Cajon, and Arnele Ave. Includes route diagrams and schedule data.

Monday through Friday / lunes a viernes

Table with columns for Santee, El Cajon, Grossmont, SDSU, Stadium, Fashion Valley, Old Town, Santa Fe Depot, and 12th & Imperial. Includes route diagrams and schedule data.

Table with columns for 12th & Imperial, Santa Fe Depot, Old Town, Fashion Valley, Stadium, SDSU, Grossmont, El Cajon, and Santee. Includes route diagrams and schedule data.

Table with columns for Arnele Ave., El Cajon, Grossmont, Spring Street, Euclid Avenue, 12th & Imperial, City College, and Courthouse. Includes route diagrams and schedule data.

Table with columns for Courthouse, City College, 12th & Imperial, Euclid Avenue, Spring Street, Grossmont, El Cajon, and Arnele Ave. Includes route diagrams and schedule data.

Saturday / sábado

Table with columns for Santee, El Cajon, Grossmont, SDSU, Stadium, Fashion Valley, Old Town, Santa Fe Depot, and 12th & Imperial. Includes route diagrams and schedule data.

Table with columns for 12th & Imperial, Santa Fe Depot, Old Town, Fashion Valley, Stadium, SDSU, Grossmont, El Cajon, and Santee. Includes route diagrams and schedule data.

Table with columns for Santee, El Cajon, Grossmont, SDSU, Stadium, Fashion Valley, Old Town, Santa Fe Depot, and 12th & Imperial. Includes route diagrams and schedule data.

Table with columns for 12th & Imperial, Santa Fe Depot, Old Town, Fashion Valley, Stadium, SDSU, Grossmont, El Cajon, and Santee. Includes route diagrams and schedule data.

Saturday & Sunday / sábado & domingo

Table with columns for 12th & Imperial, Gaslamp Quarter, Convention Center, Support Plaza, America Plaza, Civic Center, Fifth Avenue, City College, Park & Market, and 12th & Imperial. Includes route diagrams and schedule data.

Table with columns for 12th & Imperial, Gaslamp Quarter, Convention Center, Support Plaza, America Plaza, Civic Center, Fifth Avenue, City College, Park & Market, and 12th & Imperial. Includes route diagrams and schedule data.

Advertisement for Silver Line Holiday Service. Includes text: 'A Saturday or Sunday schedule will be operated on the following holidays and observed holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day and Thanksgiving. Christmas schedule: Trolleys operate every 30 minutes throughout the day on all lines. No Silver Line on Holidays. Call 511 or (619) 233-3004 for more information.' Also includes a QR code and a scan instruction: 'Scan for Current schedules and alerts Escanea para horarios y alertas actuales'.

Silver Line subject to cancellation due to holidays, construction, special events or vehicle maintenance / Silver Line Sujeto a cancelación por días festivos, construcción, eventos especiales o mantenimiento de vehículos

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**Appendix E: Signal Timing and Traffic Count Data**

Provided on the following page

# INTERSECTION: EASTGATE MALL & TOWNE CENTRE DR

# 233 Program



Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street: Towne Centre Dr  
E/W Street: Eastgate Mall

Last Database Change:

Timing sheets by: **JMV**

Approved by:

Timing implemented on: 9/15/2010

Row	Phase Numbers →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		20		19		19		19
2	Min Green	4	7	4	7	4	7	4	7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	5.1	2.0	4.7	2.0	4.8	2.0	4.7
6	Max Gap	2.0	5.1	2.0	4.7	2.0	4.8	2.0	4.7
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.6		0.7		0.7		0.7
E	Yellow Change	3.4	3.9	3.4	4.2	3.4	4.7	3.4	4.2
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

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

	F
Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
View Set Peds	
Rest In Walk	
Red Rest	
Double Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	2 6
First Phases	4 8

**Phase Timing - Bank 1** <F/1+Phase+Row>

**Preempt Timing** <F/1+E+Row> **Phase Functions** <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					
<b>Alternate Timing</b>	<b>&lt;F/1+Column+Phase&gt;</b>				

**Free Lag** 2 4 6 8 <C/1+F+0>

How to Set Page Access Code:  
F/1 - C + 0 + F = 1  
F + 9 + E = 1

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

**Communication Addresses**

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

**Start / Revert Times**

**Notes:** 34681-8-D

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Exclusive Ped Phase**

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

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

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

**Manual Selection**



Row		Overlap							
		1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

**Overlap Assignments** <E/29+Column+Row>

Row	F	Row
0	Fast Green Flash Phase	0
1	Green Flash Phases	1
2	Flashing Walk Phases	2
3	Guaranteed Passage	3
4	Simultaneous Gap Term	4
5	Sequential Timing	5
6	Advance Walk Phases	6
7	Delay Walk Phases	7
8	External Recall	8
9	Start-up Overlap Green	9
A	Max Extension	A
B	Inhibit Ped Reservice	B
C	Semi-Actuated	C
D	Start-up Overlap Yellow	D
E	Start-up Vehicle Calls	E
F	Start-up Ped Calls	F

**Specials** <F/2+F+Row>

Row	E
0	Exclusive Phases
1	RR-1 Clear Phases
2	RR-2 Clear Phases
3	RR-2 Limited Service
4	Prot / Perm Phases
5	Flash to PE Circuits
6	Flash Entry Phases
7	Disable Yellow Range
8	Disable Ovp Yel Range
9	Overlap Yellow Flash
A	EV-A Phases <u>2 5</u>
B	EV-B Phases <u>4 7</u>
C	EV-C Phases <u>1 6</u>
D	EV-D Phases <u>3 8</u>
E	Extra 1 Config. Bits <u>1 345</u>
F	IC Select (Interconnect) <u>2</u>

**Configuration** <E/125+E+Row>

Row	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	<u>12345678</u>
Ped for 2P Output	<u>2</u>
Ped for 6P Output	<u>6</u>
Ped for 4P Output	<u>4</u>
Ped for 8P Output	<u>8</u>
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

**Configuration** <E/125+F+Row>

Row	C
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	<u>---</u>
RR-2 *	<u>---</u>
SE-1	<u>0</u>
SE-2	<u>0</u>

<E/125+C+Row>

**Preemption Priority**

(\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Row	2	Row
0		0
1	Phase 1 0	1
2	Phase 2 0	2
3	Phase 3 0	3
4	Phase 4 0	4
5	Phase 5 0	5
6	Phase 6 0	6
7	Phase 7 0	7
8	Phase 8 0	8

<C/5+2+Row>

**Coordination Transition Minimums**

- Extra 1 Flags**
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Extended Status
  - 6 = International Ped
  - 7 = Flash - Clear Outputs
  - 8 = Split Ring

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

- Extra 2 Flags**
- 1 = AWB During Initial
  - 2 = LMU Installed
  - 3 = Disable Min Walk
  - 4 = QuicNet/4 System
  - 5 = Ignore P/P on EV
  - 6 =
  - 7 = Reserved
  - 8 =

- Flash to PE & PE Non-Lock**
- 1 = EV A 5 = RR 1
  - 2 = EV B 6 = RR 2
  - 3 = EV C 7 = SE 1
  - 4 = EV D 8 = SE 2

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

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

Row	Detector Name	C1 Pin				Delay	Carry-Over
		0	1	2	3		
		Number	Attributes	Phase(s)	Assign		
0	2I2U	39					1.8
1	6J2U	40					1.8
2	4I6U	41					1.8
3	8J6U	42					1.8
4		43					
5		44					
6		45					
7		46					
8		47					
9		48					
A		49					
B		50					
C		55					
D		56					
E		57					
F		58					

Program Type:

	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0
--------------	---

<E/125+D+0>

**Enable Redirection**  
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
-------------------	----	-----------

Max ON (minutes)	60	<D/0+0+2>
------------------	----	-----------

**Detector Failure Monitor**

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

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

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

<C/5+D+Row>

Dial-Back Telephone Number

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm	#NAME?
------------	--------

<C/5+F+0>

Disable Alarm Reporting

Time	0	<C/5+C+0>
------	---	-----------

Redial Time (minutes)

(View Redial Timer at E/2+D+6)



Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	Flash (7-Wire)	RR-2	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs

<E/126+Column+Row>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs

<E/127+Column+Row>

**INTERSECTION: TOWNE CENTER & EXECUTIVE**

Group Assignment: NONE  
 Field Master Assignment: NONE  
 System Reference Number: 632

N/S Street Name: TOWNE CENTER  
 E/W Street Name: EXECUTIVE

Last Database Change: 8/6/2012 14:07

Change Record					
Change	By	Date	Change	By	Date
SUPERLOOP		5/12			

Notes:

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

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

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	47	<C/0+0+3>
QuicNet Channel	COM46:	(QuicNet)

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

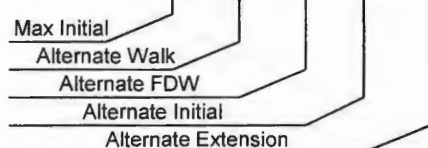
**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	24.20	0	25.20	0	21.18	0	24.21
2	Min Green	4	7	4	4	4	7	4	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	24.3.8	2.0	25.3	2.0	23.8	2.0	24.5.4
6	Max Gap	2.0	23.8	2.0	25.3	2.0	23.8	2.0	24.5.4
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	1	0	1	0	1	0	1
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	70.8	0.0	10.8	0.0	10.8	0.0	70.8
E	Yellow Change	3.4	23.9	3.4	13.9	3.4	4.3	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0



Alternate Timing <C+0+F=1>

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

Preempt Timing

	F	Row
Permit	12345678	0
Red Lock		1
Yellow Lock		2
Min Recall	2 6	3
Ped Recall		4
View Set Peds	-----	5
Rest In Walk		6
Red Rest		7
Dual Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	2 6	E
First Phases	3 7	F

Phase Functions <C+0+F=1>

*yellow time update 11/06/17 - Shaikh.*

		Overlap							
Column Numbers →		1	2	3	4	5	6	7	8
Row	Overlap Name →								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = Solid FDW on EV  
 5 = Extended Status  
 6 = International Ped  
 7 = Flash - Clear Outputs  
 8 = Split Ring

- Extra 2 Flags**  
 1 = AWB During Initial  
 2 = LMU Installed  
 3 = Disable Min Walk  
 4 = QuicNet/4 System  
 5 = Ignore P/P on EV  
 6 =  
 7 = Reserved  
 8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

**Preempt Priority**  
 <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>

Row	Column Numbers →	F
0	Ext. Permit 1 Phases	
1	Ext. Permit 2 Phases	
2	Exclusive Ped Assign	
3	Preempt Non-Lock	12345678
4	Ped for 2P Output	2
5	Ped for 6P Output	6
6	Ped for 4P Output	4
7	Ped for 8P Output	8
8	Yellow Flash Phases	
9	Low Priority A Phases	
A	Low Priority B Phases	
B	Low Priority C Phases	
C	Low Priority D Phases	
D	Restricted Phases	
E	Extra 2 Config. Bits	3

Configuration <C+0+E=125>

Row	Column Numbers →	F
0	Fast Green Flash Phase	
1	Green Flash Phases	
2	Flashing Walk Phases	
3	Guaranteed Passage	
4	Simultaneous Gap Term	12345678
5	Sequential Timing	
6	Advance Walk Phases	
7	Delay Walk Phases	
8	External Recall	
9	Start-up Overlap Green	
A	Max Extension	
B	Inhibit Ped Reserve	
C	Semi-Actuated	
D	Start-up Overlap Yellow	
E	Start-up Vehicle Calls	12345678
F	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 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	Column Numbers →	2
0	Phase 1	10
1	Phase 2	10
2	Phase 3	10
3	Phase 4	10
4	Phase 5	10
5	Phase 6	10
6	Phase 7	10
7	Phase 8	10

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

		Plan								
Column Numbers →		1	2	3	4	5	6	7	8	9
Row	Plan Name →									
0	Cycle Length	100	100	100	100	100	100	100	100	100
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	15	15	15	15	15	15	15	15	15
E	Hold Release	255	255	255	255	255	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

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

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

Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row										
0	Ped Adjustment	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2 <C+0+C=2>

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

Lag Phases <C+0+C=1>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row							
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row							
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs

<C+0+E=127>

Row	Phase Names →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial  
Alternate Walk  
Alternate FDW  
Alternate Initial  
Alternate Extension

Alternate Timing

Transition Type  
0.X = Shortway  
1.X = Lengthen  
X.1 thru X.4 =  
Number of  
cycles when  
lengthing

Transition Type **0.3** <C/5+1+9>  
**TBC Transition**

Lag Hold Phases \_\_\_\_\_ <C/5+1+A>  
**Coordinated Lag Hold Phases**

Sync Output Time **0.0** <C/5+1+C>  
**7-Wire Master**

Daylight Savings  
Date  
If set to all zeros,  
standard dates  
will be used.

Begin Month **3** <C/5+2+A>  
Begin Week **2** <C/5+2+B>  
End Month **11** <C/5+2+C>  
End Week **1** <C/5+2+D>

**Daylight Savings Time**

Row	Phase Names →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial  
Alternate Walk  
Alternate FDW  
Alternate Initial  
Alternate Extension

Alternate Timing

Time B4 Yellow **0.0** <F/1+C+E>  
Phase Number **0** <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow **0.0** <F/1+D+E>  
Phase Number **0** <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure **0.7** <F/1+0+6>  
Short Failure **0.7** <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

Column Numbers →		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	I-2-U	39	45 7	2	123 8	0.0	1.8
1	J-2-U	40	45 7	6	123 8	0.0	1.8
2	I-6-U	41	45 7	4	123 8	0.0	1.8
3	J-6-U	42	45 7	8	123 8	0.0	1.8
4	I-2-L	43	45 7	2	123 8	0.0	0.0
5	J-2-L	44	45 7	6	123 8	0.0	0.0
6	I-6-L	45	45 7	4	123 8	0.0	0.0
7	J-6-L	46	45 7	8	123 8	0.0	0.0
8	I-4	47	67	2	123 8	0.0	0.0
9	J-4	48	67	6	123 8	0.0	0.0
A	I-8	49	67	4	123 8	0.0	0.0
B	J-8	50	67	8	123 8	0.0	0.0
C	J-1	55	45 7	5	123 8	0.0	0.0
D	I-1	56	45 7	1	123 8	0.0	0.0
E	J-5	57	45 7	7	123 8	2.0	0.0
F	I-5	58	45 7	3	123 8	2.0	0.0

Column Numbers →		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	45 7	5	123 8	0.0	0.0
1	I-9-U	60	45 7	1	123 8	0.0	0.0
2	J-9-L	61	45 7	7	123 8	0.0	0.0
3	I-9-L	62	45 7	3	123 8	0.0	0.0
4	I-3-U	63	45 7	2	123 8	0.0	0.0
5	J-3-U	64	45 7	6	123 8	0.0	0.0
6	I-7-U	65	45 7	4	123 8	0.0	0.0
7	J-7-U	66	45 7	8	123 8	0.0	0.0
8	I-12-U (Ped)	67	2	2	123 8	0.0	0.0
9	I-13-U (Ped)	68	2	6	123 8	0.0	0.0
A	I-12-L (Ped)	69	2	4	123 8	0.0	0.0
B	I-13-L (Ped)	70	2	8	123 8	0.0	0.0
C	I-3-L	76	45 7	2	123 8	0.0	0.0
D	J-3-L	77	45 7	6	123 8	0.0	0.0
E	I-7-L	78	45 7	4	123 8	0.0	0.0
F	J-7-L	79	45 7	8	123 8	0.0	0.0

Detector Assignments <C+0+E=126>

<C+0+D=0>

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Column Numbers →		Ped / Phase / Overlap								Row
		1	2	3	4	5	6	7	8	
Walk		0	0	0	0	0	0	0	0	0
Don't Walk		0	0	0	0	0	0	0	0	0
Phase Green		0	0	0	0	0	0	0	0	0
Phase Yellow		0	0	0	0	0	0	0	0	0
Phase Red		0	0	0	0	0	0	0	0	0
Overlap Green		0	0	0	0	0	0	0	0	0
Overlap Yellow		0	0	0	0	0	0	0	0	0
Overlap Red		0	0	0	0	0	0	0	0	0

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>	D	Row
Enable Redirection				0
(Enable Redirection = 30)				1
Max OFF (minutes)	20	<D/0+0+1>		2
Max ON (minutes)	7	<D/0+0+2>		3
Detector Failure Monitor				4
				5
				6
				7

Dimming <C+0+E=125>

Number of Digits	D
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

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

Omit Alarm <C/5+F+0>

Disable Alarm Reporting

Time 10 <C/5+C+0>

Redial Time (minutes)  
(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number <C+0+C=5>

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

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

Time	Funct.	Day of Week
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**TOD Function** <C+0+7=0.1>

Column 4
Phases/Bits

<C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

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

Time	Plan	Offset	Holiday Type
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

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

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

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

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

Time	Funct.	Holiday Type
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**Holiday TOD Function** <C+0+7=0.2>

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

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

Time	Plan	Offset	Holiday Type
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

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

- Plan Select**
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Offset Select**
- A = Offset A
  - B = Offset B
  - C = Offset C
- Month Select**
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December



Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

0 <E/27+5+F>  
**Limited Service Interval**

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

0 <E/28+5+F>  
**Limited Service Interval**

Min Time (seconds)  <F/1+0+8>  
**Min Green Before PE Force Off**

Max Time (minutes)  <F/1+0+9>  
**Max Preempt Time Before Failure**

Min Time (seconds)  <F/1+0+A>  
**Min Time Between Same Preempts**  
 (Does Not Apply To Railroad Preempt)

Low Pri. Channel  <E/125+C+8>  
**Disable Low Priority Channel**

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

Delay Time (seconds)  <F/1+A+D>  
**Bus Delay**

Max Time (seconds)  <F/1+A+E>  
**Max Early Green**

Max Time (seconds)  <F/1+A+F>  
**Max Green Extension**

Row	Time	Headway	Direction	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

- Headway Time  
 (minutes)  
 1 thru 9 = 1 thru 9  
 A = 10  
 B = 11  
 C = 12  
 D = 13  
 E = 14  
 F = 15

Headway <C+0+9=2.1>

**Low Priority Preemption (Bus Priority)**  
 Only available with Program 233RV2.B (and above)  
 Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

Row		Overlap							
		1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

Row	F	Row
0	Fast Green Flash Phase	0
1	Green Flash Phases	1
2	Flashing Walk Phases	2
3	Guaranteed Passage	3
4	Simultaneous Gap Term	12345678
5	Sequential Timing	
6	Advance Walk Phases	
7	Delay Walk Phases	
8	External Recall	
9	Start-up Overlap Green	
A	Max Extension	
B	Inhibit Ped Reserve	
C	Semi-Actuated	
D	Start-up Overlap Yellow	
E	Start-up Vehicle Calls	
F	Start-up Ped Calls	

Specials <F/2+F+Row>

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

Configuration <E/125+E+Row>

Row	F	
0	Ext. Permit 1 Phases	
1	Ext. Permit 2 Phases	
2	Exclusive Ped Assign	
3	Preempt Non-Lock	12345678
4	Ped for 2P Output	2
5	Ped for 6P Output	
6	Ped for 4P Output	
7	Ped for 8P Output	8
8	Yellow Flash Phases	
9	Low Priority A Phases	
A	Low Priority B Phases	
B	Low Priority C Phases	
C	Low Priority D Phases	
D	Restricted Phases	
E	Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

Row	C	
0	EV-A	
1	EV-B	
2	EV-C	
3	EV-D	
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0

<E/125+C+Row>

**Preemption Priority**  
 (\*RR-1 is always Highest, and RR-2 is always Second Highest)

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Row	2	Row
0	Phase 1	0
1	Phase 2	0
2	Phase 3	0
3	Phase 4	0
4	Phase 5	0
5	Phase 6	0
6	Phase 7	0
7	Phase 8	0

<C/5+2+Row>

**Coordination Transition Minimums**

- |                           |                        |
|---------------------------|------------------------|
| <b>Extra 1 Flags</b>      | <b>IC Select Flags</b> |
| 1 = TBC Type 1            | 1 =                    |
| 2 = NEMA Ext. Coord       | 2 = Modem              |
| 3 = Auto Daylight Savings | 3 = 7-Wire Slave       |
| 4 = EV Advance            | 4 = Flash / Free       |
| 5 = Extended Status       | 5 =                    |
| 6 = International Ped     | 6 = Simplex Master     |
| 7 = Flash - Clear Outputs | 7 = 7-Wire Master      |
| 8 = Split Ring            | 8 = Offset Interrupter |

- |                        |                                      |
|------------------------|--------------------------------------|
| <b>Extra 2 Flags</b>   | <b>Flash to PE &amp; PE Non-Lock</b> |
| 1 = AWB During Initial | 1 = EV A 5 = RR 1                    |
| 2 = LMU Installed      | 2 = EV B 6 = RR 2                    |
| 3 = Disable Min Walk   | 3 = EV C 7 = SE 1                    |
| 4 = QuicNet/4 System   | 4 = EV D 8 = SE 2                    |
| 5 = Ignore P/P on EV   |                                      |
| 6 =                    |                                      |
| 7 = Reserved           |                                      |
| 8 =                    |                                      |

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

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

# INTERSECTION: Towne Centre Dr & Towne Centre Dwy

# 233 Program



Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street: Towne Centre Dr  
E/W Street: Towne Centre Dwy

Last Database Change:

Timing sheets by: **CAC**  
Approved by:  
Timing implemented on:

Phase Numbers →	Phase							
	1	2	3	4	5	6	7	8
Row		↑				↓		←
0	Ped Walk	7						7
1	Ped FDW	8						15
2	Min Green	7				7		4
3	Type 3 Disconnect							
4	Added per Vehicle							
5	Veh Extension	3.9				4.1		2.0
6	Max Gap	3.9				4.1		2.0
7	Min Gap	0.2				0.2		2.0
8	Max Limit	60				60		40
9	Max Limit 2							
A	Adv. / Delay Walk							
B	PE Min Ped FDW							
C	Cond Serv Check							
D	Reduce Every	0.8				0.8		
E	Yellow Change	3.9				3.9		3.9
F	Red Clear	1.0				1.0		1.0

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

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

**Phase Timing - Bank 1** <F/1+Phase+Row>

**Preempt Timing** <F/1+E+Row> **Phase Functions** <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	G	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					
<b>Alternate Timing</b>	<F/1+Column+Phase>				

**Free Lag** | 2 6 8 | <C/1+F+0>

How to Set Page Access Code:  
F/1 - C + 0 + F = 1  
F + 9 + E = 1

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

**Communication Addresses**

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

**Start / Revert Times**

Notes: 37552-11-D

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Exclusive Ped Phase**

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

**Manual Selection**

Row	Detector Name	0	1	2	3	1	3
		C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-Over
0	2I2U	39					1.8
1	6J2U	40					1.8
2	4I6U	41					
3	8J6U	42					
4	2I2L	43					1.8
5	6J2L	44					1.8
6	4I6L	45					
7	8J6L	46					
8	2I4	47					
9	6J4	48					
A	4I8	49					
B	8J8	50					
C	5J1U	55					
D	1I1U	56					
E	7J5	57					
F	3I5	58					

Program Type:

	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	30
--------------	----

<E/125+D+0>

**Enable Redirection**

(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
-------------------	----	-----------

Max ON (minutes)	60	<D/0+0+2>
------------------	----	-----------

**Detector Failure Monitor**

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

Row	Detector Name	4	5	6	7	2	4
		C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-Over
0	5J9U	59					
1	1I9U	60					
2	7J9L	61					
3	3I9L	62					
4	2I3U	63					1.8
5	6J3U	64					1.8
6	4I7U	65					
7	8J7U	66					
8	2 PPB	67					
9	6 PPB	68					
A	4 PPB	69					
B	8 PPB	70					
C	2I3L	76					
D	6J3L	77					
E	4I7L	78					
F	8J7L	79					

**Detector Attributes**

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

**Det. Assignments**

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

**Disable Alarms**

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

**Delay Logic Times**

Omit Alarm	#NAME?
------------	--------

<C/5+F+0>

**Disable Alarm Reporting**

Time	0	<C/5+C+0>
------	---	-----------

**Redial Time (minutes)**

(View Redial Timer at E/2+D+6)

Detector Assignments <E/126+Column+Row>

<D/0+Column+Row>

Dial-Back Telephone Number <C/5+D+Row>

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

TOD Coordination <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week

TOD Function <7/0.1+Row>

Column 4
Phases/Bits

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>  
(Bank 1)

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

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

- Month Select:
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December

- Cycle Timer:
- Master: C/0 + A + 0
  - Ring A: C/0 + B + 0
  - Ring B: C/0 + D + 0

- Interval Timer:
- Ring A: F/0 + A + Interval Row
  - Ring B: F/0 + B + Interval Row

- Master Plan: C/0 + A + 2
- Current Plan: C/0 + A + 3
- TOD Plan: C/0 + A + 5

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

TOD Coordination <9/0.2+Row>  
(Bank 2)

Time	Funct.	Holiday Type

Holiday TOD Function <7/0.2+Row>

Column 4
Phases/Bits

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>  
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row>  
(Bank 2)

Coord Extra

1 = Programmed WALK Time for Sync Phases  
2 = Always Terminate Sync Phase Peds

Row	Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length									
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset 1									
B	Offset 2									
C	Offset 3									
D	Perm 1 - End									
E	Hold Release									
F	Zone Offset									

Coordination - Timing Plans <C/1+Plan+Row>

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C/1+E+Row>

Row									
0	Ped Adjustment								
1	Perm 2 - Start								
2	Perm 2 - End								
3	Perm 3 - Start								
4	Perm 3 - End								
5	Reservice Time								
6	Reservice Phases								
7									
8	Pretimed Phases								
9	Max Recall								
A	Perm 1 Veh Phase								
B	Perm 1 Ped Phase								
C	Perm 2 Veh Phase								
D	Perm 2 Ped Phase								
E	Perm 3 Veh Phase								
F	Perm 3 Ped Phase								

Coordination - Parameters <C/2+Plan+Row>

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

Lag Phases <C/1+F+Row>

Coordination Timing By:

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	73
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1	51
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	Flash (7-Wire)	RR-2	52
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	

Assignable Inputs

<E/126+Column+Row>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs

<E/127+Column+Row>



Row		Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

**Phase Timing - Bank 2** <C+0+F=2>

Row		Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

**Phase Timing - Bank 3** <C+0+F=3>

	Phase				
	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

**Alternate Timing**

	Phase				
	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					

**Alternate Timing**

Transition Type  
 0.X = Shortway  
 1.X = Lengthen  
 X.1 thru X.4 =  
 Number of  
 cycles when  
 lengthing

Transition Type | 0.0 <C/5+1+9>

**TBC Transition**

Lag Hold Phases | <C/5+1+A>

**Coordinated Lag Hold Phases**

Sync Output Time | 0.0 <C/5+1+C>

**7-Wire Master**

Time B4 Yellow | 0.0 <F/1+C+E>

Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>

Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure | 0.5 <F/1+0+6>

Short Failure | 0.5 <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

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

**Min Green Before PE Force Off**

Max Time (minutes) | 0 <F/1+0+9>

**Max Preempt Time Before Failure**

Min Time (seconds) | 0 <F/1+0+A>

**Min Time Between Same Preempts**

(Does Not Apply To Railroad Preempt)

Low 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

# INTERSECTION: Towne Centre Dr & Towne Centre Dwy



Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street: Towne Centre Dr  
E/W Street: Towne Centre Dwy

Last Database Change:

Timing sheets by: CAC  
Approved by:  
Timing implemented on:

Phase Numbers →	Phase							
	1	2	3	4	5	6	7	8
Row		↑				↓		←
0	Ped Walk	7						7
1	Ped FDW	8						15
2	Min Green	7				7		4
3	Type 3 Disconnect							
4	Added per Vehicle							
5	Veh Extension	3.9				4.1		2.0
6	Max Gap	3.9				4.1		2.0
7	Min Gap	0.2				0.2		2.0
8	Max Limit	60				60		40
9	Max Limit 2							
A	Adv. / Delay Walk							
B	PE Min Ped FDW							
C	Cond Serv Check							
D	Reduce Every	0.8				0.8		
E	Yellow Change	3.9				3.9		3.9
F	Red Clear	1.0				1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

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

Preempt Timing <F/1+E+Row> Phase Functions <F/1+F+Row>

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

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Free Lag | 2 6 8 <C/1+F+0>

How to Set Page Access Code:  
F/1 - C + 0 + F = 1  
F + 9 + E = 1

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

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

Notes: 37552-11-D

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

		Overlap							
		1	2	3	4	5	6	7	8
Row									
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

		F	Row
Fast Green Flash Phase			0
Green Flash Phases			1
Flashing Walk Phases			2
Guaranteed Passage			3
Simultaneous Gap Term	12345678		4
Sequential Timing			5
Advance Walk Phases			6
Delay Walk Phases			7
External Recall			8
Start-up Overlap Green			9
Max Extension			A
Inhibit Ped Reservice			B
Semi-Actuated			C
Start-up Overlap Yellow			D
Start-up Vehicle Calls			E
Start-up Ped Calls			F

Specials <F/2+F+Row>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

- |                           |                        |
|---------------------------|------------------------|
| <b>Extra 1 Flags</b>      | <b>IC Select Flags</b> |
| 1 = TBC Type 1            | 1 =                    |
| 2 = NEMA Ext. Coord       | 2 = Modem              |
| 3 = Auto Daylight Savings | 3 = 7-Wire Slave       |
| 4 = EV Advance            | 4 = Flash / Free       |
| 5 = Extended Status       | 5 =                    |
| 6 = International Ped     | 6 = Simplex Master     |
| 7 = Flash - Clear Outputs | 7 = 7-Wire Master      |
| 8 = Split Ring            | 8 = Offset Interrupter |

Row		F
Ext. Permit 1 Phases		
Ext. Permit 2 Phases		
Exclusive Ped Assign		
Precmpt Non-Lock	12345678	
Ped for 2P Output	2	
Ped for 6P Output		
Ped for 4P Output		
Ped for 8P Output		8
Yellow Flash Phases		
Low Priority A Phases		
Low Priority B Phases		
Low Priority C Phases		
Low Priority D Phases		
Restricted Phases		
Extra 2 Config. Bits		3

Configuration <E/125+F+Row>

- |                        |                                      |
|------------------------|--------------------------------------|
| <b>Extra 2 Flags</b>   | <b>Flash to PE &amp; PE Non-Lock</b> |
| 1 = AWB During Initial | 1 = EV A 5 = RR 1                    |
| 2 = LMU Installed      | 2 = EV B 6 = RR 2                    |
| 3 = Disable Min Walk   | 3 = EV C 7 = SE 1                    |
| 4 = QuicNet/4 System   | 4 = EV D 8 = SE 2                    |
| 5 = Ignore P/P on EV   |                                      |
| 6 =                    |                                      |
| 7 = Reserved           |                                      |
| 8 =                    |                                      |

Row		C
EV-A		
EV-B		
EV-C		
EV-D		
RR-1 *	---	
RR-2 *	---	
SE-1	0	
SE-2	0	

<E/125+C+Row>

**Preemption Priority**  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row		2	Row
0			0
1	Phase 1	0	1
2	Phase 2	0	2
3	Phase 3	0	3
4	Phase 4	0	4
5	Phase 5	0	5
6	Phase 6	0	6
7	Phase 7	0	7
8	Phase 8	0	8
9			9
A			A
B			B
C			C
D			D
E			E
F			F

**Coordination Transition Minimums**  
 <C/5+2+Row>

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

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

**INTERSECTION: LA JOLLA VILLAGE DR @ TOWNE CENTRE**

223 Pr m

Group Assignment:  
Field Master Assignment:

N/S Street Name: TOWNE CENTRE  
E/W Street Name: LA JOLLA VILLAGE

LA JOLLA VILLAGE

TOWNE CENTRE

LA JOLLA VILLAGE

TOWNE CENTRE

Row	Phase #	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		5
1	Ped FDW		21		29		21		32
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.5	2.0	4.6	2.0	4.3	2.0	5.2
6	Max Gap	2.0	4.5	2.0	4.6	2.0	4.3	2.0	5.2
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	35	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.7		0.7		0.7		0.6
E	Yellow	3.4	4.5	3.4	4.3	3.4	4.3	3.4	4.0
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E	F	Row
RR-1 Delay		Permit 12345678	0
RR-1 Clear		Red Lock	1
EV-A Delay	0	Yellow Lock	2
EV-A Clear	0	Min Recall 2 6	3
EV-B Delay	0	Ped Recall	4
EV-B Clear	0	Peds (View) 2_4_6_8	5
EV-C Delay	0	Rest In Walk	6
EV-C Clear	0	Red Rest	7
EV-D Delay	0	Dbl Entry	8
EV-D Clear	0	Max Recall	9
RR-2 Delay		Soft Recall	A
RR-2 Clear		Max 2	B
View EV Delay	---	Cond Serv	C
View EV Clear	---	Ped Lock 12345678	D
View RR Delay	---	Yellow Start 2 6	E
View RR Clear	---	1st Phases 3 7	F

F + E + Row

F + F + Row

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

Start / Revert Times		
Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel	COM 46	(QuicNet)

Communication Addresses		
C + F + 0	F	Row
Free Lag	2_45_8	0

Lag Phases <C Page>

**Overlap Timing**

Row	9	C	D	0
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

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

**Manual Selection**

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

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

Timing Sheet By: M2S

Approved By: *FLG*

Drawing Number: 29562-3-D

Timing Implemented On: 04/23/10

15

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

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

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

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

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

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

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

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

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

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

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

Disable Parity  0 D+B+0

**Dial-Up Telephone Communications**  
 (If set to a non-zero value, parity will be disabled)

Program Information

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

Remote Download

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

Row	1	3
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-----	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2	4
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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

System Detectors <D Page>

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

Detector Failure Monitor

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

Advance Warning Beacon - Sign 1

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

Advance Warning Beacon - Sign 2

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

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Column # → Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		111			102	96			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		32			33	21			
4	Phase 4 - ForceOff		77			77	67			
5	Phase 5 - ForceOff		16			18	82			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff		40			37	67			
8	Phase 8 - ForceOff		77			77	36			
9	Ring Offset									
A	Offset A		140			13	93			
B	Offset B									
C	Offset C									
D	Permissive		17			17	17			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	6			

Coordination Timing By: KH&A  
Implemented On: 10/13/2009

FOR OBSERVATION ONLY

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

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	2	A	23456
2	15 : 00	6	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

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

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

E		Row	F	
		0	Free Lag	
		1	Plan 1 - Lag	
	2 6	2	Plan 2 - Lag	2 45 8
		3	Plan 3 - Lag	
		4	Plan 4 - Lag	
	2 6	5	Plan 5 - Lag	2 45 8
	2 6	6	Plan 6 - Lag	2 4 67
		7	Plan 7 - Lag	
		8	Plan 8 - Lag	
		9	Plan 9 - Lag	
		A	Coord Max *	
		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type 0

TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CENTRE DR

223 Proj

Group Assignment:  
Field Master Assignment:

N/S Street Name: TOWNE CENTRE DR  
E/W Street Name: LA JOLLA VILLAGE DR

Last Database Change: N/A  
System Ref. Number: N/A

Row	Column # -->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		5
1	Ped FDW		21		29		25		31
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8
6	Max Gap	2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	30	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.8		0.6		0.9		0.6
E	Yellow	3.4	4.7	3.4	3.9	3.4	4.3	3.4	3.9
F	Red Clear	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	Grade								

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

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Preempt Timing  
F + E + Row

Phase Functions <F Page>  
F + F + Row

\*\*PPLT FOR EB & WB TRAFFIC\*\* Overlap Timing

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0 5.0	F + C + 0
Start / Revert Times		
Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel	Can 96	(QuicNet)

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

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

C + F + 0	F	Row
Free Lag	2 45 8	0

Lag Phases <C Page>

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

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

Manual Selection

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

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

Timing Sheet By: SB

Approved By: G.P.

Drawing Number: 21238-14-D

Timing Implemented On:





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

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

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

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

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

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

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

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

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

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

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

Program Information

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

Remote Download

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

Disable Parity  D+B+0

Dial-Up Telephone Communications  
 (If set to a non-zero value, parity will be disabled)

Row	1	3
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12354678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	1234578
D	-- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

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

System Detectors <D Page>

Row	2	4
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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

Detector Failure Monitor

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

Advance Warning Beacon - Sign 1

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

Advance Warning Beacon - Sign 2

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

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

**INTERSECTION: LA JOLLA VILLAGE DR & TOWNE CENTRE DR**

**223 Program**

Coordination Timing By: **MBF**  
 Implemented On: **10/28/2005**

Row	Column # ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Plan Name ---->									
0	Cycle Length	138	146	150						
1	Phase 1 - ForceOff	106	111	119						
2	Phase 2 - ForceOff	0	0	0						
3	Phase 3 - ForceOff	30	32	30						
4	Phase 4 - ForceOff	83	77	86						
5	Phase 5 - ForceOff	16	16	16						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff	42	40	45						
8	Phase 8 - ForceOff	83	77	86						
9	Ring Offset									
A	Offset A	130	140	16						
B	Offset B									
C	Offset C									
D	Permissive	17	17	17						
E	Hold Release	255	255	255						
F	Ped Shift	0	0	0						

**FOR OBSERVATION ONLY**

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

Coordination <C Page>  
 C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	10 : 00	2	A	23456
2	15 : 00	3	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

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

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

E		Row	F	
		0	Free Lag	2 45 8
Plan 1	2 6	1	Plan 1 - Lag	2 45 8
Plan 2	2 6	2	Plan 2 - Lag	2 45 8
Plan 3	2 6	3	Plan 3 - Lag	2 45 8
Plan 4		4	Plan 4 - Lag	
Plan 5		5	Plan 5 - Lag	
Plan 6		6	Plan 6 - Lag	
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max*	
NEMA Hold		B	Coord Lag*	
		C		
		D		
		E		
		F		

Sync Phases  
 C + E + FUNCTION #

Lag Phases <C Page>  
 C + F + FUNCTION #

Transition Type **0**

TBC Transition  
 C + D + D

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

# INTERSECTION: La Jolla Village Dr & Towne Centre Dr

223 T ram

Group Assignment: None  
Field Master Assignment: None

N/S Street: Towne Centre Dr  
E/W Street Name: La Jolla Village Dr

Last Change: 04/16/01  
Timing Sheet By: VAC  
Approved By:  
Drawing Number: 2130  
System Ref. Num.:  
Timing Implemented on: 8/27/01

15

Row	LJ Village Dr		Towne Centre Dr				LJ Village Dr		Towne Centre Dr			
	Column #	Phase	1	2	3	4	5	6	7	8		
0	Ped Walk		7			7			7	5		
1	Ped FDW		21			29			25	31		
2	Min Green		4	10	4	4	4	10	4	4		
3	Type 3 Limit											
4	Add/Veh											
5	Veh Extn		2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8		
6	Max Gap		2.0	3.8	2.0	4.8	2.0	3.6	2.0	4.8		
7	Min Gap		2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2		
8	Max Limit		30	60	30	30	30	60	30	30		
9	Max Limit 2											
A	Bus Adv											
B	Call to Phs											
C	Reduce By		0.1		0.1		0.1		0.1			
D	Every		0.8		0.6		0.9		0.6			
E	Yellow	3.4	3.0	4.7	3.4	3.0	3.9	3.3	3.4	3.0	3.9	3.0
F	Red Clear		1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

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

Preempt Timing

F + E + Row

Row	F
Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	2 4
Ped Recall	
Peds (View)	2 4 6 8
Rest In Walk	
Red Rest	
DbI Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2 6
1st Phases	3 7

Phase Functions

F + F + Row

DOC  
1/2/03

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	5 20	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	45	C + 0 + 3
QuicNet Channel		(QuicNet)

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

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

C + F + 0	F	Row
Free Lag	245 8	0

Lag Phases <C Page>

Downtime Flash	60	(minutes)
Downtime Before Auto Manual Flash		
		F + 0 + 8

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

Manual Selection	Manual Offset
Manual Plan	0 = Automatic
0 = Automatic	1 = Offset A
1-9 = Plan 1-9	2 = Offset B
14 = Free	3 = Offset C
15 = Flash	

Disable Ports	234
Disable Communications Ports	
	D + D + 9

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

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

TOD Function

<D Page>

7 + ROW

D + F + ROW

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

Configuration

<E Page>

E + F + ROW

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

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

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

Configuration

For access, set F + 9 + E = 1      E + E + ROW

Day of Week

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

Assign 5 Outputs

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

Time and Date

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

Program Information

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

Disable Parity      0      D+B+0

Dial-Up Telephone Communications

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

(This parameter is NOT downloaded)

Remote Download

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

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - 21 22 23 24	5678
- - - - - - - -	1234
- 25 26 27 28 - - - -	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

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

System Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

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

**Detector Failure Monitor**

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

**Advance Warning Beacon - Sign 1**

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

**Advance Warning Beacon - Sign 2**

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

**Power Cycle Correction (Default = 0.5)**  
(These parameters are NOT downloaded.)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Column # → Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	138	146	150						
1	Phase 1 - ForceOff	106	111	119						
2	Phase 2 - ForceOff	0	0	0						
3	Phase 3 - ForceOff	30	32	30						
4	Phase 4 - ForceOff	83	77	86						
5	Phase 5 - ForceOff	16	16	16						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff	42	40	45						
8	Phase 8 - ForceOff	83	77	86						
9	Ring Offset									
A	Offset A	130	140	16						
B	Offset B									
C	Offset C									
D	Permissive	17	17	17						
E	Hold Release	255	255	255						
F	Ped Shift	0	0	0						

Coordination Timing By: VAC  
Implemented On: 09/01/99

**FOR OBSERVATION ONLY**

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

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	10:00	2	A	23456
2	15:00	3	A	23456
3	19:00	E	A	1234567
A				
B				
C				
D				
E				
F				

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

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

Sync Phases <C Page>  
C + E + FUNCTION # Lag Phases C + F + FUNCTION #

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

Transition Type	0
TBC Transition	
C + D + D	

Transition Type  
0 = Shortway  
Non-zero = Lengthen

IN SECTION: Eastgate Mall & Judicial Drive

223 Proj. n

Group Assignment: None  
Field Master Assignment: None

N/S Street Name: Eastgate Mall  
E/W Street Name: Judicial Drive

Last Change: Drawing Number: 28206-69-D  
Timing Sheet By: CMS System Ref. Num.:  
Approved By: *SLB* Timing implemented on:

Row	Column # → Phase # →	Eastgate Mall		Judicial		Eastgate Mall		Judicial	
		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW		7		7		7		7
2	Ped FDW		25		20		12		20
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	2.7	2.0	2.0	2.0	3.0	2.0	2.0
6	Max Gap	2.0	2.7	2.0	2.0	2.0	3.0	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	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		1.2				1.1		
E	Yellow	<i>3.4</i> 3.0	5.1	<i>3.4</i> 3.0	<i>3.9</i> 3.0	<i>3.4</i> 3.0	4.6	<i>3.4</i> 3.0	<i>3.9</i> 3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

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

Preempt Timing

F + E + Row

Row	E	F
Permit		12345678
Red Lock		
Yellow Lock		
Min Recall		
Ped Recall		
Peds (View)		2_4_6_8
Rest In Walk		
Red Rest		
Dbt Entry		
Max Recall		
Soft Recall		2_6_
Max 2		
Cond Serv		
Ped Lock		12345678
Yellow Start		2_6_
1st Phases		3_7_

Phase Functions

F + F + Row

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

Start / Revert Times

Drop Number		C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + 0'	F	Row
Free Lag	2_4_6_8	0
Lag Phases	<C Page>	

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

Overlap Timing

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 60 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Manual Plan	14	C + A + 1
Manual Offset		C + B + 1

Manual Selection

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

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

Disable Ports 234

Disable Communications Ports

D + D + 9

52



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

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

TOD Function

7 + ROW

<D Page>

D + F + ROW

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

Configuration

E + F + ROW

<E Page>

Day of Week

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

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

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

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

Configuration

For access, set F + 9 + E = 1      E + E + ROW

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

Time and Date

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

Program Information

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

Disable Parity      0      D+B+0

**Dial-Up Telephone Communications**  
 (If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Remote Download

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

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 - - - -	1234
C	13 14 15 16 17 18 19 20	12345678
D	- - - - - 21 22 23 24	5678
E	- - - - - - - - - -	1234
F	- 25 26 27 28 - - - -	2345

Active Detectors <D Page>

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

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

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

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

# INTERSECTION: EXECUTIVE DR & JUDICIAL DR

# 233 Program



Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Executive Dr  
E/W Street: Executive Dr

Last Database Change:

Timing sheets by: **JMV**

Approved by:

Timing implemented on: 5/27/2010

		Judicial Dr	Executive Dr	Judicial Dr	Phase				
Phase Numbers →		1	2	3	4	5	6	7	8
Row									
0	Ped Walk		7	7	7		7		
1	Ped FDW		22	20	20		23		
2	Min Green	4	7	7	7	4	7		
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.4	3.3	3.3	2.0	4.4		
6	Max Gap	2.0	4.4	3.3	3.3	2.0	4.4		
7	Min Gap	2.0	0.2	0.2	0.2	2.0	0.2		
8	Max Limit	30	60	40	40	30	60		
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.7	1.0	1.0		0.7		
E	Yellow Change	3.4	4.3	3.9	3.9	3.4	4.3		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		

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

	F	Row
Permit	123456	0
Red Lock		1
Yellow Lock		2
Min Recall		3
Ped Recall		4
View Set Peds		5
Rest In Walk		6
Red Rest		7
Double Entry		8
Max Recall		9
Soft Recall	2 6	A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	2 6	E
First Phases	4	F

**Phase Timing - Bank 1** <F/1+Phase+Row>

**Preempt Timing** <F/1+E+Row> **Phase Functions** <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

**Alternate Timing** <F/1+Column+Phase>

**Free Lag** 2 4 6 <C/1+F+0>

How to Set Page Access Code:  
F/1 - C + 0 + F = 1

Drop Number	18	<C/0+0+0>
Zone Number	18	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	177	<C/0+0+3>
QuicNet Channel	Com 46	(QuicNet)

**Communication Addresses**

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

**Start / Revert Times**

Notes:

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Exclusive Ped Phase**

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

**Manual Selection**

		Overlap							
		1	2	3	4	5	6	7	8
Row									
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

**Overlap Assignments** <E/29+Column+Row>

		F	Row
Fast Green Flash Phase			0
Green Flash Phases			1
Flashing Walk Phases			2
Guaranteed Passage			3
Simultaneous Gap Term			4
Sequential Timing			5
Advance Walk Phases			6
Delay Walk Phases			7
External Recall			8
Start-up Overlap Green			9
Max Extension			A
Inhibit Ped Reservice			B
Semi-Actuated			C
Start-up Overlap Yellow			D
Start-up Vehicle Calls			E
Start-up Ped Calls			F

**Specials** <F/2+F+Row>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Configuration** <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	3
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

**Configuration** <E/125+F+Row>

	G
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	---
RR-2 *	---
SE-1	0
SE-2	0

<E/125+C+Row>

**Preemption Priority**

(\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	2	Row
0		0
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
A		A
B		B
C		C
D		D
E		E
F		F

	2	Row
Phase 1	0	1
Phase 2	0	2
Phase 3	0	3
Phase 4	0	4
Phase 5	0	5
Phase 6	0	6
Phase 7	0	7
Phase 8	0	8

<C/5+2+Row>

**Coordination Transition Minimums**

- |                           |                        |
|---------------------------|------------------------|
| <b>Extra 1 Flags</b>      | <b>IC Select Flags</b> |
| 1 = TBC Type 1            | 1 =                    |
| 2 = NEMA Ext. Coord       | 2 = Modem              |
| 3 = Auto Daylight Savings | 3 = 7-Wire Slave       |
| 4 = EV Advance            | 4 = Flash / Free       |
| 5 = Extended Status       | 5 =                    |
| 6 = International Ped     | 6 = Simplex Master     |
| 7 = Flash - Clear Outputs | 7 = 7-Wire Master      |
| 8 = Split Ring            | 8 = Offset Interrupter |

- |                        |                                      |
|------------------------|--------------------------------------|
| <b>Extra 2 Flags</b>   | <b>Flash to PE &amp; PE Non-Lock</b> |
| 1 = AWB During Initial | 1 = EV A 5 = RR 1                    |
| 2 = LMU Installed      | 2 = EV B 6 = RR 2                    |
| 3 = Disable Min Walk   | 3 = EV C 7 = SE 1                    |
| 4 = QuicNet/4 System   | 4 = EV D 8 = SE 2                    |
| 5 = Ignore P/P on EV   |                                      |
| 6 =                    |                                      |
| 7 = Reserved           |                                      |
| 8 =                    |                                      |

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

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

**INTERSECTION: JUDICIAL DR & JUDICIAL DWY**

Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street Name: **Judicial Dr**  
E/W Street Name: **Judicial DwY**

Last Database Change:

Change Record					
Change	By	Date	Change	By	Date

Notes: **37552-13-D**

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

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

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

Free Lag 2 4 6 8 <C/1+F+0>

Manual Plan	14	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

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>

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

**Exclusive Ped Phase**

(Outputs specified in Assignable  
Outputs at E/127+A+E & F)

		Judicial Dr				Judicial Dr			
		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk		7				7		7
1	Ped FDW		10				12		18
2	Min Green	4	7		4	4	7		4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	3.8		2.0	2.0	3.8		2.0
6	Max Gap	2.0	3.8		2.0	2.0	3.8		2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	30	60		40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.8				0.8		
E	Yellow Change	3.4	3.9		3.9	3.4	3.9		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

		9	A	B	C	D	E	F	Row	
		---	---	---	---	---		Permit	12_456_8	0
Phase 1							RR-1 Delay			1
Phase 2							RR-1 Clear			2
Phase 3							EV-A Delay	0		3
Phase 4							EV-A Clear	0		4
Phase 5							EV-B Delay	0		5
Phase 6							EV-B Clear	0		6
Phase 7							EV-C Delay	0		7
Phase 8							EV-C Clear	0		8
							EV-D Delay	0		9
							EV-D Clear	0		A
	Max Initial						RR-2 Delay			B
	Alternate Walk						RR-2 Clear			C
	Alternate FDW						View EV Delay	---		D
	Alternate Initial						View EV Clear	---		E
	Alternate Extension						View RR Delay	---		F
							View RR Clear	---		

Alternate Timing <F/1+Column+Phase>

Preempt Timing <F/1+E+Row>

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	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 <E/29+Column+Row>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = Solid FDW on EV  
 5 = Extended Status  
 6 = International Ped  
 7 = Flash - Clear Outputs  
 8 = Split Ring

- Extra 2 Flags**  
 1 = AWB During Initial  
 2 = Reserved  
 3 = Disable Min Walk  
 4 = QuicNet System  
 5 = Ignore P/P on EV  
 6 = Manual Hold in FDW  
 7 = Allow QuicNet PE  
 8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

**Preempt Priority**  
 <E/125+C+Row>  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	
Start-up Ped Calls	

Specials <F/2+F+Row>

- Flash to PE & PE Non-Lock**  
 1 = EV A 5 = RR 1  
 2 = EV B 6 = RR 2  
 3 = EV C 7 = SE 1  
 4 = EV D 8 = SE 2

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

	2	Row
Phase 1	10	0
Phase 2	10	1
Phase 3	10	2
Phase 4	10	3
Phase 5	10	4
Phase 6	10	5
Phase 7	10	6
Phase 8	10	7

**Coordination Transition Minimums**  
 <C/5+2+Row>

Column Numbers ---->						1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2 I2U	39	45 7	2	123		1.8
1	6 J2U	40	45 7	6	123		1.8
2	4 I6U	41	45 7	4	123		
3	8 J6U	42	45 7	8	123		
4	I2L	43	45 7	2	123		1.8
5	6 J2L	44	45 7	6	123		1.8
6	4 I6L	45	45 7	4	123		
7	8 J6L	46	45 7	8	123		
8	2 I4	47	67	2	123		
9	6 J4	48	67	6	123		
A	4 I8	49	67	4	123		
B	8 J8	50	67	8	123		
C	5 J1U	55	45 7	5	123		
D	1 I1U	56	45 7	1	123		
E	7 J5	57	45 7	7	123		
F	3 I5	58	45 7	3	123		

Column Numbers ---->									Row
Ped / Phase / Overlap									
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type  0 <E/125+D+0>

**Enable Redirection**  
(Enable Redirection = 30)

Max OFF (minutes)  20 <D/0+0+1>  
 Max ON (minutes)  7 <D/0+0+2>  
 Chatter Fail Time  0 <D/0+0+4>

**Detector Failure Monitor**

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

**Delay Logic Times**  
<D/0+B+Row> (seconds)

Column Numbers ---->						2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5 J9U	59	45 7	5	123		
1	1 I9U	60	45 7	1	123		
2	7 J9L	61	45 7	7	123		
3	3 I9L	62	45 7	3	123		
4	2 I3U	63	45 7	2	123		1.8
5	6 J3U	64	45 7	6	123		1.8
6	4 I7U	65	45 7	4	123		
7	8 J7U	66	45 7	8	123		
8	2 PPB	30	2	2	123		
9	6 PPB	68	2	6	123		
A	4 PPB	69	2	4	123		
B	8 PPB	70	2	8	123		
C	2 I3L	76	45 7	2	123		
D	6 J3L	77	45 7	6	123		
E	4 I7L	78	45 7	4	123		
F	8 J7L	79	45 7	8	123		

**Detector Attributes**

- 1 = Full Time Delay
- 2 = Ped Call
- 3 = Overlap
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Detector Assignments <E/126+Column+Row>

<D/0+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row	
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C	73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time	82 Free (7-Wire)	RR-1	51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1		7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1	Spec. Event 2		8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag		9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)		A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)		B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)		C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)		D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)		E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)		F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row	
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0	0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)		1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)		2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)		3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)		4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)		5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)		6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt		7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A		8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B		9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C		A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D		B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5		C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6		D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved		E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved		F

Assignable Outputs <E/127+Column+Row>



# RSECTION: Easter Wy & Eastgate Mall

6/23/04

223 Prc

m

Group Assignment:  
Field Master Assignment: None

N/S Street Name: Easter Wy  
E/W Street Name: Eastgate Mall

Last Change: 03/08/04  
Timing Sheet By: BL  
Approved By: DH

Drawing Number: 31430-2-D  
System Ref. Number:

Row	Column # -->	Phase							
		1	2	3	4	5	6	7	8
	↑ N		→		↓		←		
0	Ped Walk				7		7		
1	Ped FDW				① 20 17		① 12 10		
2	Min Green		10		4		10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		① 7 3.5		2.0		① 4 3.5		
6	Max Gap		① 7 3.5		2.0		① 4 3.5		
7	Min Gap		0.2		2.0		0.2		
8	Max Limit		60		40		60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		① 9 0.9				① 0 0.9		
E	Yellow		① 4 3.2		3.9		① 4 3.2		
F	Red Clear		1.0		1.0		1.0		

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	Column #	Value
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing

F + E + Row

Row	Column #	Value
0	Permit	2 4 6
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	4 6
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	2 6
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	2 6
F	1st Phases	4

Phase Functions

F + F + Row

<F Page>

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
<b>Start / Revert Times</b>		
Drop Number	15	C + 0 + 0
Zone Number	15	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	152	C + 0 + 3
QuicNet Channel	43	(QuicNet)

**Communication Addresses**

C + F + 0	F	Row
Free Lag	2 6	0

Lag Phases <C Page>

Row	Overlap	9	C	D	0
A	Overlap A	Green	Yellow	Red	Load-
B	Overlap B	Clear	Change	Clear	Switch #
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Flash  
15 = Flash

Manual Offset 0  
= Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Disable Ports 234

Disable Communications Ports

D + D + 9

① yellow time update on 08/02/2008 - Shaikh.

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

T.O.D. Functions  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

**TOD Function**

7 + ROW

<D Page>

D + F + ROW

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

**Configuration**

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	4
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

Extra 1 Flags  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 = Remote Download  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

**Configuration**

For access, set F + 9 + E = 1

E + E + ROW

**Day of Week**

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

**Time and Date**

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Disable Parity	0
----------------	---

D+B+0

**Dial-Up Telephone Communications.**

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Row	1	3
	Delay	Carry-over
0		
1		1.8
2		2.0
3		
4		
5		
6		
7		
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
	---	---
	---	---

Row	2	4
	Delay	Carry-over
0		
1		1.8
2		2.0
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0	Detector #
0		
1	System Det. # 1	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

**Detector Failure Monitor**

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

**Advance Warning Beacon - Sign 1**

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

**Advance Warning Beacon - Sign 2**

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

**Power Cycle Correction (Default = 0.5)**

(These parameters are NOT downloaded.)

**INTERSECTION: EASTGATE DR @ EASTGATE ML**

223 Proj m

Group Assignment:  
Field Master Assignment:

N/S Street Name: EASTGATE DR  
E/W Street Name: EASTGATE ML

EASTGATE ML EASTGATE DR EASTGATE ML

Row	Column # ---->	Phase							
	Phase # ---->	1	2	3	4	5	6	7	8
			→		⬇⬆	↗	←		
0	Ped Walk				7		7		
1	Ped FDW				11		13		
2	Min Green		10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		4.0		2.0	2.0	4.0		
6	Max Gap		4.0		2.0	2.0	4.0		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.8				0.8		
E	Yellow		4.4		3.9	3.4	4.7		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

F + E + Row

	F
Permit	2_456
Red Lock	
Yellow Lock	
Min Recall	2_6
Ped Recall	
Peds (View)	4_6
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	4

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times		
Drop Number	10	C + 0 + 0
Zone Number	10	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	54	C + 0 + 3
QuicNet Channel	COM46	(QuicNet)

Communication Addresses		
C + F + 0		Row
Free Lag	2_4_6	0
Lag Phases		<C Page>

**Overlap Timing**

	9	C	D	0
Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Downtime Flash **255** (minutes)  
Downtime Before Auto Manual Flash  
F + 0 + 8

Disable Ports **234**  
Disable Communication Ports  
D + D + 9

Timing Sheet By: M2S  
Approved By: **FLG**  
Drawing Number: 23899-12-D  
Timing Implemented On: **10/07/13**

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

T.O.D. Functions  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest in Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
   Bit 2 - Phase Bank 2  
   Bit 3 - Phase Bank 3  
   Bit 4 - Disable Detector  
       OFF Monitor  
   Bit 7 - Detector Count Monitor  
   Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	<u>6</u>
7	Ped 4P	<u>4</u>
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

- Assign 5 Outputs
- 1 = Right Turn Overlap
  - 2 = TOD Outputs
  - 3 = EV Beacon - Steady
  - 4 = EV Beacon - Flashing
  - 5 = Special Event Outputs
  - 6 = Phase 3 & 7 Ped
  - 7 = Advanced Warning Sign
  - 8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	<u>2 5</u>
B	EV-B Phases	
C	EV-C Phases	<u>6</u>
D	EV-D Phases	
E	Extra 1 Config. Bits	<u>1 345</u>
F	IC Select (Interconnect)	<u>2</u>

- Extra 1 Flags
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Remote Download
  - 6 = Special Event
  - 7 = Pretimed Operation
  - 8 = Split Ring Operation

- IC Select Flags
- 1 =
  - 2 = Modem
  - 3 = 7-Wire Slave
  - 4 = Flash / Free
  - 5 =
  - 6 = Simplex Master
  - 7 = 7-Wire Master
  - 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity	<u>0</u>	D+B+0
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Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-----	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	0 Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

# INTERSECTION: EASTGATE MALL @ GENESEE AVE



Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S St: Genesee Ave  
EW Street: Eastgate Mall

Timing sheets by: KT  
Approved by: *FLG*  
Timing Implemented on:  
Drawing Number: 35450-36-D

Row	Phase Numbers →	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		19		27		20		27
2	Min Green	4	10	4	7	4	10	4	7
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.2	2.0	2.0	2.0	4.3	2.0	2.0
6	Max Gap	2.0	4.2	2.0	2.0	2.0	4.3	2.0	2.0
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.7				0.7		
E	Yellow Change	3.4	4.7	3.4	3.9	3.4	4.7	3.4	4.1
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Row	Value
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	---

Row	Value
Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
View Srt Peds	2 4 6 8
Rest in Walk	
Red Rest	
Double Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	2 6
First Phases	3 7

### Phase Timing - Bank 1 <F/1+Phase+Row>

### Preempt Timing <F/1+E+Row> Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Drop Number	8	<C/0+0+0>
Zone Number	8	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	63	<C/0+0+3>
QuicNet Channel	COM47	(QuicNet)

### Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

### Start / Revert Times

Manual Plan  
0 = Automatic  
1-0 = Plan 1-0  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

### Exclusive Ped Phase

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

### Manual Selection

Free Lag 2 4 6 8 <C/1+F+0>

How to Set Page Access Code:  
F/1 - C + 0 + F = 1

Notes: U-turns allowed for SB Genesee Ave  
5 section-head (Overlap) is deactivated for WB Eastgate Mall

Row		Overlap							
		1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

Row	F	Row
		0
		1
		2
		3
	12345678	4
		5
		6
		7
		8
		9
		A
		B
		C
		D
	12345678	E
	12345678	F

Specials <F/2+F+Row>

Row	E
0	Exclusive Phases
1	RR-1 Clear Phases
2	RR-2 Clear Phases
3	RR-2 Limited Service
4	Prot / Perm Phases
5	Flash to PE Circuits
6	Flash Entry Phases
7	Disable Yellow Range
8	Disable Ovp Yel Range
9	Overlap Yellow Flash
A	EV-A Phases 2 5
B	EV-B Phases 4 7
C	EV-C Phases 1 6
D	EV-D Phases 3 8
E	Extra 1 Config. Bits 1 345
F	IC Select (Interconnect) 2

Configuration <E/125+E+Row>

Row	F
	Ext. Permit 1 Phases
	Ext. Permit 2 Phases
	Exclusive Ped Assign
	Preempt Non-Lock 12345678
	Ped for 2P Output 2
	Ped for 6P Output 5
	Ped for 4P Output 4
	Ped for 8P Output 8
	Yellow Flash Phases
	Low Priority A Phases
	Low Priority B Phases
	Low Priority C Phases
	Low Priority D Phases
	Restricted Phases
	Extra 2 Config. Bits

Configuration <E/125+F+Row>

Row	C
0	EV-A
1	EV-B
2	EV-C
3	EV-D
4	RR-1 * ---
5	RR-2 * ---
6	SE-1 0
7	SE-2 0

<E/125+C+Row>

**Preemption Priority**  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Row	2	Row
		0
	Phase 1 0	1
	Phase 2 0	2
	Phase 3 0	3
	Phase 4 0	4
	Phase 5 0	5
	Phase 6 0	6
	Phase 7 0	7
	Phase 8 0	8

<C/5+2+Row>

**Coordination Transition Minimums**

- Extra 1 Flags**
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Extended Status
  - 6 = International Ped
  - 7 = Flash - Clear Outputs
  - 8 = Split Ring
- IC Select Flags**
- 1 =
  - 2 = Modem
  - 3 = 7-Wire Slave
  - 4 = Flash / Free
  - 5 =
  - 6 = Simplex Master
  - 7 = 7-Wire Master
  - 8 = Offset Interrupter

- Extra 2 Flags**
- 1 = AWB During Initial
  - 2 = LMU Installed
  - 3 = Disable Mn Walk
  - 4 = QuickNet/4 System
  - 5 = Ignore P/P on EV
  - 6 =
  - 7 = Reserved
  - 8 =
- Flash to PE & PE Non-Lock**
- 1 = EV A 5 = RR 1
  - 2 = EV B 6 = RR 2
  - 3 = EV C 7 = SE 1
  - 4 = EV D 8 = SE 2

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Saving Date:  
 If set to all zeros, standard dates will be used.



Row	Detector Name	C1 Pin				Delay	Carry-Over
		Number	Attributes	Phase(s)	Assign		
0	2I2U	39	45 7	2	123		1.8
1	6J2U	40	45 7	6	123		1.8
2		41	45 7	4	123		
3	8J6U	42	45 7	8	123	12.0	
4	2I2L	43	45 7	2	123		1.8
5	6J2L	44	45 7	6	123		1.8
6		45	45 7	4	123		
7		46	45 7	8	123		
8		47	67	2	123		
9		48	67	6	123		
A		49	67	4	123		
B		50	67	8	123		
C		55	45 7	5	123		
D		56	45 7	1	123		
E		57	45 7	7	123		
F		58	45 7	3	123		

Program Type:

	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Row	Detector Name	C1 Pin				Delay	Carry-Over
		Number	Attributes	Phase(s)	Assign		
0		59	45 7	5	123		
1		60	45 7	1	123		
2		61	45 7	7	123		
3		62	45 7	3	123		
4	2I3U	63	45 7	2	123		1.8
5	6J3U	64	45 7	6	123		1.8
6		65	45 7	4	123		
7		66	45 7	8	123		
8		67	2	2	123		
9		68	2	6	123		
A		69	2	4	123		
B		70	2	8	123		
C		76	45 7	2	123		
D	Bike J3L	77	45 7	6	123		1.8
E		78	45 7	4	123		
F		79	45 7	8	123		

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Detector Assignments <E/126+Column+Row> <D/0+Column+Row>

Cabinet Type 30

<E/125+D+0>

Enable Redirection

(Enable Redirection = 30)

Max OFF (minutes) 5 <D/0+0+1>

Max ON (minutes) 60 <D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <E/125+D+Row>

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

<C/5+D+Row>

Dial-Back Telephone Number

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm

<C/5+F+0>

Disable Alarm Reporting

Time 0 <C/5+C+0>

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	06:30	5	A	23456
1	10:00	6	A	23456
2	15:00	7	A	23456
3	18:30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week

TOD Function <7/0.1+Row>

Column 4
Phases/Bits

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>  
(Bank 1)

- T.O.D. Functions:**
- 0 =
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector
  - OFF Monitor
  - Bit 7 - Detector Count
  - Monitor
  - Bit 8 - Real Time Split
  - Monitor
  - F = Output Bits 1 thru 8
- Plan Select:**
- 1 thru 9 = Coordination
  - Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Month Select:**
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December
- Cycle Timer:**
- Master: C/0 + A + 0
  - Ring A: C/0 + B + 0
  - Ring B: C/0 + D + 0
- Interval Timer:**
- Ring A: F/0 + A + Interval
  - Row
  - Ring B: F/0 + B + Interval
  - Row
- Master Plan: C/0 + A + 2  
Current Plan: C/0 + A + 3  
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>  
(Bank 2)

Time	Funct.	Holiday Type

Holiday TOD Function <7/0.2+Row>

Column 4
Phases/Bits

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>  
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row>  
(Bank 2)

Coord Extra

1 = Programmed WALK Time for Sync Phases  
2 = Always Terminate Sync Phase Peds

Row	Plan Name ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length					AM 132	MID 128	PM 132		
1	Phase 1 - ForceOff					112	98	114		
2	Phase 2 - ForceOff					24	16	18		
3	Phase 3 - ForceOff					47	39	39		
4	Phase 4 - ForceOff					86	78	78		
5	Phase 5 - ForceOff					27 <sup>30</sup>	16 <sup>18</sup>	18 <sup>20</sup>	KT 6/22/15	
6	Phase 6 - ForceOff					0	0	0		
7	Phase 7 - ForceOff					42	34	34		
8	Phase 8 - ForceOff					86	78	78		
9	Ring Offset									
A	Offset 1					101	93	58		
B	Offset 2									
C	Offset 3									
D	Perm 1 - End					24	16	18		
E	Hold Release					124 255	255	255		
F	Zone Offset									

Coordination - Timing Plans <C/1+Plan+Row>

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C/1+E+Row>

Row	Plan Name	1	2	3	4	5	6	7	8	9
0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time									
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase									
B	Perm 1 Ped Phase									
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Parameters <C/2+Plan+Row>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C/1+F+Row>

Coordination Timing BKT

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	73
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	82 Free (7-Wire)	RR-1	51
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	52
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	

Assignable Inputs <E/126+Column+Row>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs <E/127+Column+Row>

**INTERSECTION: EXECUTIVE DRIVE & GENESEE AVENUE**

**233 Program**



Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street: GENESEE  
E/W Street: EXECUTIVE

Last Database Change:

Timing sheets by: **KT**

Approved by: **FLG**

Timing implemented on:

Row	GENESEE		EXECUTIVE		GENESEE		EXECUTIVE		
	Phase								
Phase Numbers →	1	2	3	4	5	6	7	8	
0	Ped Walk		7		7		7		7
1	Ped FDW		17		27		16		30
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	3.6	2.0	2.0	2.0	3.8	2.0	2.0
6	Max Gap	2.0	3.6	2.0	2.0	2.0	3.8	2.0	2.0
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	2.0
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.9				0.8		
E	Yellow Change	3.4	4.5	3.4	3.9	3.4	4.4	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

	F
Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
View Set Peds	2 4 6 8
Rest In Walk	
Red Rest	
Double Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond. Service	
Man Cntrl Calis	
Yellow Start	2 6
First Phases	3 7

**Phase Timing - Bank 1** <F/1+Phase+Row>

**Preempt Timing** <F/1+E+Row> **Phase Functions** <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	S	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

**Alternate Timing** <F/1+Column+Phase>

**Free Lag** 2 4 6 8 <C/1+F+0>

How to Set Page Access Code:  
F/1 - C + 0 + F = 1

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	62	<C/0+0+3>
QuicNet Channel (COM)	com47	(QuicNet)

**Communication Addresses**

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

**Start / Revert Times**

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Exclusive Ped Phase**

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

**Manual Selection**

Notes:

		Overlap							
		1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

**Overlap Assignments** <E/29+Column+Row>

		F	Row
0	Fast Green Flash Phase		0
1	Green Flash Phases		1
2	Flashing Walk Phases		2
3	Guaranteed Passage		3
4	Simultaneous Gap Term	12345678	4
5	Sequential Timing		5
6	Advance Walk Phases		6
7	Delay Walk Phases		7
8	External Recall		8
9	Start-up Overlap Green		9
A	Max Extension		A
B	Inhibit Ped Reservice		B
C	Semi-Actuated		C
D	Start-up Overlap Yellow		D
E	Start-up Vehicle Calls	12345678	E
F	Start-up Ped Calls	12345678	F

**Specials** <F/2+F+Row>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Configuration** <E/125+E+Row>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

**Configuration** <E/125+F+Row>

	C
EV-A	
EV-B	
EV-C	
EV-D	
RR-1 *	---
RR-2 *	---
SE-1	0
SE-2	0

<E/125+C+Row>

**Preemption Priority**  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)



	2	Row
Phase 1	10	0
Phase 2	10	1
Phase 3	10	2
Phase 4	10	3
Phase 5	10	4
Phase 6	10	5
Phase 7	10	6
Phase 8	10	7

<C/5+2+Row>

**Coordination Transition Minimums**

- |                           |                        |
|---------------------------|------------------------|
| <b>Extra 1 Flags</b>      | <b>IC.Select Flags</b> |
| 1 = TBC Type 1            | 1 =                    |
| 2 = NEMA Ext. Coord       | 2 = Modem              |
| 3 = Auto Daylight Savings | 3 = 7-Wire Slave       |
| 4 = EV Advance            | 4 = Flash / Free       |
| 5 = Extended Status       | 5 =                    |
| 6 = International Ped     | 6 = Simplex Master     |
| 7 = Flash - Clear Outputs | 7 = 7-Wire Master      |
| 8 = Split Ring            | 8 = Offset Interrupter |

- |                        |                                      |
|------------------------|--------------------------------------|
| <b>Extra 2 Flags</b>   | <b>Flash to PE &amp; PE Non-Lock</b> |
| 1 = AWB During Initial | 1 = EV A 5 = RR 1                    |
| 2 = LMU Installed      | 2 = EV B 6 = RR 2                    |
| 3 = Disable Min Walk   | 3 = EV C 7 = SE 1                    |
| 4 = QuicNet/4 System   | 4 = EV D 8 = SE 2                    |
| 5 = Ignore P/P on EV   |                                      |
| 6 =                    |                                      |
| 7 = Reserved           |                                      |
| 8 =                    |                                      |

- 8-0 Hour, Minute, Day-of-Week  
 8-1 Day-of-Month, Year, Month  
 8-F Seconds

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

Row	Detector Name	C1 Pin				Delay	Carry-Over
		Number	Attributes	Phase(s)	Assign		
0	2I2U	39	45_7_	2_	123_8		1.8
1	6J2U	40	45_7_	6_	123_8		1.8
2	4I6U	41	45_7_	4_	123_8	10.0	
3	8J6U	42	45_7_	8_	123_8	10.0	
4		43	45_7_	2_	123_8		
5		44	45_7_	6_	123_8		
6		45	45_7_	4_	123_8		
7		46	45_7_	8_	123_8		
8		47	67_	2_	123_8		
9		48	67_	6_	123_8		
A		49	67_	4_	123_8		
B		50	67_	8_	123_8		
C		55	45_7_	5_	123_8		
D		56	45_7_	1_	123_8		
E		57	45_7_	7_	123_8		
F		58	45_7_	3_	123_8		

Program Type:

	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type 0

<E/125+D+0>

Enable Redirection  
(Enable Redirection = 30)

Max OFF (minutes) 5 <D/0+0+1>

Max ON (minutes) 60 <D/0+0+2>

Detector Failure Monitor

	D	Row
Output Port 1		0
Output Port 2		1
Output Port 3		2
Output Port 4		3
Output Port 5		4
Output Port 6		5
Output Port 7		6
		7

Dimming <E/125+D+Row>

Row	Detector Name	C1 Pin				Delay	Carry-Over
		Number	Attributes	Phase(s)	Assign		
0		59	45_7_	5_	123_8		
1		60	45_7_	1_	123_8		
2		61	45_7_	7_	123_8		
3		62	45_7_	3_	123_8		
4		63	45_7_	2_	123_8		
5		64	45_7_	6_	123_8		
6		65	45_7_	4_	123_8		
7		66	45_7_	8_	123_8		
8		67	2_	2_	123_8		
9		68	2_	6_	123_8		
A		69	2_	4_	123_8		
B		70	2_	8_	123_8		
C		76	45_7_	2_	123_8		
D		77	45_7_	6_	123_8		
E		78	45_7_	4_	123_8		
F		79	45_7_	8_	123_8		

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm

<C/5+F+0>

Disable Alarm Reporting

Time 0 <C/5+C+0>

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number <C/5+D+Row>

Detector Assignments <E/126+Column+Row>

<D/0+Column+Row>

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	6	A	23456
2	15 : 00	7	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week
00 : 01	E	1234567

TOD Function <7/0.1+Row>

Column 4
1

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>  
(Bank 1)

- T.O.D. Functions:
- 0 =
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector OFF Monitor
  - Bit 7 - Detector Count Monitor
  - Bit 8 - Real Time Split Monitor
  - F = Output Bits 1 thru 8
- Plan Select:
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Month Select:
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December
- Cycle Timer:
- Master: C/0 + A + 0
  - Ring A: C/0 + B + 0
  - Ring B: C/0 + D + 0
- Interval Timer:
- Ring A: F/0 + A + Interval Row
  - Ring B: F/0 + B + Interval Row
- Master Plan: C/0 + A + 2  
Current Plan: C/0 + A + 3  
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>  
(Bank 2)

Time	Funct.	Holiday Type

Holiday TOD Function <7/0.2+Row>

Column 4

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>  
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row>  
(Bank 2)



Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

Row	Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length					132	128	150		
1	Phase 1 - ForceOff					78	76	85		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff					18	19	25		
4	Phase 4 - ForceOff					60	58	66		
5	Phase 5 - ForceOff					78	76	81		
6	Phase 6 - ForceOff					0	0	0		
7	Phase 7 - ForceOff					18	16	17		
8	Phase 8 - ForceOff					60	58	66		
9	Ring Offset									
A	Offset 1					127	114	100		
B	Offset 2									
C	Offset 3									
D	Perm 1 - End					13	13	15		
E	Hold Release					255	255	255		
F	Zone Offset									

Coordination - Timing Plans <C/1+Plan+Row>

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C/1+E+Row>

Row	Plan Name →	1	2	3	4	5	6	7	8	9
0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time									
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase									
B	Perm 1 Ped Phase									
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Parameters <C/2+Plan+Row>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C/1+F+Row>

Coordination Timing By:

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs

<E/126+Column+Row>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs

<E/127+Column+Row>

**INTERSECTION: GENESEE AVE @ LA JOLLA VILLAGE DR**

223 Program

Group Assignment:  
Field Master Assignment:

N/S Street Name: GENESEE  
E/W Street Name: LA JOLLA VILLAGE

LA JOLLA VILLAGE

GENESEE

LA JOLLA VILLAGE

GENESEE

M2S  
06/03/10

Row	Phase #	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7				
1	Ped FDW		29		31				
2	Min Green	4	10	4	10	4	10	4	10
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	6.0	2.0	4.1	2.0	5.8	2.0	3.5
6	Max Gap	2.0	6.0	2.0	4.1	2.0	5.8	2.0	3.5
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	50	30	60	30	50
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.5		0.8		0.5		0.9
E	Yellow	3.4	4.3	3.4	4.4	3.4	4.5	3.4	4.7
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

F + E + Row

	F
Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	2_4
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	2_6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	3_7

F + F + Row

**Overlap Timing**

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

**Start / Revert Times**

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	60	C + 0 + 3
QuicNet Channel	COM 47	(QuicNet)

**Communication Addresses**

C + F + 0	F	Row
Free Lag	1_4_6_8	0

Lag Phases <C Page>

	9	C	D	0
Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports 234

Disable Communication Ports

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: M2S  
Approved By: FLG  
Drawing Number:  
Timing Implemented On: 04/19/10

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	67
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

**Day of Week**

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

- Assign 5 Outputs
- 1 = Right Turn Overlap
  - 2 = TOD Outputs
  - 3 = EV Beacon - Steady
  - 4 = EV Beacon - Flashing
  - 5 = Special Event Outputs
  - 6 = Phase 3 & 7 Ped
  - 7 = Advanced Warning Sign
  - 8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	6
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

- Extra 1 Flags
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Remote Download
  - 6 = Special Event
  - 7 = Pretimed Operation
  - 8 = Split Ring Operation

- IC Select Flags
- 1 =
  - 2 = Modem
  - 3 = 7-Wire Slave
  - 4 = Flash / Free
  - 5 =
  - 6 = Simplex Master
  - 7 = 7-Wire Master
  - 8 = Offset Interrupter

**Time and Date**

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity  D+B+0

**Dial-Up Telephone Communications**  
 (If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		1.8
4		
5		
6		
7		1.8
8		
9		1.8
A		1.8
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 - - - -	1234
C	13 14 15 16 17 18 19 20	12345678
D	- - - - 21 22 23 24	5678
E	- - - - - - - -	1234
F	- 25 26 27 28 - - -	2345

Active Detectors <D Page>

Row	0 Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		1.8
4		
5		
6		
7		1.8
8		
9		1.8
A		1.8
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carrvover <D Paee>

D + X (across) + ROW

# INTERSECTION: GENESEE AVE @ LA JOLLA VILLAGE DR

223 Program

Row	Plan Name -->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		29			16	119			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		51			44	38			
4	Phase 4 - ForceOff		96			87	82			
5	Phase 5 - ForceOff		119			114	18			
6	Phase 6 - ForceOff		0			15	0			
7	Phase 7 - ForceOff		63			33	53			
8	Phase 8 - ForceOff		96			87	82			
9	Ring Offset									
A	Offset A		0			0	0			
B	Offset B									
C	Offset C									
D	Permissive		15			17	15			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

Coordination Timing By: KH&A  
Implemented On: 10/13/2009

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	2	A	23456
2	15 : 00	6	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Plan	E	Row	F
		0	Free Lag
Plan 1		1	Plan 1 - Lag
Plan 2	2 6	2	Plan 2 - Lag 1 4 6 8
Plan 3		3	Plan 3 - Lag
Plan 4		4	Plan 4 - Lag
Plan 5	2	5	Plan 5 - Lag 1 4 6 8
Plan 6	2 6	6	Plan 6 - Lag 2 4 5 8
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases <C Page>  
C + E + FUNCTION #

Lag Phases  
C + F + FUNCTION #

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Transition Type 0  
TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

**INTERSECTION: ATHENA WY/EASTGATE MALL @ REGENTS RD**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **649**

N/S Street Name: **REGENTS RD**  
 E/W Street Name: **ATHENA WY/EASTGATE MALL**

Last Database Change:  
 Implemented:

Change Record		
Change	By	Date
UPDATED TIMING SHEET	AL3	5/24/2021

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Manual Plan**  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

**Manual Offset**  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Drop Number	<b>13</b>	<C/0+0+0>
Zone Number	<b>13</b>	<C/0+0+1>
Area Number	<b>4</b>	<C/0+0+2>
Area Address	<b>80</b>	<C/0+0+3>
Transparency Chan	<b>COM 47</b>	

Manual Plan	<b>14</b>	<C/0+A+1>
Manual Offset	<b>0</b>	<C/0+B+1>

Flash Start	<b>0</b>	<F/1+0+E>
Red Revert	<b>5.0</b>	<F/1+0+F>
All Red Start	<b>0.0</b>	<F/1+C+0>

Exclusive Walk	<b>0</b>	<F/1+0+0>
Exclusive FDW	<b>0</b>	<F/1+0+1>
All Red Clear	<b>0.0</b>	<F/1+0+2>

**Communication Addresses**

**Manual Selection**

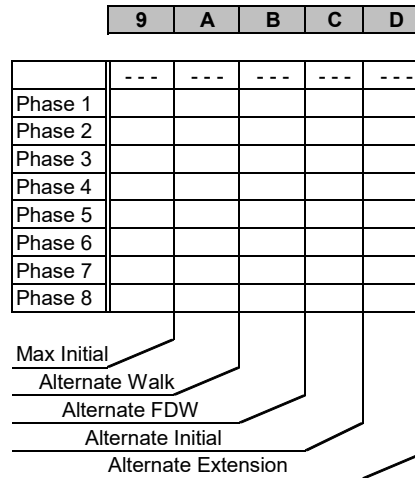
**Start / Revert Times**

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		17		25		18		21
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	3.8	2.0	2.0	2.0	4.4	2.0	2.6
6	Max Gap	2.0	3.8	2.0	2.0	2.0	4.4	2.0	2.6
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	40	30	60	30	40
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.8				0.7		1.3
E	Yellow Change	3.1	3.9	3.4	3.9	3.4	3.9	3.4	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

**Phase Timing - Bank 1** <C+0+F=1>



**Alternate Timing** <C+0+F=1>

	9	A	B	C	D	E	F
RR-1 Delay							
RR-1 Clear							
EV-A Delay							
EV-A Clear							
EV-B Delay							
EV-B Clear							
EV-C Delay							
EV-C Clear							
EV-D Delay							
EV-D Clear							
RR-2 Delay							
RR-2 Clear							
View EV Delay	---						
View EV Clear	---						
View RR Delay	---						
View RR Clear	---						

**Preempt Timing**

	9	A	B	C	D	E	F
Permit							<b>12345678</b>
Red Lock							
Yellow Lock							
Min Recall							<b>2_6_</b>
Ped Recall							
View Set Peds							-----
Rest In Walk							
Red Rest							
Dual Entry							
Max Recall							
Soft Recall							
Max 2							
Cond. Service							
Man Cntrl Calls							
Yellow Start							<b>2_6_</b>
First Phases							<b>4_8</b>

**Phase Functions** <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	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									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

**Overlap Assignments** <C+0+E=29>

- Extra 1 Flags**
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = Solid FDW on EV
  - 5 = Extended Status
  - 6 = International Ped
  - 7 = Flash - Clear Outputs
  - 8 = Split Ring

- Extra 2 Flags**
- 1 = AWB During Initial
  - 2 = LMU Installed
  - 3 = Disable Min Walk
  - 4 = QuicNet/4 System
  - 5 = Ignore P/P on EV
  - 6 =
  - 7 = Reserved
  - 8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

**Preempt Priority**  
 <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	<u>2 5</u>
B	EV-B Phases	<u>4 7</u>
C	EV-C Phases	<u>1 6</u>
D	EV-D Phases	<u>3 8</u>
E	Extra 1 Config. Bits	<u>1 345</u>
F	IC Select (Interconnect)	<u>2</u>

**Configuration** <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	<u>12345687</u>
Ped for 2P Output	<u>2</u>
Ped for 6P Output	<u>6</u>
Ped for 4P Output	<u>4</u>
Ped for 8P Output	<u>8</u>
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	<u>3</u>

**Configuration** <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	<u>12345678</u>
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	<u>12345678</u>
Start-up Ped Calls	<u>2 4 6 8</u>

**Specials** <C+0+F=2>

- Flash to PE & PE Non-Lock**
- 1 = EV A    5 = RR 1
  - 2 = EV B    6 = RR 2
  - 3 = EV C    7 = SE 1
  - 4 = EV D    8 = SE 2

- IC Select Flags**
- 1 =
  - 2 = Modem
  - 3 = 7-Wire Slave
  - 4 = Flash / Free
  - 5 =
  - 6 = Simplex Master
  - 7 = 7-Wire Master
  - 8 = Offset Interrupter

	2	Row
		0
Phase 1	<u>10</u>	1
Phase 2	<u>10</u>	2
Phase 3	<u>10</u>	3
Phase 4	<u>10</u>	4
Phase 5	<u>10</u>	5
Phase 6	<u>10</u>	6
Phase 7	<u>10</u>	7
Phase 8	<u>10</u>	8

**Coordination Transition Minimums**  
 <C+0+C=5>



Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length									
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff									
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset 1									
B	Offset 2									
C	Offset 3									
D	Perm 1 - End									
E	Hold Release									
F	Zone Offset									

Coordination - Bank 1 <C+0+C=1>

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	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>

0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time									
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2 <C+0+C=2>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C+0+C=1>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	73
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	82 Free (7-Wire)	RR-1	51
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	52
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	

Assignable Inputs

<C+0+E=126>

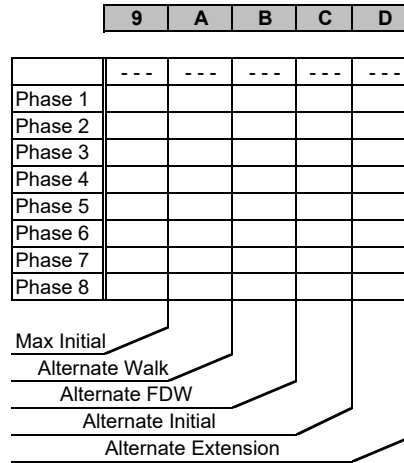
Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7		Spec. Event 1	DELAY-E	E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8		Spec. Event 2	DELAY-F	F

Assignable Outputs

<C+0+E=127>

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
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>



Alternate Timing

Transition Type  
 0.X = Shortway  
 1.X = Lengthen  
 X.1 thru X.4 =  
 Number of  
 cycles when  
 lengthing

Transition Type | 0.3 <C/5+1+9>  
**TBC Transition**

Lag Hold Phases | <C/5+1+A>  
**Coordinated Lag Hold Phases**

Sync Output Time | <C/5+1+C>  
**7-Wire Master**

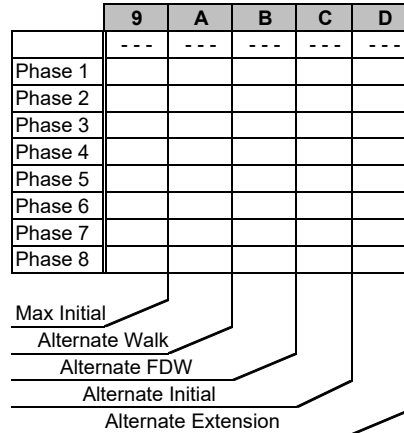
Daylight Savings  
 Date  
 If set to all zeros,  
 standard dates  
 will be used.

Begin Month | 3 <C/5+2+A>  
 Begin Week | 2 <C/5+2+B>  
 End Month | 11 <C/5+2+C>  
 End Week | 1 <C/5+2+D>

**Daylight Savings Time**

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
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>



Alternate Timing

Time B4 Yellow | 0.0 <F/1+C+E>  
 Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>  
 Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure | <F/1+0+6>  
 Short Failure | <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	ADV	39	45_7	2	123_8		1.8
1	ADV	40	45_7	6	123_8		1.8
2	RT	41	45_7	4	123_8	5.0	
3	ADV	42	45_7	8	123_8		1.8
4	ADV	43	45_7	2	123_8		1.8
5	ADV	44	45_7	6	123_8		1.8
6	ST	45	45_7	4	123_8		
7	ST	46	45_7	8	123_8		
8	ST	47	45_7	2	123_8		
9	J-4	48	67	6	123		
A	I-8	49	67	4	123		
B	J-8	50	67	8	123		
C	LT	55	45_7	5	123		
D	LT	56	45_7	1	123		
E	LT	57	45_7	7	123		
F	LT	58	45_7	3	123		

Column Numbers ---->		Ped / Phase / Overlap								Row
		1	2	3	4	5	6	7	8	
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>	D	Row
<b>Enable Redirection</b> (Enable Redirection = 30)				0
Output Port 1				1
Output Port 2				2
Output Port 3				3
Output Port 4				4
Output Port 5				5
Output Port 6				6
Output Port 7				7

Max OFF (minutes)	60	<D/0+0+1>
Max ON (minutes)	5	<D/0+0+2>

**Detector Failure Monitor**

Column Numbers ---->		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	J-9-U	59	45_7	5	123		
1	I-9-U	60	45_7	1	123		
2	J-9-L	61	45_7	7	123		
3	I-9-L	62	45_7	3	123		
4	BIKE	63	45_7	2	123_8	2.0	
5	BIKE	64	45_7	6	123_8	2.0	
6	ST	65	45_7	4	123_8		
7	J-7-U	66	45_7	8	123		
8	I-12-U (Ped)	67	2	2	123		
9	I-13-U (Ped)	68	2	6	123		
A	I-12-L (Ped)	69	2	4	123		
B	I-13-L (Ped)	70	2	8	123		
C	RT	76	45_7	2	123_8		
D	J-3-L	77	45_7	6	123		
E	I-7-L	78	45_7	4	123		
F	J-7-L	19	45_7	8	123		

Detector Assignments <C+0+E=126>

<C+0+D=0>

**Detector Attributes**

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

**Det. Assignments**

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Number of Digits	D
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

Dial-Back Telephone Number <C+0+C=5>

**Dimming** <C+0+E=125>

**Disable Alarms**

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

	B	Row
DELAY-A		A
DELAY-B		B
DELAY-C		C
DELAY-D		D
DELAY-E		E
DELAY-F		F

**Delay Logic Times**

<C+0+D=0> (seconds)

Omit Alarm <C/5+F+0>

**Disable Alarm Reporting**

Time <C/5+C+0>

**Redial Time** (minutes)  
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**TOD Coordination** <C+0+9=0.1>  
(Bank 1)

Time	Funct.	Day of Week
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		

**TOD Function** <C+0+7=0.1>

Column 4
Phases/Bits

<C+0+E=27>

Day	Year	Month	Holiday Type

**Holiday Dates** <C+0+8=1.1>  
(Bank 1)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

**Holiday Events** <C+0+9=1.1>  
(Bank 1)

- T.O.D. Functions**
- 0 =
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector OFF Monitor
  - Bit 5 - Disable Low Priority Preempt
  - Bit 7 - Detector Count Monitor
  - Bit 8 - Real Time Split Monitor
  - F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**TOD Coordination** <C+0+9=0.2>  
(Bank 2)

Time	Funct.	Holiday Type
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		
:		

**Holiday TOD Function** <C+0+7=0.2>

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type

**Holiday Dates** <C+0+8=1.2>  
(Bank 2)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

**Holiday Events** <C+0+9=1.2>  
(Bank 2)

- Plan Select**
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Offset Select**
- A = Offset A
  - B = Offset B
  - C = Offset C
- Month Select**
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	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**

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	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) | 10 | <F/1+0+9>  
**Max Preempt Time Before Failure**

Min Time (seconds) | 0 | <F/1+0+A>  
**Min Time Between Same Preempts**  
 (Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>  
**Disable Low Priority Channel**

- Low Priority  
 1 = Channel A  
 2 = Channel B  
 3 = Channel C  
 4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>  
**Bus Delay**

Max Time (seconds) | 0 | <F/1+A+E>  
**Max Early Green**

Max Time (seconds) | 0 | <F/1+A+F>  
**Max Green Extension**

Row	Time	Headway	Direction	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

- Headway Time  
 (minutes)  
 1 thru 9 = 1 thru 9  
 A = 10  
 B = 11  
 C = 12  
 D = 13  
 E = 14  
 F = 15

**Headway** <C+0+9=2.1>

**Low Priority Preemption (Bus Priority)**

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

**INTERSECTION: REGENTS & EXECUTIVE DR**

Group Assignment: NONE  
 Field Master Assignment: NONE  
 System Reference Number: 650

N/S Street Name: REGENTS RD

EW Street Name: EXECUTIVE DR / MURRAY ST.

Change Record			
Change	By	Date	Change
SUPERLOOP		5/12	

Manual Plan	Manual Offset
0 = Automatic	0 = Automatic
1-9 = Plan 1-9	1 = Offset A
14 = Free	2 = Offset B
15 = Flash	3 = Offset C

Drop Number	14	<C/0+0+0>
Zone Number	14	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	90	<C/0+0+3>
QuicNet Channel	COM47:	(QuicNet)

**Communication Addresses**

Manual Plan	<C/0+A+1>
Manual Offset	<C/0+B+1>

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

**Start / Revert Times**

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Exclusive Ped Phase**  
 (Outputs specified in Assignable  
 Outputs at E127+A+E & F)

Phase	1	2	3	4	5	6	7	8
Ped Walk	0	7	0	7	0	7	0	7
Ped FDW	0	16	0	17	0	8	0	14
Min Green	4	10	0	7	4	10	0	7
Type 3 Disconnect	0	0	0	0	0	0	0	0
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Veh Extension	2.0	3.1	0.0	2.0	2.0	3.1	0.0	3.1
Max Gap	2.0	3.1	0.0	2.0	2.0	3.1	0.0	3.1
Min Gap	2.0	0.2	0.0	2.0	2.0	0.2	0.0	0.2
Max Limit	30	60	0	30	30	60	0	40
Max Limit 2	0	0	0	0	0	0	0	0
Adv. / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	1	0	1	0	1	0	1
Cond Serv Check	0	0	0	0	0	0	0	0
Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
Yellow Change	3.4	3.9	0.0	3.9	3.4	3.9	0.0	3.9
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0

**Phase Timing - Bank 1**

<C+0+F=1>

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	20	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial	/				
Alternate Walk	/				
Alternate FDW	/				
Alternate Initial	/				
Alternate Extension	/				

**Alternate Timing**

<C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

**Preempt Timing**

	F
Permit	12_456_8
Red Lock	
Yellow Lock	
Min Recall	2_6
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	4_8
Dual Entry	
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	2_6
First Phases	4_8

**Phase Functions**

<C+0+F=1>



Row	Overlap							
	1	2	3	4	5	6	7	8
0	0	0	0	0	0	0	0	0
1								
2								
3								
4								
5								
6								
7								
8								
9								
A								
B								
C								
D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

Row	0	1	2	3	4	5	6	7	8
EV-A	0								
EV-B	0								
EV-C	0								
EV-D	0								
RR-1 *	---								
RR-2 *	---								
SE-1	0								
SE-2	0								

Preempt Priority <C+0+E=125>  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

- Extra 1 Flags  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = Solid FDW on EV  
 5 = Extended Status  
 6 = International Ped  
 7 = Flash - Clear Outputs  
 8 = Split Ring

- Extra 2 Flags  
 1 = AWB During Initial  
 2 = LMU Installed  
 3 = Disable Min Walk  
 4 = QuickNet/4 System  
 5 = Ignore P/P on EV  
 6 =  
 7 = Reserved  
 8 =

Row	0	1	2	3	4	5	6	7	8
Exclusive Phases									
RR-1 Clear Phases									
RR-2 Clear Phases									
RR-2 Limited Service									
Prot / Perm Phases									
Flash to PE Circuits									
Flash Entry Phases									
Disable Yellow Range									
Disable Ovp Yel Range									
Overlap Yellow Flash									
EV-A Phases	2	5							
EV-B Phases	4								
EV-C Phases	1	6							
EV-D Phases	8								
Extra 1 Config. Bits	1	345							
IC Select (Interconnect)	2								

Configuration <C+0+E=125>

Row	0	1	2	3	4	5	6	7	8
Ext. Permit 1 Phases									
Ext. Permit 2 Phases									
Exclusive Ped Assign									
Preempt Non-Lock	12345678								
Ped for 2P Output	2								
Ped for 6P Output	6								
Ped for 4P Output	4								
Ped for 8P Output	8								
Yellow Flash Phases									
Low Priority A Phases									
Low Priority B Phases									
Low Priority C Phases									
Low Priority D Phases									
Restricted Phases									
Extra 2 Config. Bits	3								

Configuration <C+0+E=125>

Row	0	1	2	3	4	5	6	7	8
Fast Green Flash Phases									
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 Reserve									
Semi-Actuated									
Start-up Overlap Yellow									
Start-up Vehicle Calls	12 456 8								
Start-up Ped Calls	2 4 6 8								

Specials <C+0+F=2>

Row	0	1	2	3	4	5	6	7	8
Phase 1	10								
Phase 2	10								
Phase 3	10								
Phase 4	10								
Phase 5	10								
Phase 6	10								
Phase 7	10								
Phase 8	10								

Coordination Transitions

Minimums

<C+0+C=5>

- Flash to PE & PE Non-Lock  
 1 = EVA 5 = RR 1  
 2 = EV B 6 = RR 2  
 3 = EVC 7 = SE 1  
 4 = EVD 8 = SE 2
- IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

INTERSECTION: REGENTS & EXECUTIVE DR

Coord Extra

1 = Programmed WALK Time for Sync Phases  
2 = Always Terminate Sync Phase Peds

Row	Plan Name	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	100	100	100	100	100	100	100	100	100
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	15	15	15	15	15	15	15	15	15
E	Hold Release	255	255	255	255	255	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination - Bank 1 <C+0+C=1>

Row	Plan	1	2	3	4	5	6	7	8	9
0	Plan 1 - Sync	2	6							
1	Plan 2 - Sync	2	6							
2	Plan 3 - Sync	2	6							
3	Plan 4 - Sync	2	6							
4	Plan 5 - Sync	2	6							
5	Plan 6 - Sync	2	6							
6	Plan 7 - Sync	2	6							
7	Plan 8 - Sync	2	6							
8	Plan 9 - Sync	2	6							
9	NEMA Sync	2	6							
A	NEMA Hold									
B										
C										
D										
E	Coord Extra									
F										

Sync Phases <C+0+C=1>

Row	Plan	1	2	3	4	5	6	7	8	9
0	Ped Adjustment	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7	Pretimed Phases									
8	Max Recall									
9	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
A	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 2 Veh Phase									
C	Perm 2 Ped Phase									
D	Perm 3 Veh Phase									
E	Perm 3 Ped Phase									
F										

Coordination - Bank 2 <C+0+C=2>

Row	Plan	1	2	3	4	5	6	7	8	9
0	Free Lag	2	4	6	8					
1	Plan 1 - Lag	2	4	6	8					
2	Plan 2 - Lag	2	4	6	8					
3	Plan 3 - Lag	2	4	6	8					
4	Plan 4 - Lag	2	4	6	8					
5	Plan 5 - Lag	2	4	6	8					
6	Plan 6 - Lag	2	4	6	8					
7	Plan 7 - Lag	2	4	6	8					
8	Plan 8 - Lag	2	4	6	8					
9	Plan 9 - Lag	2	4	6	8					
A	External Lag									
B										
C										
D										
E										
F										

Lag Phases <C+0+C=1>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L	Column M	Column N	Column O	Column P	Column Q	Column R	Column S	Column T	Column U	Column V	Column W	Column X	Column Y	Column Z
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0													
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	0													
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	0													
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	0													
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	0													
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	0													
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	0													
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0													
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0													
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0													
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0													
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0													
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0													
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0													
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0													
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0													

<C+0+E=126>

Assignable Inputs

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L	Column M	Column N	Column O	Column P	Column Q	Column R	Column S	Column T	Column U	Column V	Column W	Column X	Column Y	Column Z
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0													
1	Phase ON - 2	0	Sp Evt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0													
2	Phase ON - 3	0	Sp Evt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0													
3	Phase ON - 4	0	Sp Evt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0													
4	Phase ON - 5	0	Sp Evt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0													
5	Phase ON - 6	0	Sp Evt Out 5	0		0	Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0													
6	Phase ON - 7	0	Sp Evt Out 6	0		0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0													
7	Phase ON - 8	0	Sp Evt Out 7	0		0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0													
8	Ph. Check - 1	0	Sp Evt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0													
9	Ph. Check - 2	0		0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0													
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0													
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0													
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0															
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0															
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0															
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0															

<C+0+E=127>

Assignable Outputs

INTERSECTION: REGENTS & EXECUTIVE DR

Row	Column Numbers →	Phase									
	1	2	3	4	5	6	7	8			
0	Ped Walk	0	7	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.0	2.5	2.0
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

Row	Column Numbers →	Phase									
	1	2	3	4	5	6	7	8			
0	Ped Walk	0	7	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.0	2.5	2.0
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

Phase	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Phase	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type 0.3 <C/5+1+9>

TBC Transition

Lag Hold Phases <C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time 0.0 <C/5+1+C>

7-Wire Master

Begin Month 3 <C/5+2+A>

Begin Week 2 <C/5+2+B>

End Month 11 <C/5+2+C>

End Week 1 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow 0.0 <F/1+C+E>

Phase Number 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow 0.0 <F/1+D+E>

Phase Number 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure 0.7 <F/1+0+6>

Short Failure 0.7 <F/1+0+7>

Power Cycle Correction (Default = 0.7)

Transition Type  
0.X = Shortway  
1.X = Lengthen  
X.1 thru X.4 =  
Number of  
cycles when  
lengthing

Daylight Savings  
Date  
If set to all zeros,  
standard dates  
will be used.

INTERSECTION: REGENTS & EXECUTIVE DR

Column Numbers →	0	1	2	3	Carry-over
Row 0	0.0	0.0	0.0	0.0	1.8
Row 1	0.0	0.0	0.0	0.0	1.8
Row 2	0.0	0.0	0.0	0.0	0.0
Row 3	10.0	0.0	0.0	0.0	0.0
Row 4	0.0	0.0	0.0	0.0	0.0
Row 5	0.0	0.0	0.0	0.0	0.0
Row 6	0.0	0.0	0.0	0.0	0.0
Row 7	0.0	0.0	0.0	0.0	0.0
Row 8	0.0	0.0	0.0	0.0	0.0
Row 9	0.0	0.0	0.0	0.0	0.0
Row A	0.0	0.0	0.0	0.0	0.0
Row B	0.0	0.0	0.0	0.0	0.0
Row C	0.0	0.0	0.0	0.0	0.0
Row D	0.0	0.0	0.0	0.0	0.0
Row E	0.0	0.0	0.0	0.0	0.0
Row F	0.0	0.0	0.0	0.0	0.0

Column Numbers →	1	2	3	4	5	6	7	8
Row 0	0	0	0	0	0	0	0	0
Row 1	0	0	0	0	0	0	0	0
Row 2	0	0	0	0	0	0	0	0
Row 3	0	0	0	0	0	0	0	0
Row 4	0	0	0	0	0	0	0	0
Row 5	0	0	0	0	0	0	0	0
Row 6	0	0	0	0	0	0	0	0
Row 7	0	0	0	0	0	0	0	0

Redirect Phase Outputs <C+0+E=127>

Row	0	1	2	3	4	5	6	7
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0

Cabinet Type 0 <E/125+D+0>

Enable Redirection (Enable Redirection = 30)

Max OFF (minutes) 20 <D/0+0+1>  
Max ON (minutes) 7 <D/0+0+2>

Detector Failure Monitor

Row	0	1	2	3	4	5	6	7
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0

Dimming <C+0+E=125>

Row	A	B	C	D	E	F
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	0	0	0	0	0	0
E	0	0	0	0	0	0
F	0	0	0	0	0	0

Disable Alarms  
1 = Stop Time  
2 = Flash Sense  
3 = Keyboard Entry  
4 = Manual Plan  
5 = Police Control  
6 = External Alarm  
7 = Detector-Failure  
8 =

Delay Logic Times <C+0+D=0> (seconds)

Omit Alarm <C/5+F+0>  
Disable Alarm Reporting <C/5+C+0>  
Time 10 <C/5+C+0>  
Redial Time (minutes) (View Redial Timer at E/2+D+6)

Column Numbers →	2	3	4	Carry-over
Row 0	0.0	0.0	0.0	0.0
Row 1	0.0	0.0	0.0	0.0
Row 2	0.0	0.0	0.0	0.0
Row 3	0.0	0.0	0.0	0.0
Row 4	0.0	0.0	0.0	0.0
Row 5	0.0	0.0	0.0	0.0
Row 6	0.0	0.0	0.0	0.0
Row 7	0.0	0.0	0.0	0.0
Row 8	0.0	0.0	0.0	0.0
Row 9	0.0	0.0	0.0	0.0
Row A	0.0	0.0	0.0	0.0
Row B	0.0	0.0	0.0	0.0
Row C	0.0	0.0	0.0	0.0
Row D	0.0	0.0	0.0	0.0
Row E	0.0	0.0	0.0	0.0
Row F	0.0	0.0	0.0	0.0

Detector Attributes

1 = Full Time Delay  
2 = Ped Call  
3 = Count  
4 = Extension  
5 = Type 3  
6 = Calling  
7 = Alternate  
8 =

Det. Assignments

1 = Det. Set 1  
2 = Det. Set 2  
3 = Det. Set 3  
4 =  
5 = Failure - Min Recall  
6 = Failure - Max Recall  
7 = Report on Failure  
8 =

Column Numbers →	4	5	6	7	Assign
Row 0	59	45.7	2	5	123.8
Row 1	60	45.7	1	1	123.8
Row 2	61	45.7	7	7	123.8
Row 3	62	45.7	3	3	123.8
Row 4	63	45.7	2	2	123.8
Row 5	64	45.7	6	6	123.8
Row 6	65	45.7	4	4	123.8
Row 7	66	45.7	8	8	123.8
Row 8	67	2	2	2	123.8
Row 9	68	2	2	6	123.8
Row A	69	2	2	4	123.8
Row B	70	2	2	8	123.8
Row C	76	45.7	2	2	123.8
Row D	77	45.7	6	6	123.8
Row E	78	45.7	4	4	123.8
Row F	79	45.7	8	8	123.8

Detector Assignments <C+0+E=126>

INTERSECTION: REGENTS & EXECUTIVE DR

- I.O.D. Functions**
- 0 =
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector
  - OFF Monitor
  - Bit 5 - Disable Low
  - Priority Preempt
  - Bit 7 - Detector Count
  - Monitor
  - Bit 6 - Real Time Split
  - Monitor
  - F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Holiday Type
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**Holiday Events <C+0+9=1.1>**  
(Bank 1)

Row	Day	Year	Month	Holiday Type
0	00	00	0	
1	00	00	0	
2	00	00	0	
3	00	00	0	
4	00	00	0	
5	00	00	0	
6	00	00	0	
7	00	00	0	
8	00	00	0	
9	00	00	0	
A	00	00	0	
B	00	00	0	
C	00	00	0	
D	00	00	0	
E	00	00	0	
F	00	00	0	

**Holiday Dates <C+0+8=1.1>**  
(Bank 1)

Row	Time	Tunct	Day of Week	Phases/Bits
0	00:00	0		
1	00:00	0		
2	00:00	0		
3	00:00	0		
4	00:00	0		
5	00:00	0		
6	00:00	0		
7	00:00	0		
8	00:00	0		
9	00:00	0		
A	00:00	0		
B	00:00	0		
C	00:00	0		
D	00:00	0		
E	00:00	0		
F	00:00	0		

**TOD Function <C+0+7=0.1>**  
<C+0+E=27>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination <C+0+9=0.1>**  
(Bank 1)

- Plan Select**
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Offset Select**
- A = Offset A
  - B = Offset B
  - C = Offset C
- Month Select**
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December

Row	Time	Plan	Offset	Holiday Type
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	

**Holiday Events <C+0+9=1.2>**  
(Bank 2)

Row	Day	Year	Month	Holiday Type
0	00	00	0	
1	00	00	0	
2	00	00	0	
3	00	00	0	
4	00	00	0	
5	00	00	0	
6	00	00	0	
7	00	00	0	
8	00	00	0	
9	00	00	0	
A	00	00	0	
B	00	00	0	
C	00	00	0	

**Holiday Dates <C+0+8=1.2>**  
(Bank 2)

Row	Time	Tunct	Day of Week	Phases/Bits
0	00:00	0		
1	00:00	0		
2	00:00	0		
3	00:00	0		
4	00:00	0		
5	00:00	0		
6	00:00	0		
7	00:00	0		
8	00:00	0		
9	00:00	0		
A	00:00	0		
B	00:00	0		
C	00:00	0		
D	00:00	0		
E	00:00	0		
F	00:00	0		

**Holiday TOD Function <C+0+7=0.2>**  
<C+0+E=28>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination <C+0+9=0.2>**  
(Bank 2)

Row	6	7	8	9	A	B	C	D	E	F
Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Ornit	Output	
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
A	0									
B	0									
C	0									
D	0									
E	0									
F	0									

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

0 <E/27+5+F>  
Limited Service Interval

Row	6	7	8	9	A	B	C	D	E	F
Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Ornit	Output	
0	0									
1	0									
2	0									
3	0									
4	0									
5	0									
6	0									
7	0									
8	0									
9	0									
A	0									
B	0									
C	0									
D	0									
E	0									
F	0									

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

0 <E/28+5+F>  
Limited Service Interval

# INTERSECTION: REGENTS RD & MIRAMAR ST / REGENTS PARK ROW

233 Program

Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street: Regents Rd  
E/W Street: Miramar St / Regents Park Row

Last Database Change:

Timing sheets by: **JMV**  
Approved by:

Timing implemented on:



Phase Numbers-->	1	2	3	4	5	6	7	8
Row								
0								
1								
2								
3								
4								
5								
6								
7								
8								
9								
A								
B								
C								
D								
E								
F								

### Phase Timing - Bank 1 <F/1+Phase+Row>

Current Calculated Cycle Length: C/0 + B + F

Phase	1	2	3	4	5	6	7	8
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								
Free Lag								

### Preempt Timing <F/1+E+Row>

Preempt	1	2	3	4	5	6	7	8
RR-1 Delay								
RR-1 Clear								
EV-A Delay								
EV-A Clear								
EV-B Delay								
EV-B Clear								
EV-C Delay								
EV-C Clear								
EV-D Delay								
EV-D Clear								
RR-2 Delay								
RR-2 Clear								
View EV Delay								
View EV Clear								
View RR Delay								
View RR Clear								

### Phase Functions <F/1+F+Row>

Function	1	2	3	4	5	6	7	8
Permit								
Red Lock								
Yellow Lock								
Min Recall								
Ped Recall								
View Set Peds								
Rest In Walk								
Red Rest								
Double Entry								
Max Recall								
Soft Recall								
Max 2								
Cond. Service								
Man Cntrl Calls								
Yellow Start								
First Phases								

(Outputs specified in Assignable Outputs at E/127-A-E & F)

Drop Number	17	17	17	17
Zone Number				
Area Number				
Area Address				
QuickNet Channel				
Communication Addresses				
Flash Start				
Red Revert				
All Red Start				
Start / Revert Times				
Manual Offset				
Manual Plan				
Manual Selection				

Notes: 35404-6-D

How to Set Page Access Code:  
F/1 -- C + 0 + F = 1



**INTERSECTION: REGENTS RD & MIRAMAR ST / REGENTS PARK ROW**

**233 Program**

Row	1	2	3	4	5	6	7	8
0	Load Switch Number							
1	Veh Set 1 - Phases							
2	Veh Set 2 - Phases							
3	Veh Set 3 - Phases							
4	Neg Veh Phases							
5	Neg Ped Phases							
6	Green Omit Phases							
7	Green Clear Omit Phs.							
8								
9								
A								
B								
C								
D	Green Clear							
E	Yellow Change							
F	Red Clear							

Overlap

Overlap Assignments <E/29+Column+Row>

Row	F
0	Fast Green Flash Phase
1	Green Flash Phases
2	Flashing Walk Phases
3	Guaranteed Passage
4	Simultaneous Gap Term
5	Sequential Timing
6	Advance Walk Phases
7	Delay Walk Phases
8	External Recall
9	Start-up Overlap Green
A	Max Extension
B	Inhibit Ped Reservice
C	Semi-Actuated
D	Start-up Overlap Yellow
E	Start-up Vehicle Calls
F	Start-up Ped Calls

Specials <F/2+F+Row>

Row	E
0	Exclusive Phases
1	RR-1 Clear Phases
2	RR-2 Clear Phases
3	RR-2 Limited Service
4	Prot / Perm Phases
5	Flash to PE Circuits
6	Flash Entry Phases
7	Disable Yellow Range
8	Disable Ovp Yel Range
9	Overlap Yellow Flash
A	EV-A Phases
B	EV-B Phases
C	EV-C Phases
D	EVD Phases
E	Extra 1 Config Bits
F	IC Select (Interconnect)

Configuration <E/125+E+Row>

Row	F
0	Ext. Permit 1 Phases
1	Ext. Permit 2 Phases
2	Exclusive Ped Assign
3	Preempt Non-Lock
4	Ped for 2P Output
5	Ped for 6P Output
6	Ped for 4P Output
7	Ped for 8P Output
8	Yellow Flash Phases
9	Low Priority A Phases
A	Low Priority B Phases
B	Low Priority C Phases
C	Low Priority D Phases
D	Restricted Phases
E	Extra 2 Config. Bits
F	

Configuration <E/125+F+Row>

Row	C
0	EV-A
1	EV-B
2	EV-C
3	EV-D
4	RR-1*
5	RR-2*
6	SE-1
7	SE-2
8	0
9	0

<E/125+C+Row>

**Preemption Priority**  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	0	1	2	3	4	5	6	7	8	9
A										
B										
C										
D										
E										
F										

**Coordination Transition Minimums**  
 <C/5+2+Row>

Row	0	1	2	3	4	5	6	7	8	9
A										
B										
C										
D										
E										
F										

- Extra 1 Flags**
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Extended Status
  - 6 = International Ped
  - 7 = Flash - Clear Outputs
  - 8 = Split Ring

- IC Select Flags**
- 1 = Modern
  - 2 = 7-Wire Slave
  - 3 = Flash / Free
  - 4 = Simplex Master
  - 5 = 7-Wire Master
  - 6 = Offset Interrupter

- Extra 2 Flags**
- 1 = AWB During Initial
  - 2 = LMU Installed
  - 3 = Disable Min Walk
  - 4 = QuickNet4 System
  - 5 = Ignore P/P on EV
  - 6 = Reserved
  - 7 = Reserved
  - 8 = Reserved

- Flash to PE & PE Non-Lock**
- 1 = EV A
  - 2 = EV B
  - 3 = EV C
  - 4 = EV D
  - 5 = RR 1
  - 6 = RR 2
  - 7 = SE 1
  - 8 = SE 2

**Time and Date**  
 8-0 Hour, Minute, Day-of-Week  
 8-1 Day-of-Month, Year, Month  
 8-F Seconds

Begin Month	0
Begin Week	0
End Month	0
End Week	0

**Daylight Savings Time**  
 <C/5+2+A>  
 <C/5+2+B>  
 <C/5+2+C>  
 <C/5+2+D>

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

Row	0	1	2	3	1	3
Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-Over
0	212U	39				1.8
1	6J2U	40				1.8
2	4I6U	41			10.0	
3	8J6U	42			10.0	1.8
4	2I2L	43				
5	6J2L	44				
6	4I6L	45				1.8
7	8J6L	46				
8	2I4	47				
9	6J4	48				
A	4I8	49				
B	8J8	50				
C	5J1	55				
D	1I1	56				
E	7J5	57				
F	3I5	58				

Program Type:

Row	Ped / Phase / Overlap							
	1	2	3	4	5	6	7	8
0	Walk							
1	Don't Walk							
2	Phase Green							
3	Phase Yellow							
4	Phase Red							
5	Overlap Green							
6	Overlap Yellow							
7	Overlap Red							

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type 0

<E/125+D+0>

Enable Redirection (Enable Redirection = 30)

Max OFF (minutes) 20 <D/0+0+1>  
Max ON (minutes) 60 <D/0+0+2>

Detector Failure Monitor

Row	D
0	Output Port 1
1	Output Port 2
2	Output Port 3
3	Output Port 4
4	Output Port 5
5	Output Port 6
6	Output Port 7
7	

Dimming <E/125+D+Row>

Row	0	1	2	3	4	2	4
Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-Over	
0	5J9U	59					
1	1I9U	60					
2	7J9L	61					
3	3I9L	62					
4	2I3U	63				1.8	
5	6J3U	64					1.8
6	4I7U	65					
7	8J7U	66					
8	2PPB	67					
9	6PPB	68					
A	4PPB	69					
B	8PPB	70					
C	2I3L	76					
D	6J3L	77					
E	4I7L	78					
F	8J7L	79					

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Detector Assignments <E/126+Column+Row>

<D/0+Column+Row>

Dial-Back Telephone Number

Number of Digits	D
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

<C/5+D+Row>

Row	A	B
DELAY-A	1	
DELAY-B	1	
DELAY-C	0	
DELAY-D	0	
DELAY-E	0	
DELAY-F	0	

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm #NAME?

<C/5+F+0>

Disable Alarm Reporting

Time 0 <C/5+C+0>

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	Flash (7-Wire)	RR-2
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)

Assignable Inputs

<E/126+Column+Row>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)
1	Phase ON - 2	Sp Evt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)
2	Phase ON - 3	Sp Evt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)
3	Phase ON - 4	Sp Evt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)
4	Phase ON - 5	Sp Evt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)
5	Phase ON - 6	Sp Evt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)
6	Phase ON - 7	Sp Evt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)
7	Phase ON - 8	Sp Evt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt
8	Ph. Check - 1	Sp Evt Out 8		Plan 8	EV-A	Adv. Warn - 1	Low Priority A
9	Ph. Check - 2			Plan 9	EV-B	Adv. Warn - 2	Low Priority B
A	Ph. Check - 3	Detector Fail		Spec. Funct. 3	EV-C	DELAY-A	Low Priority C
B	Ph. Check - 4	Spec. Funct. 1		OR-5	EV-D	DELAY-B	Low Priority D
C	Ph. Check - 5	Spec. Funct. 2		OR-6	RR-1	DELAY-C	
D	Ph. Check - 6	Central Control		NAND-4	RR-2	DELAY-D	
E	Ph. Check - 7	Excl. Ped DW		OR-7	Spec. Event 1	DELAY-E	
F	Ph. Check - 8	Excl. Ped WK		OR-8	Spec. Event 2	DELAY-F	

Assignable Outputs

<E/127+Column+Row>

Row	Time	Plan	Offset	Day of Week
0	07:00	5A	A	23456
1	12:00	E	A	1234567
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row> TOD Function <7/0.1+Row> <E/27+4+Row>

Time	Plan	Offset	Day of Week	Column 4 Phases/Bits

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row> (Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row> (Bank 1)

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

T.O.D. Functions:

- 0 =
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- F =

OFF Monitor  
 Bit 7 - Detector Count Monitor  
 Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 8

Plan Select:  
 1 thru 9 = Coordination Plan 1 thru 9  
 14 or E = Free  
 15 or F = Flash

Month Select:

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row> TOD Function <7/0.2+Row> <E/28+Row>

Time	Plan	Offset	Day of Week	Column 4 Phases/Bits

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row> (Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row> (Bank 2)

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Interval Timer:  
 Ring A: F/0 + A + Interval Row  
 Ring B: F/0 + B + Interval Row  
 Master Plan: C/0 + A + 2  
 Current Plan: C/0 + A + 3  
 TOD Plan: C/0 + A + 5

Coord Extra

1 = Programmed WALK Time for Sync Phases  
2 = Always Terminate Sync Phase Peds

Plan Name -->	1	2	3	4	5	6	7	8	9
Cycle Length					70	70			
Phase 1 - ForceOff					40	40			
Phase 2 - ForceOff					0	0			
Phase 3 - ForceOff									
Phase 4 - ForceOff					25	25			
Phase 5 - ForceOff					40	40			
Phase 6 - ForceOff					0	0			
Phase 7 - ForceOff									
Phase 8 - ForceOff					25	25			
Ring Offset									
Offset 1					36	36			
Offset 2									
Offset 3									
Perm 1 - End					7	7			
Hold Release					255	255			
Zone Offset					0	0			

Coordination - Timing Plans <C/1+Plan+Row>

F Lg  
6-12-14

Row	0	1	2	3	4	5	6	7	8	9
Ped Adjustment										
Perm 2 - Start										
Perm 2 - End										
Perm 3 - Start										
Perm 3 - End										
Reservice Time										
Reservice Phases										
Pretimed Phases										
Max Recall										
Perm 1 Veh Phase										
Perm 1 Ped Phase										
Perm 2 Veh Phase										
Perm 2 Ped Phase										
Perm 3 Veh Phase										
Perm 3 Ped Phase										

Coordination - Parameters <C/2+Plan+Row>

6

Row	0	1	2	3	4	5	6	7	8	9
Plan 1 - Sync										
Plan 2 - Sync										
Plan 3 - Sync										
Plan 4 - Sync										
Plan 5 - Sync										
Plan 6 - Sync										
Plan 7 - Sync										
Plan 8 - Sync										
Plan 9 - Sync										
NEMA Sync										
NEMA Hold										
Coord Extra										

Sync Phases <C/1+E+Row>

Row	0	1	2	3	4	5	6	7	8	9
Free Lag										
Plan 1 - Lag										
Plan 2 - Lag										
Plan 3 - Lag										
Plan 4 - Lag										
Plan 5 - Lag										
Plan 6 - Lag										
Plan 7 - Lag										
Plan 8 - Lag										
Plan 9 - Lag										
External Lag										

Lag Phases <C/1+F+Row>

Coordination Timing By:

**INTERSECTION: LA JOLLA VILLAGE DR @ REGENTS RD**

Group Assignment:  
Field Master Assignment:

N/S Street Name: REGENTS  
E/W Street Name: LA JOLLA VILLAGE

Row	Column # → Phase # →	Phase								E	F	Row	
		1	2	3	4	5	6	7	8				
0	Ped Walk		7		7		7		7	RR-1 Delay	Permit	12345678	0
1	Ped FDW		29		36		23		33	RR-1 Clear	Red Lock		1
2	Min Green	4	10	4	7	4	10	4	7	EV-A Delay	Yellow Lock		2
3	Type 3 Limit									EV-A Clear	Min Recall		3
4	Add/Veh									EV-B Delay	Ped Recall		4
5	Veh Extn	2.0	6.8	2.0	3.8	2.0	6.2	2.0	3.6	EV-B Clear	Peds (View)	2_4_6_8	5
6	Max Gap	2.0	6.8	2.0	3.8	2.0	6.2	2.0	3.6	EV-C Delay	Rest In Walk		6
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2	EV-C Clear	Red Rest		7
8	Max Limit	30	60	30	30	30	60	30	40	EV-D Delay	Dbl Entry		8
9	Max Limit 2									EV-D Clear	Max Recall		9
A	Bus Adv									RR-2 Delay	Soft Recall	2_6	A
B	Call to Phs									RR-2 Clear	Max 2		B
C	Reduce By		0.1		0.1		0.1		0.1	View EV Delay	Cond Serv		C
D	Every		0.5		0.8		0.5		0.9	View EV Clear	Ped Lock	12345678	D
E	Yellow	3.4	4.3	3.4	4.3	3.4	4.4	3.4	4.7	View RR Delay	Yellow Start	2_6	E
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	View RR Clear	1st Phases	3_7	F

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

F + E + Row

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

**Start / Revert Times**

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	95	C + 0 + 3
QuicNet Channel	COM 48	(QuicNet)

**Communication Addresses**

C + F + 0	F	Row
Free Lag	2_4_6_8	0

Lag Phases <C Page>

**Overlap Timing**

Row	9	C	D	0
Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		F + 0 + 8

Disable Ports	234
Disable Communication Ports	D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: MZS

Approved By: *FLG*

Drawing Number: 22696-16-D

Timing Implemented On: 05/06/10

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest in Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

**Day of Week**

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	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

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

**Time and Date**

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity  0 D+B+0

**Dial-Up Telephone Communications**

(If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

**Configuration**

E + E + ROW

For access, set F + 9 + E = 1

Row	1	3
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
Adv	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
Adv	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - - 21 22 23 24	5678
- - - - - - - - - -	1234
- 25 26 27 28 - - - -	2345

Active Detectors <D Page>

Row	2	4
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		1.8
9		1.8
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
Adv	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
Bike Loop	8J6L	8
Adv	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row
0
1
2
3
4
5
6
7
8

0	Detector #
	System Det. # 1
	System Det. # 2
	System Det. # 3
	System Det. # 4
	System Det. # 5
	System Det. # 6
	System Det. # 7
	System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW



INTERSECTION: LA JOLLA VILLAGE DR @ REGENTS RD

223 Program

Row	Column # ---->	Plan								
		1	2	3	4	5	6	7	8	9
	Plan Name ---->		MID			AM	PM			
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		94			119	96			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		22			104	17			
4	Phase 4 - ForceOff		78			87	75			
5	Phase 5 - ForceOff		93			37	93			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff		33			56	28			
8	Phase 8 - ForceOff		78			104	75			
9	Ring Offset									
A	Offset A		62			55	5			
B	Offset B									
C	Offset C									
D	Permissive		15			15	15			
E	Hold Release		255			127 255	255			
F	Ped Shift		10			0	0			

Coordination Timing By: KH&A  
Implemented On: 10/13/2009

FOR OBSERVATION ONLY

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

① M25  
02/23/11

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	2	A	23456
2	15 : 00	6	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

	E	Row	F
		0	Free Lag
Plan 1		1	Plan 1 - Lag
Plan 2	2 6	2	Plan 2 - Lag 2 4 6 8
Plan 3		3	Plan 3 - Lag
Plan 4		4	Plan 4 - Lag
Plan 5	2 6	5	Plan 5 - Lag 23 5 8
Plan 6	2 6	6	Plan 6 - Lag 2 4 6 8
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type 0

TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

SECTION: La Jolla Village Dr & Regents Rd

223 Pr am

13

Group Assignment: None  
Field Master Assignment: None

N/S Street Name: Genesee Av  
E/W Street Name: Eastgate Mall

Last Change: 09/03/99  
Timing Sheet By: VAC  
Approved By:  
Drawing Number: 20880-18  
System Ref. Num.:  
Timing implemented on:

Row	Column # -->	LJ Village Dr		Regents Rd		LJ Village Dr		Regents Rd	
		Phase							
		Phase # -->	1	2	3	4	5	6	7
0	Ped Walk		7		7		7		7
1	Ped FDW		29		38		23		35
2	Min Green	4	10	4	7	4	10	4	7
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.7	2.0	3.7	2.0	4.8	2.0	3.3
6	Max Gap	2.0	4.7	2.0	3.7	2.0	4.8	2.0	3.3
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	30	60	30	30	30	60	30	40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1		0.1		0.1		0.1
D	Every		0.7		0.9		0.7		0.9
E	Yellow	<i>3.4</i> 3.0	4.7	<i>3.4</i> 3.0	3.9	<i>3.4</i> 3.0	4.7	<i>3.4</i> 3.0	<i>3.9</i> 3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E	F
0	RR-1 Delay	Permit 12345678
1	RR-1 Clear	Red Lock
2	EV-A Delay	Yellow Lock
3	EV-A Clear	Min Recall
4	EV-B Delay	Ped Recall
5	EV-B Clear	Peds (View) <i>2468</i>
6	EV-C Delay	Rest In Walk
7	EV-C Clear	Red Rest
8	EV-D Delay	Dbt Entry
9	EV-D Clear	Max Recall
A	RR-2 Delay	Soft Recall <u>2</u> <u>6</u>
B	RR-2 Clear	Max 2
C	View EV Delay	Cond Serv
D	View EV Clear	Ped Lock 12345678
E	View RR Delay	Yellow Start <u>2</u> <u>6</u>
F	View RR Clear	1st Phases <u>3</u> <u>7</u>

Preempt Timing

F + E + Row

Phase Functions

F + F + Row

*DOC 1/28/03*

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	<i>5</i> 10	C + 0 + 0
Zone Number	<i>5</i>	C + 0 + 1
Area Number	<i>4</i>	C + 0 + 2
Area Address	<i>95</i>	C + 0 + 3
QuicNet Channel	<i>Com 48</i>	(QuicNet)

Row	A	B	C	D	0
A	Overlap A				
B	Overlap B				
C	Overlap C				
D	Overlap D				

Overlap Timing <F Page> <D Page>  
F + COLOR + D + 0 + OVERLAP

Communication Addresses

C + F + 0	F	Row
Free Lag	<i>2 4 6 8</i>	0

Lag Phases <C Page>

Downtime Flash *255* (minutes)  
Downtime Before Auto Manual Flash  
F + 0 + 8

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection  
Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash  
Manual Offset 0  
= Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Disable Ports 234  
Disable Communications Ports  
D + D + 9

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 4 5
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Extra 1 Flags  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 = Remote Download  
 6 = Special Event  
 7 = Pre-timed Operation  
 8 = Split Ring Operation

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Disable Parity  D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Coordination Timing By: VAC  
Implemented On: 09/01/99

FLG  
12-14-06

Row	Column # → Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	138	146	150		AM 140	PM 150			
1	Phase 1 - ForceOff	79	94	100		119	96			
2	Phase 2 - ForceOff	0	0	0		0	0			
3	Phase 3 - ForceOff	19 17	22 18	28 16		104	17			
4	Phase 4 - ForceOff	67 65	78	78		87	75			
5	Phase 5 - ForceOff	103	93	102 92		37	93			
6	Phase 6 - ForceOff	0	0	0		0	0			
7	Phase 7 - ForceOff	20	33	33		56	28			
8	Phase 8 - ForceOff	67 65	78	78		104	75			
9	Ring Offset									
A	Offset A	94	62	84		55	5			
B	Offset B									
C	Offset C									
D	Permissive	14	15	15		15	15			
E	Hold Release	255	255	255		255	255			
F	Ped Shift	10	10	10		0	0			

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Coordination <C Page>

C + Plan + ROW JDS 3/12/10

JDS 3/12/10

Row	Time	Plan	Offset	Day of Week
0	06:30	5 1	A	23456
1	10:00	2	A	23456
2	15:00	6 3	A	23456
3	19:00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Row	E	Row	F
0		0	Free Lag 2 4 6 8
Plan 1	2 6	1	Plan 1 - Lag 2 4 6 8
Plan 2	2 6	2	Plan 2 - Lag 2 4 6 8
Plan 3	2 6	3	Plan 3 - Lag 2 4 6 8
Plan 4		4	Plan 4 - Lag
Plan 5	2 6	5	Plan 5 - Lag 2 3 5 8
Plan 6	2 6	6	Plan 6 - Lag 2 4 6 8
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type  
0 = Shortway  
Non-zero = Lengthen

Row	1	3
	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		1.8
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 - - - -	1234
C	13 14 15 16 17 18 19 20	12345678
D	- - - - 21 22 23 24	5678
E	- - - - - - - -	1234
F	- 25 26 27 28 - - - -	2345

Active Detectors <D Page>

Row	0
	Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Row	2	4
	Delay	Carry-over
0		
1		
2		
3		
4		
5		
6		
7		
8		
9		1.8
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)  
(These parameters are NOT downloaded.)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

# INTERSECTION: GENESEE & REGENTS

233 Program

Group Assignment:  
Field Master Assignment:  
System Reference Number:

N/S Street: REGENTS  
E/W Street: GENESEE

Last Database Change:

Timing sheets by: LEM

Approved by: EFF

Timing implemented on:

Phase Numbers-->>	Phase							
	1	2	3	4	5	6	7	8
Row								
0	Ped Walk	7						7
1	Ped FDW	10						26
2	Min Green	4	10		4	10		7
3	Type 3 Disconnect							
4	Added per Vehicle							
5	Veh Extension	2.0	5.0		2.0	3.9		2.0
6	Max Gap	2.0	5.0		2.0	3.9		2.0
7	Min Gap	2.0	0.2		2.0	0.2		2.0
8	Max Limit	30	60		30	60		40
9	Max Limit 2							
A	Adv. / Delay Walk							
B	PE Min Ped FDW							
C	Cond Serv Check							
D	Reduce Every		0.6			0.8		
E	Yellow Change	3.4	4.7		3.4	4.7		3.9
F	Red Clear	1.0	1.0		1.0	1.0		1.0

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

	F	Row
Permit	12_56_8	0
Red Lock		1
Yellow Lock		2
Min Recall		3
Ped Recall		4
View Set Peds	2_8	5
Rest In Walk		6
Red Rest		7
Double Entry		8
Max Recall		9
Soft Recall	2_6	A
Max 2		B
Cond. Service		C
Man Cntrl Calls	12345678	D
Yellow Start	2_6	E
First Phases	8	F

### Phase Timing - Bank 1 <F/1+Phase+Row>

### Preempt Timing <F/1+E+Row>

### Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/0 + B + F

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

### Alternate Timing <F/1+Column+Phase>

Free Lag 2\_6\_8 <C/1+F+0>

How to Set Page Access Code:  
F/1 -- C + 0 + F = 1

Drop Number	9	<C/0+0+0>
Zone Number	9	<C/0+0+1>
Area Number	4	<C/0+0+2>
Area Address	76	<C/0+0+3>
QuicNet Channel (COM)	COM47	(QuicNet)

### Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

### Start / Revert Times

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

### Exclusive Ped Phase

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

### Manual Selection

Notes:



Row		Overlap							
		1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

**Overlap Assignments** <E/29+Column+Row>

Row		F
0	Fast Green Flash Phase	
1	Green Flash Phases	
2	Flashing Walk Phases	
3	Guaranteed Passage	
4	Simultaneous Gap Term	12345678
5	Sequential Timing	
6	Advance Walk Phases	
7	Delay Walk Phases	
8	External Recall	
9	Start-up Overlap Green	
A	Max Extension	
B	Inhibit Ped Reservice	
C	Semi-Actuated	
D	Start-up Overlap Yellow	
E	Start-up Vehicle Calls	
F	Start-up Ped Calls	

**Specials** <F/2+F+Row>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Configuration** <E/125+E+Row>

Row		F
0	Ext. Permit 1 Phases	
1	Ext. Permit 2 Phases	
2	Exclusive Ped Assign	
3	Preempt Non-Lock	12345678
4	Ped for 2P Output	2
5	Ped for 6P Output	
6	Ped for 4P Output	
7	Ped for 8P Output	8
8	Yellow Flash Phases	
9	Low Priority A Phases	
A	Low Priority B Phases	
B	Low Priority C Phases	
C	Low Priority D Phases	
D	Restricted Phases	
E	Extra 2 Config. Bits	

**Configuration** <E/125+F+Row>

Row		C
0	EV-A	
1	EV-B	
2	EV-C	
3	EV-D	
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0

<E/125+C+Row>

**Preemption Priority**  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row		2
0	Phase 1	0
1	Phase 2	0
2	Phase 3	0
3	Phase 4	0
4	Phase 5	0
5	Phase 6	0
6	Phase 7	0
7	Phase 8	0

<C/5+2+Row>

**Coordination Transition Minimums**

- |                           |                        |
|---------------------------|------------------------|
| <b>Extra 1 Flags</b>      | <b>IC Select Flags</b> |
| 1 = TBC Type 1            | 1 =                    |
| 2 = NEMA Ext. Coord       | 2 = Modem              |
| 3 = Auto Daylight Savings | 3 = 7-Wire Slave       |
| 4 = EV Advance            | 4 = Flash / Free       |
| 5 = Extended Status       | 5 =                    |
| 6 = International Ped     | 6 = Simplex Master     |
| 7 = Flash - Clear Outputs | 7 = 7-Wire Master      |
| 8 = Split Ring            | 8 = Offset interrupter |

- |                        |                                      |
|------------------------|--------------------------------------|
| <b>Extra 2 Flags</b>   | <b>Flash to PE &amp; PE Non-Lock</b> |
| 1 = AWB During Initial | 1 = EV A 5 = RR 1                    |
| 2 = LMU Installed      | 2 = EV B 6 = RR 2                    |
| 3 = Disable Min Walk   | 3 = EV C 7 = SE 1                    |
| 4 = QuicNet/4 System   | 4 = EV D 8 = SE 2                    |
| 5 = Ignore P/P on EV   |                                      |
| 6 =                    |                                      |
| 7 = Reserved           |                                      |
| 8 =                    |                                      |

8-0 Hour, Minute, Day-of-Week  
 8-1 Day-of-Month, Year, Month  
 8-F Seconds

**Time and Date**

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

**Daylight Savings Time**

Daylight Savings Date:  
 If set to all zeros, standard dates will be used.

Row	Detector Name	C1 Pin				Delay	Carry-Over
		Number	Attributes	Phase(s)	Assign		
0	2I2U	39	45 7	2	123 8		1.8
1	6J2U	40	45 7	6	123 8		1.8
2		41	45 7	4	123 8		
3	8J6U	42	45 7	8	123 8	10.0	
4	2I2L	43	45 7	2	123 8		1.8
5	6J2L	44	45 7	6	123 8		1.8
6		45	45 7	4	123 8		
7		46	45 7	8	123 8		
8		47	67	2	123 8		
9		48	67	6	123 8		
A		49	67	4	123 8		
B		50	67	8	123 8		
C		55	45 7	5	123 8		
D		56	45 7	1 7	123 8		
E		57	45 7	7	123 8		
F		58	45 7	3	123 8		

Program Type:

	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0
--------------	---

<E/125+D+0>

**Enable Redirection**

(Enable Redirection = 30)

Max OFF (minutes)	5	<D/0+0+1>
-------------------	---	-----------

Max ON (minutes)	60	<D/0+0+2>
------------------	----	-----------

**Detector Failure Monitor**

	D	Row
Output Port 1		0
Output Port 2		1
Output Port 3		2
Output Port 4		3
Output Port 5		4
Output Port 6		5
Output Port 7		6
		7

Dimming <E/125+D+Row>

Row	Detector Name	C1 Pin				Delay	Carry-Over
		Number	Attributes	Phase(s)	Assign		
0		59	45 7	5	123 8		
1		60	45 7	1 7	123 8		
2		61	45 7	7	123 8		
3		62	45 7	3	123 8		
4		63	45 7	2	123 8		
5		64	45 7	6	123 8		
6		65	45 7	4	123 8		
7		66	45 7	8	123 8		
8		67	2	2	123 8		
9		68	2	6	123 8		
A		69	2	4	123 8		
B		70	2	8	123 8		
C		76	45 7	2	123 8		
D		77	45 7	6	123 8		
E		78	45 7	4	123 8		
F		79	45 7	8	123 8		

**Detector Attributes**

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

**Det. Assignments**

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

**Disable Alarms**

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

**Delay Logic Times**

Omit Alarm	#NAME?
------------	--------

<C/5+F+0>

**Disable Alarm Reporting**

Time	0	<C/5+C+0>
------	---	-----------

**Redial Time** (minutes)

(View Redial Timer at E/2+D+6)

<C/5+D+Row>

**Dial-Back Telephone Number**

**Detector Assignments** <E/126+Column+Row>

<D/0+Column+Row>



Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	_23456_
1	09 : 00	2	A	_23456_
2	15 : 00	3	A	_23456_
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week
00:01	E	1234567
06:30	C	23456
09:00	C	23456

TOD Function <7/0.1+Row>

Column 4
Phases/Bits
1
1

<E/27+4+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>  
(Bank 1)

T.O.D. Functions:

- 0 =
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector OFF Monitor
  - Bit 7 - Detector Count Monitor
  - Bit 8 - Real Time Split Monitor
  - F = Output Bits 1 thru 8
- Plan Select:
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash

Month Select:

- 1 = January
- 2 = February
- 3 = March
- 4 = April
- 5 = May
- 6 = June
- 7 = July
- 8 = August
- 9 = September
- A = October
- B = November
- C = December

Cycle Timer:

- Master: C/0 + A + 0
- Ring A: C/0 + B + 0
- Ring B: C/0 + D + 0

Interval Timer:

- Ring A: F/0 + A + Interval Row
- Ring B: F/0 + B + Interval Row

- Master Plan: C/0 + A + 2
- Current Plan: C/0 + A + 3
- TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>  
(Bank 2)

Time	Funct.	Holiday Type

Holiday TOD Function <7/0.2+Row>

Column 4
Phases/Bits

<E/28+Row>

Row	Day	Year	Month	Holiday Type
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

Holiday Dates <8/1.2+Row>  
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row>  
(Bank 2)

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456
1	10 : 00	6	A	_23456
2	15 : 00	7	A	_23456
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits

TOD Function <7/0.1+Row>  
<E/27+4+Row>

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>  
(Bank 1)

- T.O.D. Functions:
- 0 =
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector OFF Monitor
  - Bit 7 - Detector Count Monitor
  - Bit 8 - Real Time Split Monitor
  - F = Output Bits 1 thru 8
- Plan Select:
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Month Select:
- 1 = January
  - 2 = February
  - 3 = March
  - 4 = April
  - 5 = May
  - 6 = June
  - 7 = July
  - 8 = August
  - 9 = September
  - A = October
  - B = November
  - C = December
- Cycle Timer:
- Master: C/0 + A + 0
  - Ring A: C/0 + B + 0
  - Ring B: C/0 + D + 0
- Interval Timer:
- Ring A: F/0 + A + Interval Row
  - Ring B: F/0 + B + Interval Row
- Master Plan: C/0 + A + 2  
Current Plan: C/0 + A + 3  
TOD Plan: C/0 + A + 5

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.2+Row>  
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

Holiday TOD Function <7/0.2+Row>  
<E/28+Row>

Day	Year	Month	Holiday Type

Holiday Dates <8/1.2+Row>  
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.2+Row>  
(Bank 2)

Row	Plan Name ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length					AM	MID	PM		
1	Phase 1 - ForceOff					75	61	58		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff					65	59	58		
6	Phase 6 - ForceOff					0	0	0		
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff					51	44	42		
9	Ring Offset									
A	Offset 1					60	56	29		
B	Offset 2									
C	Offset 3									
D	Perm 1 - End					13	13	13		
E	Hold Release					255	255	255		
F	Zone Offset					0	0	0		

Coordination - Timing Plans <C/1+Plan+Row>

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C/1+E+Row>

Row	Plan Name	1	2	3	4	5	6	7	8	9
0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time									
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase									
B	Perm 1 Ped Phase									
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Parameters <C/2+Plan+Row>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C/1+F+Row>

Coordination Timing By:

Coord Extra

1 = Programmed WALK Time for Sync Phases  
2 = Always Terminate Sync Phase Peds

Row	Plan Name ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	140	106	150						
1	Phase 1 - ForceOff	91	58	58						
2	Phase 2 - ForceOff	116	0	0						
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff	77	58	58						
6	Phase 6 - ForceOff	0	0	0						
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff	62	42	42						
9	Ring Offset									
A	Offset 1	136	0	31						
B	Offset 2									
C	Offset 3									
D	Perm 1 - End	14	11	15						
E	Hold Release	255	255	255						
F	Zone Offset	0	0	0						

Coordination - Timing Plans <C/1+Plan+Row>

Row	E	Row
0		0
1	Plan 1 - Sync <u>  6  </u>	1
2	Plan 2 - Sync <u>  2  6  </u>	2
3	Plan 3 - Sync <u>  2  6  </u>	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C/1+E+Row>

Row									
0	Ped Adjustment								
1	Perm 2 - Start								
2	Perm 2 - End								
3	Perm 3 - Start								
4	Perm 3 - End								
5	Reservice Time								
6	Reservice Phases								
7									
8	Pretimed Phases								
9	Max Recall								
A	Perm 1 Veh Phase	12345678	12345678	12345678					
B	Perm 1 Ped Phase	12345678	12345678	12345678					
C	Perm 2 Veh Phase								
D	Perm 2 Ped Phase								
E	Perm 3 Veh Phase								
F	Perm 3 Ped Phase								

Coordination - Parameters <C/2+Plan+Row>

Row	F	Row
0	Free Lag <u>  2  6  8  </u>	0
1	Plan 1 - Lag <u>  2  6  8  </u>	1
2	Plan 2 - Lag <u>  2  6  8  </u>	2
3	Plan 3 - Lag <u>  2  6  8  </u>	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C/1+F+Row>

Coordination Timing By:

Row	Column 3	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	73
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	82 Free (7-Wire)	RR-1	51
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	52
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	

Assignable Inputs

<E/126+Column+Row>

Row	Column 3	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs

<E/127+Column+Row>

**INTERSECTION: Campus Point Dr @ Genesee Ave**

**223 Program**

Group Assignment:  
Field Master Assignment:

N/S Street Name: Genesee Ave  
E/W Street Name: Campus Point Dr

Last Database Change:  
System Ref. Number:

Row	Column # -->	Phase							
		1	2	3	4	5	6	7	8
	Phase # -->								
		L	↑	↗	↘	↖	↙	↓	
0	Ped Walk		7	7				7	
1	Ped FDW		25	28				21	
2	Min Green	4	10	7	7	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.7	2.0	2.0	2.0	4.0		
6	Max Gap	2.0	3.7	2.0	2.0	2.0	4.0		
7	Min Gap	2.0	0.2	2.0	2.0	2.0	0.2		
8	Max Limit	30	60	40	40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.9				0.8		
E	Yellow	3.4	4.7	3.9	3.9	3.4	4.7		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		

Phase Timing - Bank 1

<F Page>

F + Phase + Row

Row	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Row	F
Permit	123456
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	23 6
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2 6
1st Phases	3

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
<b>Start / Revert Times</b>		
Drop Number	10	C + 0 + 0
Zone Number	10	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	77	C + 0 + 3
QuicNet Channel	COM47	(QuicNet)

**Communication Addresses**

C + F + 0	F	Row
Free Lag	2 4 6	0

Lag Phases <C Page>

Row	Overlap Timing			
	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
----------------	-----	-----------

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports	234
---------------	-----

Disable Communication Ports

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: KT

Approved By: **FLG**

Drawing Number: 30909-70-D

Timing Implemented On:

Row	Time	Function	Day of Week	Column F Phases/Bits
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		Column F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	
8	Ped 8P	3
9	Yellow Flash Phases	
A	Overlap A - Phases	2 4
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

**TOD Function**

7 + ROW

<D Page>

D + F + ROW

**Configuration**

E + F + ROW

<E Page>

**Day of Week**

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

1 = Right Turn Overlap

2 = TOD Outputs

3 = EV Beacon - Steady

4 = EV Beacon - Flashing

5 = Special Event Outputs

6 = Phase 3 & 7 Ped

7 = Advanced Warning Sign

8 =

Row		Column E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

1 = TBC Type 1

2 = NEMA Ext. Coord

3 = Auto Daylight Savings

4 = EV Advance

5 = Remote Download

6 = Special Event

7 = Pretimed Operation

8 = Split Ring Operation

IC Select Flags

1 =

2 = Modem

3 = 7-Wire Slave

4 = Flash / Free

5 =

6 = Simplex Master

7 = 7-Wire Master

8 = Offset Interrupter

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0
----------------	---	-------

**Dial-Up Telephone Communications**

(If set to a non-zero value, parity will be disabled)

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

**Configuration**

For access, set F + 9 + E = 1

E + E + ROW

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A	10.0	
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - - 21 22 23 24	5678
- - - - - - - - - -	1234
- 25 26 27 28 - - - -	2345

Active Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Detector #	
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW



**INTERSECTION: Campus Point Dr @ Genesee Av.**

**223 Program**

Row	Column # --> Plan Name -->	Plan								
		1	2	3	4	5	6	7	8	9
						AM	MID	PM		
0	Cycle Length					132	128	132		
1	Phase 1 - ForceOff					29	18	17		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff					62	60	50		
4	Phase 4 - ForceOff					85	85	84		
5	Phase 5 - ForceOff					111	105	103		
6	Phase 6 - ForceOff					29	18	17		
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A					35	26	126		
B	Offset B									
C	Offset C									
D	Permissive					29	18	17		
E	Hold Release					255	255	255		
F	Ped Shift					0	0	0		

Coordination Timing By: **KT**  
Implemented On: **9/11/2014**

**FOR OBSERVATION ONLY**

Master Plan C + A + 2  
Current Plan C + A + 3  
Next Plan C + A + 4  
T.O.D. Plan C + A + 5  
Master Cycle C + A + 0  
Ring A Cycle C + B + 0  
Ring B Cycle C + D + 0  
Min Cycle C + A + E  
Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	6	A	23456
2	15 : 00	7	A	23456
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

	E	Row	F
		0	Free Lag
Plan 1		1	Plan 1 - Lag
Plan 2		2	Plan 2 - Lag
Plan 3		3	Plan 3 - Lag
Plan 4		4	Plan 4 - Lag
Plan 5	2	5	Plan 5 - Lag 1 4 6
Plan 6	2	6	Plan 6 - Lag 1 4 6
Plan 7	2	7	Plan 7 - Lag 1 4 6
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type	0
-----------------	---

TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

**INTERSECTION: Genesee Ave @ Scripps Hospital Dy**

**223 Program**

Group Assignment:  
Field Master Assignment:

N/S Street Name: Genesee Ave  
E/W Street Name: Scripps Hospital Dy

Last Database Change:  
System Ref. Number:

Genesee

Scripps Hospital

Genesee

Row	Column # →	Phase							
	Phase # →	1	2	3	4	5	6	7	8
		↑	↑		→	←	↓		
0	Ped Walk				7		7		
1	Ped FDW				24		15		
2	Min Green	4	10		7	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.2		2.0	2.0	4.0		
6	Max Gap	2.0	5.2		2.0	2.0	4.0		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.8		
E	Yellow	3.4	4.7		3.9	3.4	4.7		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1

F + Phase + Row

<F Page>

Row	Phase	Value
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	0
5	EV-B Clear	0
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing

F + E + Row

Row	Phase	Value
0	Permit	12_456__
1	Red Lock	
2	Yellow Lock	
3	Min Recall	
4	Ped Recall	
5	Peds (View)	4_6__
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	2_6__
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	2_6__
F	1st Phases	4__

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times		
Drop Number	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	78	C + 0 + 3
QuicNet Channel	COM47	(QuicNet)

Communication Addresses		
C + F + 0	F	Row
Free Lag	2_4_6__	0

Lag Phases <C Page>

**Overlap Timing**

Row	A	B	C	D	0
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
----------------	-----	-----------

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports	234
---------------	-----

Disable Communication Ports

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: KT

Approved By: **FLG**

Drawing Number: 30909-69-D

Timing Implemented On:

Row	Time	Function	Day of Week	Column F Phases/Bits
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector
- OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Row		Column F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		Column E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Ornit	
6	Overlap B - Green Ornit	
7	Overlap C - Green Ornit	
8	Overlap D - Green Ornit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pre-timed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modern
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(if set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Row	1 Delay	3 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8	12.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row
0
1
2
3
4
5
6
7
8

0 Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

**Detector Failure Monitor**

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

**Advance Warning Beacon - Sign 1**

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

**Advance Warning Beacon - Sign 2**

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW

Row	Plan Name	Plan								
		1	2	3	4	5	6	7	8	9
						AM	MID	PM		
0	Cycle Length					132	128	132		
1	Phase 1 - ForceOff					50	58	58		
2	Phase 2 - ForceOff					0	0	0		
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff					36	43	43		
5	Phase 5 - ForceOff					62	71	61		
6	Phase 6 - ForceOff					0	0	0		
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A					77	60	27		
B	Offset B									
C	Offset C									
D	Permissive					13	13	13		
E	Hold Release					255	255	255		
F	Ped Shift					0	0	0		

Coordination Timing By: KT  
Implemented On: 9/11/2014

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	6	A	23456
2	15 : 00	7	A	23456
3	18 : 30	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Plan	Row	Function
	0	Free Lag
Plan 1	1	Plan 1 - Lag
Plan 2	2	Plan 2 - Lag
Plan 3	3	Plan 3 - Lag
Plan 4	4	Plan 4 - Lag
Plan 5	5	Plan 5 - Lag
Plan 6	6	Plan 6 - Lag
Plan 7	7	Plan 7 - Lag
Plan 8	8	Plan 8 - Lag
Plan 9	9	Plan 9 - Lag
Coord Ped*	A	Coord Max *
NEMA Hold	B	Coord Lag *
	C	
	D	
	E	
	F	

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type  
0 = Shortway  
Non-zero = Lengthen

# TERSECTION: Genesee Av @ Scripps Hospital Dwy

223 Proj

Group Assignment:  
Field Master Assignment:

N/S Street Name: Genesee Av  
E/W Street Name: Scripps Hospital Dwy

Last Database Change:  
System Ref. Number:

Genesee Av Scripps Hospital Genesee Av

Row	Phase #	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				24		14		
2	Min Green	4	10		7	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.2		2.0	2.0	4.4		
6	Max Gap	2.0	5.2		2.0	2.0	4.4		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.7		
E	Yellow	3.4	4.4		3.9	3.4	4.3		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		
	Grade								

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E	F	Row
RR-1 Delay		Permit 12_456__	0
RR-1 Clear		Red Lock	1
EV-A Delay	0	Yellow Lock	2
EV-A Clear	0	Min Recall	3
EV-B Delay	0	Ped Recall	4
EV-B Clear	0	Peds (View) ___4_6__	5
EV-C Delay	0	Rest In Walk	6
EV-C Clear	0	Red Rest	7
EV-D Delay		Dbl Entry	8
EV-D Clear		Max Recall	9
RR-2 Delay		Soft Recall ___2_6__	A
RR-2 Clear		Max 2	B
View EV Delay	---	Cond Serv	C
View EV Clear	---	Ped Lock 12345678	D
View RR Delay	---	Yellow Start ___2_6__	E
View RR Clear	---	1st Phases ___4__	F

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
<b>Start / Revert Times</b>		
Drop Number	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	78	C + 0 + 3
QuicNet Channel	Com47	(QuicNet)

<b>Communication Addresses</b>		
C + F + 0	F	Row
Free Lag	2_4_6	0
Lag Phases		<C Page>

### Overlap Timing

Row	9	C	D	0
	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
		F + 0 + 8

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

### Manual Selection

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: rej  
Approved By:  
Drawing Number: 30909-69-D  
Timing Implemented On:

Row	Time	Function	Day of Week	Column F
0				Phases/Bits
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**TOD Function**

7 + ROW

<D Page>

D + F + ROW

- T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
             OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	<u>6</u>
7	Ped 4P	<u>4</u>
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

**Configuration**

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	<u>2 5</u>
B	EV-B Phases	<u>4</u>
C	EV-C Phases	<u>1 6</u>
D	EV-D Phases	
E	Extra 1 Config. Bits	<u>1 345</u>
F	IC Select (Interconnect)	<u>2</u>

**Configuration**

E + E + ROW

For access, set F + 9 + E = 1

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 = Remote Download  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

**Day of Week**

- 1 = Sunday  
 2 = Monday  
 3 = Tuesday  
 4 = Wednesday  
 5 = Thursday  
 6 = Friday  
 7 = Saturday

- Assign 5 Outputs**  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

**Time and Date**

- 8-0 Hour, Minute, Day-of-Week  
 8-1 Day-of-Month, Year, Month  
 8-F Seconds

**Program Information**

- C + C + 0 = program  
 C + C + F = version

**Remote Download**

- C + 0 + 4 = 1 -255  
 w/ E + E + E bit 5 on

Disable Parity  0 D+B+0

**Dial-Up Telephone Communications**  
 (If set to a non-zero value, parity will be disabled)

Row	1 Delay	3 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8	12.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row	Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW



**INTERSECTION: Genesee Av @ Scripps Hospital**

**223 Proj**

JDS 12/28/10

Row	Plan Name ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	140 138	106	150	150					
1	Phase 1 - ForceOff	48	49	84	94					
2	Phase 2 - ForceOff	0	0	19	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	34	35	70	80					
5	Phase 5 - ForceOff	52	55	20	30					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	25 67	49	2	2					
B	Offset B									
C	Offset C									
D	Permissive	14	11	15	15					
E	Hold Release	255	255	255	120 255					
F	Ped Shift	0	0	0	0					

Coordination Timing By: i  
Implemented On: 12/23/08

- FOR OBSERVATION ONLY**
- Master Plan C + A + 2
  - Current Plan C + A + 3
  - Next Plan C + A + 4
  - T.O.D. Plan C + A + 5
  - Master Cycle C + A + 0
  - Ring A Cycle C + B + 0
  - Ring B Cycle C + D + 0
  - Min Cycle C + A + E
  - Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	09:00	2	A	23456
2	15:00	4	A	23456
3	16:30	3	A	23456
4	18:30	E	A	1234567
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

**Plan Select**  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

	E	Row	F
		0	Free Lag
Plan 1	2 6	1	Plan 1 - Lag
Plan 2	2 6	2	Plan 2 - Lag
Plan 3	6	3	Plan 3 - Lag
Plan 4	2 6	4	Plan 4 - Lag
Plan 5		5	Plan 5 - Lag
Plan 6		6	Plan 6 - Lag
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases <C Page>  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

**Transition Type**  
0 = Shortway  
Non-zero = Lengthen

# SECTION: Genesee Av & Scripps Hospital

223 Prc n

Group Assignment: None  
Field Master Assignment: None

N/S Street Name: Scripps Hospital  
E/W Street Name: Genesee Ave

Last Database Change:

System Reference Number:  
Timing Sheet By: FLG  
Drawing Number: 19053-2-D



Row	Phase #	Genesee Av							
		1	2	3	4	5	6	7	8
0	Ped Walk		7						7
1	Ped FDW		12						20
2	Min Green	4	10			4	10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.1			2.0	3.6		2.3
6	Max Gap	2.0	3.1			2.0	3.6		2.3
7	Min Gap	2.0	0.2			2.0	0.2		2.3
8	Max Limit	30	60			30	60		45
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		1.0			3.1	0.9		
E	Yellow	3.4	3.0	5.0		3.0	4.4		3.0
F	Red Clear	1.0	1.0			1.0	1.0		1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Row	F
Permit	12_56_8
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	2_6
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	8

Phase Functions

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number	1	C + 0 + 0
Zone Number		C + 0 + 1
Area Number		C + 0 + 2
Area Address		C + 0 + 3
QuicNet Channel		(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2_6_8	0
Lag Phases	<C Page>	

Row	A	B	C	D	0
Overlap A					
Overlap B					
Overlap C					
Overlap D					

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 240 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan	0 = Automatic	Manual Offset	0 = Automatic
1-9 = Plan 1-9	1 = Offset A	2 = Offset B	3 = Offset C
14 = Free			
15 = Flash			

Disable Ports 234

Disable Communications Ports

D + D + 9

Row	Time	Function	Day of Week	Column F
0	00 : 01	E	1234567	1
1	15 : 00	3	23456	1
2	18 : 30	3	23456	
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest in Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row	Configuration	Column F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	
7	Ped 4P	
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

<D Page>

7 + ROW

D + F + ROW

Day of Week

Configuration

<E Page>

E + F + ROW

1 = Sunday

2 = Monday

3 = Tuesday

4 = Wednesday

5 = Thursday

6 = Friday

7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign

Row	Configuration	Column E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pre-timed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1-255

w/ E + E + E bit 5 on

Disable Parity	0
----------------	---

Dial-up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Row	1	3
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A	10.0	
B		
C		
D	10.0	
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - 21 22 23 24	5678
- - - - - - - -	1234
- 25 26 27 28 - - - -	2345

Active Detectors <D Page>

Row	2	4
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row
0
1
2
3
4
5
6
7
8

0	Detector #
	System Det. # 1
	System Det. # 2
	System Det. # 3
	System Det. # 4
	System Det. # 5
	System Det. # 6
	System Det. # 7
	System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row	Column # → Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	138	106	150	150					
1	Phase 1 - ForceOff	52	55	20	30					
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff	255	255	255	255					
4	Phase 4 - ForceOff	255	255	255	255					
5	Phase 5 - ForceOff	48	49	84	94					
6	Phase 6 - ForceOff	0	0	19	0					
7	Phase 7 - ForceOff	255	255	255	255					
8	Phase 8 - ForceOff	34	35	70	80					
9	Ring Offset									
A	Offset A	67	49	2	2					
B	Offset B									
C	Offset C									
D	Permissive	14	11	15	15					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	0	0	0					

Coordination Timing By VAC  
Implemented On 06/25/99

FOR OBSERVATION ONLY

Master Plan C + A + 2  
Current Plan C + A + 3  
Next Plan C + A + 4  
T.O.D. Plan C + A + 5  
Master Cycle C + A + 0  
Ring A Cycle C + B + 0  
Ring B Cycle C + D + 0  
Min Cycle C + A + E  
Max Cycle C + B + E

Coordination Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	09:00	2	A	23456
2	15:00	4	A	23456
3	16:30	3	A	23456
4	18:30	E	A	1234567
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Row	Function	Row	Function
0	Free Lag	0	Free Lag
1	Plan 1 - Lag	1	Plan 1 - Lag
2	Plan 2 - Lag	2	Plan 2 - Lag
3	Plan 3 - Lag	3	Plan 3 - Lag
4	Plan 4 - Lag	4	Plan 4 - Lag
5	Plan 5 - Lag	5	Plan 5 - Lag
6	Plan 6 - Lag	6	Plan 6 - Lag
7	Plan 7 - Lag	7	Plan 7 - Lag
8	Plan 8 - Lag	8	Plan 8 - Lag
9	Plan 9 - Lag	9	Plan 9 - Lag
A	Coord Lag	A	Coord Lag
B	Coord Lag	B	Coord Lag
C		C	
D		D	
E		E	
F		F	

Sync Phases C + E + FUNCTION #  
Lag Phases <C Page> C + F + FUNCTION #

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Transition Type 0  
TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

**INTERSECTION: LA JOLLA VILLAGE DR @ LEBON DR**

223 Program

Group Assignment:  
Field Master Assignment:

N/S Street Name: LEBON  
E/W Street Name: LA JOLLA VILLAGE

Row	Phase #	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7	7			7		
1	Ped FDW		25	28			11		
2	Min Green	4	10	7	4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	6.1	6.5	2.0	2.0	5.6		
6	Max Gap	2.0	6.1	6.5	2.0	2.0	5.6		
7	Min Gap	2.0	0.2	0.2	2.0	2.0	0.2		
8	Max Limit	30	60	30	30	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1	0.1			0.1		
D	Every		0.5	0.5			0.6		
E	Yellow	3.4	4.3	3.9	3.9	3.4	4.7		
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0		

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E	F	Row
0	RR-1 Delay	Permit 123456	0
1	RR-1 Clear	Red Lock	1
2	EV-A Delay 0	Yellow Lock	2
3	EV-A Clear 0	Min Recall	3
4	EV-B Delay	Ped Recall	4
5	EV-B Clear	Peds (View) 23 6	5
6	EV-C Delay 0	Rest In Walk	6
7	EV-C Clear 0	Red Rest	7
8	EV-D Delay 0	Dbi Entry	8
9	EV-D Clear 0	Max Recall	9
A	RR-2 Delay	Soft Recall 2 6	A
B	RR-2 Clear	Max 2	B
C	View EV Delay ---	Cond Serv	C
D	View EV Clear ---	Ped Lock 12345678	D
E	View RR Delay ---	Yellow Start 2 6	E
F	View RR Clear ---	1st Phases 4	F

F + E + Row

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
<b>Start / Revert Times</b>		
Drop Number	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	4	C + 0 + 2
Area Address	101	C + 0 + 3
QuicNet Channel	COM 48	(QuicNet)

<b>Communication Addresses</b>		
C + F + 0	F	Row
Free Lag	23 6	0
Lag Phases		<C Page>

**Overlap Timing**

Row	G	C	D	0
Overlap A	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap B				
Overlap C				
Overlap D				

<F Page>  
F + COLOR +

<D Page>  
D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Timing Sheet By: M2S  
Approved By: *FLS*  
Drawing Number: 21118-22-D  
Timing Implemented On: 05/04/10

(12)

Row	Time	Function	Day of Week	Column F Phases/Bits
0	00 : 01	E	1234567	1
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	
8	Ped 8P	3
9	Yellow Flash Phases	
A	Overlap A - Phases	23
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 = Remote Download  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity	0	D+B+0
----------------	---	-------

Dial-Up Telephone Communications

(if set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6	10.0	1.8
7	5.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 - - - -	1234
C	13 14 15 16 17 18 19 20	12345678
D	- - - - 21 22 23 24	5678
E	- - - - - - - -	1234
F	- 25 26 27 28 - - -	2345

Active Detectors <D Page>

Row	0 Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW



Coordination Timing By: KH&A  
Implemented On: 10/13/2009

Row	Plan Name	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length		146			140	150			
1	Phase 1 - ForceOff		74			71	28			
2	Phase 2 - ForceOff		0			0	0			
3	Phase 3 - ForceOff		58			55	79			
4	Phase 4 - ForceOff		18			13	40			
5	Phase 5 - ForceOff		74			70	95			
6	Phase 6 - ForceOff		0			0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A		103			83	2			
B	Offset B									
C	Offset C									
D	Permissive		15			15	15			
E	Hold Release		255			255	255			
F	Ped Shift		0			0	0			

FOR OBSERVATION ONLY

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Mester Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	10 : 00	2	A	23456
2	15 : 00	6	A	23456
3	19 : 00	E	A	1234567
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Row	E	F
0	Free Lag	
1	Plan 1 - Lag	
2	Plan 2 - Lag	23 6
3	Plan 3 - Lag	
4	Plan 4 - Lag	
5	Plan 5 - Lag	23 6
6	Plan 6 - Lag	1 3 6
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

Sync Phases <C Page>  
C + E + FUNCTION # Lag Phases C + F + FUNCTION #

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Transition Type 0  
TBC Transition  
C + D + D  
Transition Type  
0 = Shortway  
Non-zero = Lengthen

**INTERSECTION: EASTGATE DR @ EASTGATE ML**

223 Program

Group Assignment:  
Field Master Assignment:

N/S Street Name: EASTGATE DR  
E/W Street Name: EASTGATE ML

Row	Column # ----> Phase # ---->	Phase					
		1	2	3	4	5	6
			→		↓ ↓ ↓	↗	← ← ←
0	Ped Walk				7		7
1	Ped FDW				11		13
2	Min Green		10		4	4	10
3	Type 3 Limit						
4	Add/Veh						
5	Veh Extn		4.0		2.0	2.0	4.0
6	Max Gap		4.0		2.0	2.0	4.0
7	Min Gap		0.2		2.0	2.0	0.2
8	Max Limit		60		40	30	60
9	Max Limit 2						
A	Bus Adv						
B	Call to Phs						
C	Reduce By		0.1				0.1
D	Every		0.8				0.8
E	Yellow		4.4		3.9	3.4	4.7
F	Red Clear		1.0		1.0	1.0	1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	
EV-B Clear	
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

F + E + Row

Permit	2_456
Red Lock	
Yellow Lock	
Min Recall	2_6
Ped Recall	
Peds (View)	4_6
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6
1st Phases	4

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

<b>Start / Revert Times</b>	
Drop Number	10 C + 0 + 0
Zone Number	10 C + 0 + 1
Area Number	4 C + 0 + 2
Area Address	54 C + 0 + 3
QuicNet Channel	COM46 (QuicNet)

<b>Communication Addresses</b>	
C + F + 0	Row
Free Lag	2_4_6 0
Lag Phases <C Page>	

**Overlap Timing**

Row	9	C	D	0
	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	

Manual Plan	14	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: M2S  
Approved By: **FLG**

Drawing Number: 23899-12-D  
Timing Implemented On: 10/07/13

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 = Bus Advance

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity 0 D+B+0

**Dial-Up Telephone Communications**

(If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- 21 22 23 24	5678
E	-----	1234
F	-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

Row	0 Detector #
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

**Detector Failure Monitor**

Phase Number		F+C+1
Time Before Yellow		F+C+3

**Advance Warning Beacon - Sign 1**

Phase Number		F+D+1
Time Before Yellow		F+D+3

**Advance Warning Beacon - Sign 2**

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW

**INTERSECTION: EASTGATE MALL @ MIRAMAR RD**

223 Pr' im

Group Assignment:  
Field Master Assignment:

N/S Street Name: EASTGATE MALL  
E/W Street Name: MIRAMAR RD

Last Database Change:  
System Ref. Number:

Row	Column # ----> Phase # ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk						7	7	
1	Ped FDW						17	27	
2	Min Green	4	10			4	10	10	
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.0			2.0	6.1	4.5	
6	Max Gap	2.0	5.0			2.0	6.1	4.5	
7	Min Gap	2.0	0.2			2.0	0.2	0.2	
8	Max Limit	20	60			30	60	40	
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1	0.1	
D	Every		0.6				0.5	0.7	
E	Yellow	3.4	5.3			3.4	4.4	3.4	
F	Red Clear	1.0	1.0			1.0	1.0	1.0	
	Grade								

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

	E	F	Row
RR-1 Delay			0
RR-1 Clear			1
EV-A Delay	0		2
EV-A Clear	0		3
EV-B Delay	0		4
EV-B Clear	0		5
EV-C Delay	0		6
EV-C Clear	0		7
EV-D Delay			8
EV-D Clear			9
RR-2 Delay			A
RR-2 Clear			B
View EV Delay	---		C
View EV Clear	---		D
View RR Delay	---		E
View RR Clear	---		F

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
<b>Start / Revert Times</b>		
Drop Number	3	C + 0 + 0
Zone Number	3	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	59	C + 0 + 3
QuicNet Channel	Dig.49	(QuicNet)

**Communication Addresses**

C + F + 0	F	Row
Free Lag	2_67_	0

Lag Phases <C Page>

**Overlap Timing**

	9	C	D	0
Green				
Yellow				
Red				
Load-Switch #				
Row				
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)  
Downtime Before Auto Manual Flash  
F + 0 + 8

Disable Ports 234  
Disable Communication Ports  
D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

**Manual Selection**

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: rej  
Approved By: RL

Drawing Number: 32511-26-D  
Timing Implemented On: 11/28/2005



Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

T.O.D. Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector
- OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	7
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	7
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Prefirmed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Disable Parity  D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Row	1	3
0	Delay	Carry-over
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 - - - -	1234
C	13 14 15 16 17 18 19 20	12345678
D	- - - - - 21 22 23 24	5678
E	- - - - - - - - - -	1234
F	- - 25 26 27 28 - - - -	2345

Active Detectors <D Page>

0	Detector #
	System Det. # 1
	System Det. # 2
	System Det. # 3
	System Det. # 4
	System Det. # 5
	System Det. # 6
	System Det. # 7
	System Det. # 8

System Detectors <D Page>

Row	2	4
0	Delay	Carry-over
1		1.8
2		1.8
3		
4		
5		
6	10.0	1.8
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

# INTERSECTION: MIRAMAR MALL @ MIRAMAR

223 Program

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: MIRAMAR MALL  
EW Street Name: MIRAMAR

Last Database Change: 7/12/02 10:57  
System Ref. Number: 382  
Drawing Number:  
Timing Implemented On: 7/24/01

Row	Column # ----> Phase # ---->	MIRAMAR MALL							
		1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				26		12		
2	Min Green		10		4	4	10		
3	Type 3 Limit								
4	Red/Veh								
5	Veh Extn		4.6		2.0	2.0	5.2		
6	Max Gap		4.6		2.0	2.0	5.2		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		30	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.6		
E	Yellow		4.8		3.0	3.0	4.4		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	Phase	Value
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	
5	EV-B Clear	
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing  
F + E + Row

Row	Phase	Value
0	Permit	2_456
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2_6
4	Pod Recall	
5	Pods (Vlow)	4_6
6	Rest In Walk	
7	Red Rest	
8	Dbt Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	2_6
F	1st Phases	4

Phase Functions  
F + F + Row



Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	4	C + 0 + 0
Zone Number	4	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	35	C + 0 + 3
QuicNet Channel	DIG149	(QuicNet)

Communication Addresses		Row
C + F + 0		
Free Lag	2_4_6	0

Lag Phases <C Page>

		Overlap Timing			
		G	C	D	0
Row		Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page> F + COLOR + <D Page> D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection  
Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By:  
Approved By:  
Drawing Number:  
Timing Implemented On:



Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row	Configuration	Column E
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row	Configuration	Column E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Disable Parity  0 D+B+0

Dial-Up Telephone Communications  
 (If set to a non-zero value, parity will be disabled)

Configuration

E + E + ROW

ccess, set F + 9 + E = 1

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

	0 Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

**INTERSECTION: MIRAMAR MALL @ MIRAMAR**

**223 Program**

Row	Plan Name	Plan			
		1	2	3	4
0	Cycle Length	150	125	160	125
1	Phase 1 - ForceOff				
2	Phase 2 - ForceOff	0	0	0	0
3	Phase 3 - ForceOff				
4	Phase 4 - ForceOff	61	58	38	58
5	Phase 5 - ForceOff	24	21	52	21
6	Phase 6 - ForceOff	0	0	0	0
7	Phase 7 - ForceOff				
8	Phase 8 - ForceOff				
9	Ring Offset				
A	Offset A	87	36	91	36
B	Offset B				
C	Offset C				
D	Permissive	10	10	10	10
E	Hold Release	255	255	255	255
F	Ped Shift	0	0	0	0

Coordination Timing By: EFF  
Implemented On: 7/24/01

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	2	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

**Plan Select**  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Row	Plan	Free Lag
0	Free Lag	2 4 6
1	Plan 1 - Lag	2 45
2	Plan 2 - Lag	2 45
3	Plan 3 - Lag	2 4 6
4	Plan 4 - Lag	2 45
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Ped*	Coord Max *
B	NEMA Hold	Coord Lag *
C		
D		
E		
F		

Sync Phases <C Page>  
C + E + FUNCTION # Lag Phases C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

**Transition Type**  
0 = Shortway  
Non-zero = Lengthen

# INTERSECTION: MIRAMAR MALL @ MIRAMAR

Program

Group Assignment: 4074  
Field Office Assignment: 11111

N/S Street Name: MIRAMAR MALL  
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 10:17

System Ref. Number: 302

Timing Studied By: EPF

Timing Method:

Timing Implementation: 1/24/01

Row	Column # →	MIRAMAR MALL Phase				MIRAMAR
		Phase # →	1	2	3	
0			→	↓	↑	←
1	Ped Walk			7	7	
2	Ped FDW			26	12	
3	Min Green		10	4	4	10
4	Type 3 Limit					
5	Add/Veh					
6	Veh Extn		4.6	2.0	2.0	5.2
7	Max Gap		4.6	2.0	2.0	5.2
8	Min Gap		0.2	2.0	2.0	0.2
9	Max Limit		60	30	30	60
A	Max Limit 2					
B	Bus Adv					
C	Call to Phs					
D	Reduce By		0.1			0.1
E	Evory		0.7			0.6
F	Yellow		4.8	3.9	3.4	4.4
	Red Clear		1.0	1.0	1.0	1.0

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	Phase	Value
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	
5	EV-B Clear	
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	...
D	View EV Clear	...
E	View RR Delay	...
F	View RR Clear	...

Preempt Timing  
F + E + Row

Row	Phase	Value
0	Permit	2_456
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2_6
4	Ped Recall	
5	Peds (View)	4_6
6	Rest In Walk	
7	Red Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond Serv	
D	Pod Lock	12345678
E	Yellow Start	2_6
F	1st Phases	4

Phase Functions  
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times

Drop Number	4	C + 0 + 0
Zone Number	4	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	35	C + 0 + 3
QuickNet Channel	DIG149:	(QuickNet)

Communication Addresses

C + F + 0	Row
Free Lag	2_4_6_0

Lag Phases <C Page>

Overlap Timing

Row	9	C	D	0
Overlap A				
Overlap B				
Overlap C				
Overlap D				

<F Page>  
F + COLOR +

<D Page>  
D + 0 + OVERLAP

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan	Manual Offset
0 = Automatic	0 = Automatic
1-9 = Plan 1-9	1 = Offset A
14 = Flash	2 = Offset B
15 = Flash	3 = Offset C

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports 234

Disable Communication Ports

D + D + 9



Row	Time	Function	Day of Week	Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Function

7 + ROW

<D Page>

D + F + ROW

**I.O.D. Functions**

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector
- OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration

E + F + ROW

<E Page>

**Day of Week**

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

**Assign 5 Outputs**

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Extra 1 Flags**

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Prelim Operation
- 8 = Split Ring Operation

**IC Select Flags**

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

**Time and Date**

- B-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity 0 D+B+0

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

**Program Information**

- C + C + 0 = program
- C + C + F = version

**Remote Download**

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

access, set F + 9 + E = 1

Configuration

E + E + ROW

Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- --	1234
-- 25 26 27 28 -- --	2345

Active Detectors <D Page>

0	Detector #

System Detectors <D Page>

Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

INTERSECTION: MIRAMAR MALL @ MIRAMAR

223 Program

Row	Column #	Plan			
	Plan Name				
0	Cycle Length	150	125	160	125
1	Phase 1 - ForceOff				
2	Phase 2 - ForceOff	0	0	0	0
3	Phase 3 - ForceOff				
4	Phase 4 - ForceOff	61	58	38	58
5	Phase 5 - ForceOff	24	21	52	21
6	Phase 6 - ForceOff	0	0	0	0
7	Phase 7 - ForceOff				
8	Phase 8 - ForceOff				
9	Ring Offset				
A	Offset A	87	36	91	36
B	Offset B				
C	Offset C				
D	Permissive	10	10	10	10
E	Hold Release	255	255	255	255
F	Ped Shift	0	0	0	0

Coordination <C Page>  
C + Plan + ROW

Coordination Timing By: EFF  
Implemented On: 7/24/01

FOR OBSERVATION ONLY

- Master Plan C+A+2
- Current Plan C+A+3
- Next Plan C+A+4
- T.O.D. Plan C+A+5
- Master Cycle C+A+0
- Ring A Cycle C+B+0
- Ring B Cycle C+D+0
- Min Cycle O+A+E
- Max Cycle O+B+E

*MR*  
*10/11/01*

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	1 7
6	11 : 00	4	A	1 7
7	18 : 00	E	A	1 7

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Row	Sync Phases	Lag Phases
0	Free Lag	2 4 6
1	Plan 1	2 6
2	Plan 2	2 6
3	Plan 3	2 6
4	Plan 4	2 6
5	Plan 5	
6	Plan 6	
7	Plan 7	
8	Plan 8	
9	Plan 9	
A	Coord Pod*	Coord Max*
B	NEMA Hold	Coord Lag*

Sync Phases <C Page>  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type 0  
TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

# INTERSECTION: MIRAMAR PL @ MIRAMAR

2003 Program

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: MIRAMAR PL  
EW Street Name: MIRAMAR

Timing Sheet By: EFF  
Approved By: *mm*  
Last Drawn/Revised: 7/12/02 11:54  
System Ref. Number: 301  
Drawing Number:  
Timing Implemented On: 7/24/01

Row	MIRAMAR		MIRAMAR PL		MIRAMAR	
	Phase #	Phase	Phase	Phase	Phase	Phase
	→	→	↓	↑	←	
0	Ped Walk		7	7		
1	Ped FDW		26	17		
2	Min Green	4 10	4	4	10	
3	Type 3 Limit					
4	Add/Veh					
5	Veh Extn	2.0 4.6	3.0	3.0	5.2	
6	Max Gap	2.0 4.6	3.0	3.0	5.2	
7	Min Gap	2.0 0.2	3.0	3.0	0.2	
8	Max Limit	30 60	40	40	60	
9	Max Limit 2					
A	Bus Adv					
B	Call to Phs					
C	Reduce By		0.1		0.1	
D	Every		0.7		0.6	
E	Yellow	3.4 4.8	3.9	3.4	4.4	
F	Red Clear	1.0 1.0	1.0	1.0	1.0	

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	Preempt Timing	Phase Functions
0	RR-1 Delay	Permit 12_456
1	RR-1 Clear	Red Lock
2	EV-A Delay	Yellow Lock
3	EV-A Clear	Min Recall 2_6
4	EV-B Delay	Ped Recall
5	EV-B Clear	Peds (View) 4_6
6	EV-C Delay	Roll In Walk
7	EV-C Clear	Roll Roll
8	EV-D Delay	Dbl Entry
9	EV-D Clear	Max Recall
A	RR-2 Delay	Soft Recall
B	RR-2 Clear	Max 2
C	View EV Delay	Cond Serv
D	View EV Clear	Ped Lock 12345678
E	View RR Delay	Yellow Start 2_6
F	View RR Clear	1st Phases 4

Preempt Timing  
F + E + Row

Phase Functions  
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + E
All Red Start	0.0	F + C + O

Start / Revert Times		
Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	34	C + 0 + 3
QuicNet Channel	DIG10	(QuicNet)

Communication Addressos		
C + F + O	Row	
Free Lag	2_4_6	0

Lag Phasos <C Page>

### Overlap Timing

Row	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A				
Overlap B				
Overlap C				
Overlap D				

<F Page>  
F + COLOR +

<D Page>  
D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection  
Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C





Row	Time	Function	Day of Week	Column/F	Phases/Bits
0					
1					
2					
3					
4					
5					
6					
7					
8					
9					
A					
B					
C					
D					
E					
F					

- I.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Leg Phases  
 E = Bit 1 - Local Override  
 Bit 2 - Phase Bank 2  
 Bit 3 - Phase Bank 3  
 Bit 4 - Disable Detector  
 OFF Monitor  
 Bit 7 - Detector Count Monitor  
 Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 6 Outputs	

TOD Function

<D Page>

7 + ROW

D + F + ROW

Configuration

<E Page>

E + F + ROW

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 6 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 3 4 5
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Prelimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Disable Parity 0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Configuration

E + E + ROW

F less, set F + 9 + E = 1

Row	1	3
	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234
13 14 15 16 17 18 19 20	12345678
- - - - 21 22 23 24	5678
- - - - - - - -	1234
- 25 26 27 28 - - -	2345

Active Detectors <D Page>

Row	2	4
	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Row
0
1
2
3
4
5
6
7
8

0	Detector #
	System Det. # 1
	System Det. # 2
	System Det. # 3
	System Det. # 4
	System Det. # 5
	System Det. # 6
	System Det. # 7
	System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

INTERSECTION: MIRAMAR PL @ MIRAMAR

223 Program

Column # →	Plan			
Plan Name →				
0 Cycle Length	150	125	160	125
1 Phase 1 - ForceOff	16	79	70	79
2 Phase 2 - ForceOff	0	0	0	0
3 Phase 3 - ForceOff				
4 Phase 4 - ForceOff	40	65	62	65
5 Phase 5 - ForceOff	75	32	40	32
6 Phase 6 - ForceOff	0	0	0	0
7 Phase 7 - ForceOff				
8 Phase 8 - ForceOff				
9 Ring Offset				
Offset A	56	19	63	19
Offset B				
Offset C				
Permissive	10	10	10	10
Hold Release	255	255	255	255
Pod Shift	10	4	10	4

Coordination Timing By: EFF  
Implemented On: 7/24/01

FOR OBSERVATION ONLY

- Master Plan C+A+2
- Current Plan C+A+3
- Next Plan C+A+4
- T.O.D. Plan C+A+5
- Master Cycle C+A+0
- Ring A Cycle C+B+0
- Ring B Cycle C+D+0
- Min Cycle C+A+E
- Max Cycle C+B+E

Coordination <C Page>  
C + Plan + ROW

NSP  
10/1/07

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	1 7
6	11 : 00	4	A	1 7
7	18 : 00	E	A	1 7

TOD Coordination  
<9 Key with C+0+9=1>

Row	Sync Phases	Lag Phases
0	Free Lag	2 4 6
1	Plan 1 - Lag	1 4 6
2	Plan 2 - Lag	2 4 5
3	Plan 3 - Lag	2 4 5
4	Plan 4 - Lag	2 4 5
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Max	
B	Coord Lag	

Sync Phases <C Page>  
C + E + FUNCTION #

Lag Phases  
C + F + FUNCTION #

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
18 or F = Flash

Transition Type 0  
TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

**INTERSECTION: MIRAMAR PL @ MIRAMAR**

22 program

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: MIRAMAR PL  
E/W Street Name: MIRAMAR

Last Database Change: 2/24/2010 11:04  
System Ref. Number: 381

Row	Phase					
	1	2	3	4	5	6
0	Ped Walk			7		7
1	Ped FDW			26		16
2	Min Green	4	10	4	4	10
3	Type 3 Limit					
4	Add/Veh					
5	Veh Extn	2.0	4.8	3.0	3.0	5.4
6	Max Gap	2.0	4.8	3.0	3.0	5.4
7	Min Gap	2.0	0.2	3.0	3.0	0.2
8	Max Limit	30	60	40	40	60
9	Max Limit 2					
A	Bus Adv					
B	Call to Phs					
C	Reduce By		0.1			0.1
D	Every		0.6			0.6
E	Yellow	3.4	4.7	3.9	3.4	4.7
F	Red Clear	1.0	1.0	1.0	1.0	1.0
	Grade					

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Permit	12_456__
Red Lock	___4___
Yellow Lock	
Min Recall	__2__6__
Ped Recall	
Peds (View)	___4_6__
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	__2__6__
1st Phases	___4___

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	34	C + 0 + 3
QuicNet Channel	COM53:	(QuicNet)

Communication Addresses

C + F + O	Row
Free Lag	2_4_6

Lag Phases <C Page>

Overlap Timing

Row	Overlap			
	A	B	C	D
Overlap A				
Overlap B				
Overlap C				
Overlap D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + B

Disable Ports 234

Disable Communication Ports

D + 0 + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: MC1

Approved By: EFF

Drawing Number:

Timing Implemented On: 6/25/2010

Row	Time	Function	Day of Week	Phases/Bits
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	<u>6</u>
7	Ped 4P	<u>4</u>
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

<D Page>

7 + ROW

D + F + ROW

Configuration

<E Page>

E + F + ROW

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

- Assign 5 Outputs
- 1 = Right Turn Overlap
  - 2 = TOD Outputs
  - 3 = EV Beacon - Steady
  - 4 = EV Beacon - Flashing
  - 5 = Special Event Outputs
  - 6 = Phase 3 & 7 Ped
  - 7 = Advanced Warning Sign
  - 8 =

Row		F
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omnit	
6	Overlap B - Green Omnit	
7	Overlap C - Green Omnit	
8	Overlap D - Green Omnit	
9	Overlap Yellow Flash	
A	EV-A Phases	<u>2 5</u>
B	EV-B Phases	<u>4</u>
C	EV-C Phases	<u>1 6</u>
D	EV-D Phases	
E	Extra 1 Config. Bits	<u>1 45</u>
F	IC Select (Interconnect)	<u>2</u>

- Extra 1 Flags
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Remote Download
  - 6 = Special Event
  - 7 = Prelimed Operation
  - 8 = Split Ring Operation

- IC Select Flags
- 1 =
  - 2 = Modem
  - 3 = 7-Wire Slave
  - 4 = Flash / Free
  - 5 =
  - 6 = Simplex Master
  - 7 = 7-Wire Master
  - 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity	<u>0</u>	D+B+0
----------------	----------	-------

Dial-Up Telephone Communications  
 (If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Row	1	3
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2	4
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- -- 21 22 23 24	5678
-- -- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

0	Detector #
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

**INTERSECTION: MIRAMAR PL @ MIRAMAR**

**223 Program**

Row	Column # -->	Plan Name -->	Plan					
			1	2	3	4	5	6
0		Cycle Length	150	125	160	125	160	160
1		Phase 1 - ForceOff	16	79	70	79	73	51
2		Phase 2 - ForceOff	0	0	0	0	0	0
3		Phase 3 - ForceOff						
4		Phase 4 - ForceOff	40	65	62	65	59	39
5		Phase 5 - ForceOff	75	32	40	32	25	59
6		Phase 6 - ForceOff	0	0	0	0	0	0
7		Phase 7 - ForceOff						
8		Phase 8 - ForceOff						
9		Ring Offset						
A		Offset A	56	19	63	19	150	54
B		Offset B						
C		Offset C						
D		Permissive	10	10	10	10	16	16
E		Hold Release	255	255	255	255	255	255
F		Ped Shift	10	4	10	4	0	0

Coordination Timing By: KHA  
Implemented On: 2/24/2010

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1 7
7	18 : 00	E	A	1 7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination  
<9 Key with C+0+9=1>

Row	Plan	Function	Row	Plan	Function
0			0	Free Lag	
1	Plan 1	2 6	1	Plan 1 - Lag	1 4 6
2	Plan 2	2 6	2	Plan 2 - Lag	2 45
3	Plan 3	2 6	3	Plan 3 - Lag	2 45
4	Plan 4	2 6	4	Plan 4 - Lag	2 45
5	Plan 5	2 6	5	Plan 5 - Lag	2 45
6	Plan 6	2 6	6	Plan 6 - Lag	2 4 6
7	Plan 7		7	Plan 7 - Lag	
8	Plan 8		8	Plan 8 - Lag	
9	Plan 9		9	Plan 9 - Lag	
	Coord Ped*		A	Coord Max *	
	NEMA Hold		B	Coord Lag *	
			C		
			D		
			E		
			F		

Sync Phases <C Page>  
C + E + FUNCTION # Lag Phases C + F + FUNCTION #

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Transition Type 0

TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

# INTERSECTION: CAMINO SANTA FE @ MIRAMAR ROAD

223 gram

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: CAMINO SANTA FE  
E/W Street Name: MIRAMAR ROAD

Last Database Change: 2/24/2010 12:31  
System Ref. Number: 380

MIRAMAR FROST MAR PL C. SANTA FE MIRAMAR

Row	Phase #	Phase					
		1	2	3	4	5	6
0	Ped Walk		7	4		7	
1	Ped FDW		11	28		25	
2	Min Green	4	10	4	4	12	10
3	Type 3 Limit						
4	Add/Veh						
5	Veh Extn	2.0	4.8	2.0	2.8	2.0	5.4
6	Max Gap	2.0	4.8	2.0	2.8	2.0	5.4
7	Min Gap	2.0	0.2	2.0	0.2	2.0	0.2
8	Max Limit	20	60	20	20	30	60
9	Max Limit 2					50	
A	Bus Adv						
B	Call to Phs						
C	Reduce By		0.1		0.1		0.1
D	Every		0.6		1.2		0.6
E	Yellow	3.4	4.8	3.9	4.5	3.4	4.7
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0
	Grade						

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E  
F + 0 + F  
F + C + 0

Start / Revert Times

Drop Number	5	C + 0 + 0
Zone Number	5	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	33	C + 0 + 3
QuicNet Channel	COM53:	(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2 4 6	0

Lag Phases <C Page>

Overlap Timing

Row	A	B	C	D	0
Overlap A	A				
Overlap B	B				
Overlap C	C				
Overlap D	D				

<F Page>

F + COLOR +

<D Page>

O + 0 + OVERLAP

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Disable Ports 234

Disable Communication Ports

D + D + 8

Row	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

Row	F
Permit	123456
Red Lock	
Yellow Lock	
Min Recall	2 6
Ped Recall	
Peds (View)	23 6
Rest In Walk	
Red Rest	
Dbt Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2 6
1st Phases	4

Phase Functions <F Page>

F + F + Row

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: eml

Approved By: EFF

Drawing Number: 22750-6

Timing Implemented On:





Row	Time	Function	Day of Week	Column F Phases/Bits
0	06 : 30	B	23456	5
1	19 : 00	B	23456	
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Function

7 + ROW

<D Page>

D + F + ROW

- T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
   Bit 2 - Phase Bank 2  
   Bit 3 - Phase Bank 3  
   Bit 4 - Disable Detector  
       OFF Monitor  
   Bit 7 - Detector Count Monitor  
   Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	
8	Ped 8P	3
9	Yellow Flash Phases	
A	Overlap A - Phases	45
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	4
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

E + E + ROW

For access, set F + 9 + E = 1

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 = Remote Download  
 6 = Special Event  
 7 = Prelimed Operation  
 8 = Split Ring Operation

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Day of Week

- 1 = Sunday  
 2 = Monday  
 3 = Tuesday  
 4 = Wednesday  
 5 = Thursday  
 6 = Friday  
 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Time and Date

- 0-0 Hour, Minute, Day-of-Week  
 0-1 Day-of-Month, Year, Month  
 0-F Seconds

Disable Parity  D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program  
 C + C + F = version

Remote Download

- C + 0 + 4 = 1-255  
 w/ E + E + E bit 5 on

Row	1	3
0		
1		1.8
2		
3		
4		
5		
6	10.0	
7		1.8
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- -- 21 22 23 24	5678
-- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2	4
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row
0
1
2
3
4
5
6
7
8

Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Group Assignment: 4074  
 Field Master Assignment: NONE  
 System Reference Number: 379

N/S Street Name: COMMERCE AV/MILCH ST  
 E/W Street Name: MIRAMAR RD

Last Database Change:

Change Record		
Timing Sheet By	Approved By	Date
AL3	TJP	5/12/16

Notes: Phase 4 rewired to SB; Phase 8 rewired to NB

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 16 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Free Lag <C/1+F+0> \_2\_4\_6\_8

Drop Number	11	<C/0+0+0>
Zone Number	11	<C/0+0+1>
Area Number	3	<C/0+0+2>
Area Address	32	<C/0+0+3>
QuicNet Channel	DIG148:	{QuicNet}

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

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>

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Communication Addresses

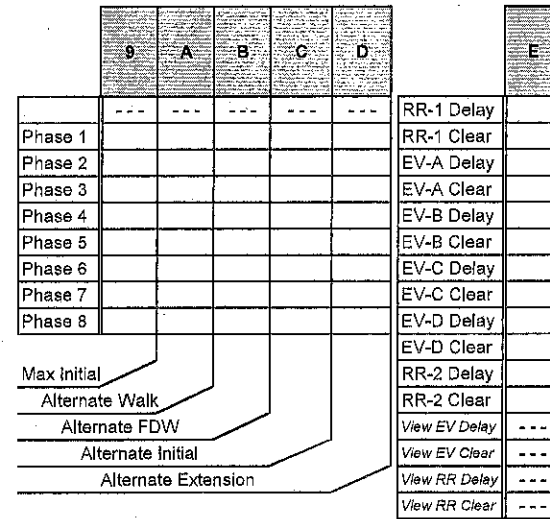
Manual Selection

Start / Revert Times

Exclusive Ped Phase  
 (Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

		MIRAMAR		COMMERCE		MIRAMAR		MILCH	
		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk		7		7		7		7
1	Ped FDW		14		28		13		27
2	Min Green	4	10		6	4	10		6
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.8		4.0	2.0	5.2		3.0
6	Max Gap	2.0	4.8		4.0	2.0	5.2		3.0
7	Min Gap	2.0	0.2		4.0	2.0	0.2		3.0
8	Max Limit	30	60		40	30	60		40
9	Max Limit 2				50				
A	Adv. / Delay Walk								
B	PE Min Ped FDW		1		1		1		1
C	Cond Serv Check								
D	Reduce Every		0.7				0.6		
E	Yellow Change	3.4	5.0		3.9	3.4	4.7		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>



Alternate Timing <F/1+Column+Phase>

Preempt Timing <F/1+E+Row>

Row	Phase Functions <F/1+F+Row>	Value
0	Permit	12_456_8
1	Red Lock	
2	Yellow Lock	
3	Min Recall	_2_6_
4	Ped Recall	
5	View Set Peds	_2_4_6_8
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	_4_8
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	First Start	_2_6_
F	First Phases	_4_8

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1

**INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD**

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	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 <E/29+Column+Row>**

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = Solid FDW on EV  
 5 = Extended Status  
 6 = International Ped  
 7 = Flash - Clear Outputs  
 8 = Split Ring

- Extra 2 Flags**  
 1 = AWB During Initial  
 2 = Reserved  
 3 = Disable Min Walk  
 4 = QuicNet System  
 5 = Ignore P/P on EV  
 6 = Manual Hold in FDW  
 7 = Allow QuicNet PE  
 8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

**Preempt Priority**  
**<E/125+C+Row>**  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	8
3	RR-2 Limited Service	2 56
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Configuration <E/125+E+Row>**

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

**Configuration <E/125+F+Row>**

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reserve	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

**Specials <F/2+F+Row>**

- Flash to PE & PE Non-Lock**  
 1 = EV A 5 = RR 1  
 2 = EV B 6 = RR 2  
 3 = EV C 7 = SE 1  
 4 = EV D 8 = SE 2

- IC Select Flags**  
 1 =  
 2 = Modern  
 3 = 7-Wire Slave  
 4 =  
 5 =  
 6 = Simplex Master  
 7 =  
 8 = Offset Interrupter

	2	Row
Phase 1	10	0
Phase 2	10	1
Phase 3	10	2
Phase 4	10	3
Phase 5	10	4
Phase 6	10	5
Phase 7	10	6
Phase 8	10	7

**Coordination Transition Minimums**  
**<C/5+2+Row>**

**INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD**

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45 7	2	123		1.8
1	6J2U	40	45 7	6	123		1.8
2	4I6U	41	45 7	4	123	10.0	
3	8J6U	42	45 7	8	123		
4	2I2L	43	45 7	2	123		
5	6J2L	44	45 7	6	123		
6	4I6L	45	45 7	4	123		
7	8J6L	46	45 7	8	123		
8	2I4	47	67	2	123		
9	6J4	48	67	6	123		
A	4I8	49	67	4	123		
B	8J8	50	67	8	123		
C	5J1	55	45 7	5	123		
D	1I1	56	45 7	1	123		
E	7J5	57	45 7	7	123		
F	3I5	58	45 7	3	123		

Column Numbers ---->		Ped / Phase / Overlap								Row
		1	2	3	4	5	6	7	8	
Walk										0
Don't Walk										1
Phase Green										2
Phase Yellow										3
Phase Red										4
Overlap Green										5
Overlap Yellow										6
Overlap Red										7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type    0    <E/125+D+0>

**Enable Redirection**  
(Enable Redirection = 30)

Max OFF (minutes)    60    <D/0+0+1>

Max ON (minutes)    5    <D/0+0+2>

Chatter Fail Time    0    <D/0+0+4>

**Detector Failure Monitor**

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

**Delay Logic Times**

<D/0+B+Row> (seconds)

Column Numbers ---->		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	45 7	5	123		
1	1I9U	60	45 7	1	123		
2	7J9L	61	45 7	7	123		
3	3I9L	62	45 7	3	123		
4	2I3U	63	45 7	2	123		
5	6J3U	64	45 7	6	123		
6	4I7U	65	45 7	4	123		
7	8J7U	66	45 7	8	123		
8	2P I 12 U	67	2	2	123		
9	6P I 13 U	68	2	6	123		
A	4P I 12 L	69	2	4	123		
B	8P I 13 L	70	2	8	123		
C	2I3L	76	45 7	2	123		
D	6J3L	77	45 7	6	123		
E	4I7L	78	45 7	4	123		
F	8J7L	79	45 7	8	123		

**Detector 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

Detector Assignments <E/126+Column+Row>

<D/0+Column+Row>

**INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD**

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	11:00	3	A	23456
2	14:00	6	A	23456
3	19:00	2	A	23456
4	21:00	E	A	23456
5	10:00	4	A	7
6	11:00	4	A	1
7	18:00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits

TOD Function <7/0.1+Row> <E/27+4+Row>

Day	Year	Month	Holiday Type

Holiday Dates <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

Holiday Events <9/1.1+Row>  
(Bank 1)

**T.O.D. Functions**

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 4 - Disable Detector OFF Monitor
- Bit 5 - Disable Low Priority Preempt
- Bit 6 - FYA Inhibit
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination <C+0+9=0.2>  
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>  
(Bank 2)

Time	Plan	Offset	Holiday Type

Holiday Events <C+0+9=1.2>  
(Bank 2)

**Plan Select**

- 1 thru 9 = Coordination Plan 1 thru 9
- 14 or E = Free
- 15 or F = Flash

**Offset Select**

- A = Offset A
- B = Offset B
- C = Offset C

Month Select: October = A, November = B, December = C

**INTERSECTION: COMMERCE AV/MILCH ST @ MIRAMAR RD**

Column Numbers ---->	Plan Name ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	27	22	32	22	67	21			
2	Phase 2 - ForceOff	0	0	0	0	0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	59	56	72	56	41	61			
5	Phase 5 - ForceOff	88	86	102	86	64	76			
6	Phase 6 - ForceOff	0	0	0	0	0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff	59	56	72	56	41	61			
9	Ring Offset									
A	Offset 1	83	68	158	68	110	40			
B	Offset 2									
C	Offset 3									
D	Perm 1 - End	10	10	10	10	10	10			
E	Hold Release	255	255	255	255	255	255			
F	Reserved									

Coordination - Bank 1 <C/1+Plan+Row>

0	Ped Adjustment	5							
1	Perm 2 - Start								
2	Perm 2 - End								
3	Perm 3 - Start								
4	Perm 3 - End								
5	Reservice Time								
6	Reservice Phases								
7									
8	Pretimed Phases								
9	Max Recall								
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678		
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678		
C	Perm 2 Veh Phase								
D	Perm 2 Ped Phase								
E	Perm 3 Veh Phase								
F	Perm 3 Ped Phase								

Coordination - Bank 2 <C/2+Plan+Row>

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

Row	Plan Name	E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C/1+E+Row>

Row	Plan Name	F	Row
0	Free Lag		0
1	Plan 1 - Lag	1 4 6 8	1
2	Plan 2 - Lag	1 4 6 8	2
3	Plan 3 - Lag	1 4 6 8	3
4	Plan 4 - Lag	1 4 6 8	4
5	Plan 5 - Lag	1 4 6 8	5
6	Plan 6 - Lag	1 4 6 8	6
7	Plan 7 - Lag		7
8	Plan 8 - Lag		8
9	Plan 9 - Lag		9
A	External Lag		A
B	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases <C/1+F+Row>

Coordination Timing By:  
 Date:

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row	
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71	1
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72	2
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C	73	3
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74	4
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time	82 Free (7-Wire)	RR-1	51	5
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	52	6
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1		7
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1	Spec. Event 2		8
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag		9
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)		A
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)		B
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)		C
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)		D
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)		E
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)		F

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5	C
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6	D
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved	E
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved	F

Assignable Outputs <E/127+Column+Row>



# INTERSECTION: MIRAMAR @ PRODUCTION

2. Program

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: PRODUCTION  
E/W Street Name: MIRAMAR

Last Database Change: 7/12/02 12:01  
System Ref. Number: 378  
Drawing Number:  
Timing Implemented On: 7/24/01

Row	MIRAMAR		PRODUCTION		MIRAMAR	
	Column #	Phase	Column #	Phase	Column #	Phase
0		→	↓	↖	←	
1	Ped Walk		7		7	
2	Ped FDW		28		13	
3	Min Green	10	4	4	10	
4	Type 3 Limit					
5	Add/Veh					
6	Veh Extn	5.8	2.0	2.0	6.6	
7	Max Gap	5.8	2.0	2.0	6.6	
8	Min Gap	0.2	2.0	2.0	0.2	
9	Max Limit	60	40	30	60	
A	Max Limit 2					
B	Bus Adv					
C	Call to Phs					
D	Reduce By	0.1			0.1	
E	Every	0.5			0.5	
F	Yellow	4.9	3.9	3.4	4.4	
G	Red Clear	1.0	1.0	1.0	1.0	

Row	Preempt Timing
0	RR-1 Delay
1	RR-1 Clear
2	EV-A Delay 0
3	EV-A Clear 0
4	EV-B Delay
5	EV-B Clear
6	EV-C Delay 0
7	EV-C Clear 0
8	EV-D Delay
9	EV-D Clear
A	RR-2 Delay
B	RR-2 Clear
C	View EV Delay ...
D	View EV Clear ...
E	View RR Delay ...
F	View RR Clear ...

Row	Phase Functions
0	Permit 2_456
1	Red Lock
2	Yellow Lock
3	Min Recall 2_6
4	Ped Recall
5	Peds (View) 4_6
6	Rest In Walk
7	Red Rest
8	Dbl Entry
9	Max Recall
A	Soft Recall
B	Max 2
C	Cond Serv
D	Ped Lock 12345678
E	Yellow Start 2_6
F	1st Phases 4

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Preempt Timing  
F + E + Row

Phase Functions  
F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times		
Drop Number	11	C + 0 + 0
Zone Number	11	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	31	C + 0 + 3
QuicNet Channel	DIG149	(QuicNet)

Communication Addresses		
C + F + O		Row
Free Lag	2_4_6	0
Lag Phases <C Page>		

Row	Overlap Timing			
	Green Clear	Yellow Change	Red Clear	Load-Switch #
Overlap A				
Overlap B				
Overlap C				
Overlap D				

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		
F + 0 + 8		

Disable Ports	234
Disable Communication Ports	
D + D + 9	



Row	Time	Function	Day of Week	Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Mln Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	45
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs.

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	4
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Configuration

E + E + ROW

for access, set F + 9 + E = 1

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Disable Parity	0
----------------	---

D+B+0

Dial-Up Telephone Communications  
 (if set to a non-zero value, parity will be disabled)

Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	111U	111
	319L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	Delay	Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row
0
1
2
3
4
5
6
7
8

Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

# INTERSECTION: MIRAMAR @ PRODUCTION

223 Program

Coordination Timing By: EFF  
Implemented On: 7/24/01

Row	Column # -->	Plan			
		1	2	3	4
0	Plan Name -->				
1	Cycle Length	150	125	160	125
2	Phase 1 - ForceOff				
3	Phase 2 - ForceOff	0	0	0	0
4	Phase 3 - ForceOff				
5	Phase 4 - ForceOff	32	37	42	37
6	Phase 5 - ForceOff	57	60	70	60
7	Phase 6 - ForceOff	0	0	0	0
8	Phase 7 - ForceOff				
9	Phase 8 - ForceOff				
A	Ring Offset				
B	Offset A	22	59	14	59
C	Offset B				
D	Offset C				
E	Permissive	10	10	10	10
F	Hold Release	255	255	255	255
G	Ped Shift	5	4	0	4

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	2	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Row	Free Lag	Row	Plan 1 - Lag
0	2 4 6	1	2 4 6
1	2 4 6	2	2 4 6
2	2 4 6	3	2 4 6
3	2 4 6	4	2 4 6
4	2 4 6	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	Coord Max *
A		B	Coord Lag *
B		C	
C		D	
D		E	

Sync Phases <C Page>  
C + E + FUNCTION # Lag Phases C + F + FUNCTION #

Transition Type	0
TBC Transition	
C + D + D	

Transition Type  
0 = Shortway  
Non-zero = Lengthen

# INTERSECTION: DISTRIBUTION @ MIRAMAR

223 Program

Group Assignment: 4074  
Field Manual Assignment: NONE

N/S Street Name: DISTRIBUTION  
E/W Street Name: MIRAMAR

Timing Sheet By: EFF  
Approved By: *WMA*

Last Database Change: 7/12/02 11:35  
System Ref. Number: 377  
Drawing Number:  
Timing Implemented On: 7/24/01



Row	MIRAMAR		DISTRIBUTION				MIRAMAR		
	Column # -->	Phase							
	Phase # -->	1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				25		12		
2	Min Green		10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn		4.8		2.0	2.0	4.9		
6	Max Gap		4.8		2.0	2.0	4.9		
7	Min Gap		0.2		2.0	2.0	0.2		
8	Max Limit		60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.6		
E	Yellow		4.8		3.4 <del>3.0</del>	3.4 <del>3.0</del>	4.4		
F	Red Clear		1.0		1.0	1.0	1.0		

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	Column	Value
0	RR-1 Delay	
1	RR-1 Clear	
2	EV-A Delay	0
3	EV-A Clear	0
4	EV-B Delay	
5	EV-B Clear	
6	EV-C Delay	0
7	EV-C Clear	0
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	---
D	View EV Clear	---
E	View RR Delay	---
F	View RR Clear	---

Preempt Timing  
F + E + Row

Row	Column	Value
0	Permit	2_456
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2_6
4	Ped Recall	
5	Peds (View)	4_6
6	Rest In Walk	
7	Rod Rest	
8	Dbl Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond Serv	
D	Ped Lock	12345678
E	Yellow Start	2_6
F	1st Phases	4

Phase Functions  
F + F + Row

*W4  
6/6/05*

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E  
F + 0 + F  
F + C + 0

Start / Revert Times

Drop Number	1
Zone Number	1
Area Number	3
Area Address	30
QuicNet Channel	DIG150:

C + 0 + 0  
C + 0 + 1  
C + 0 + 2  
C + 0 + 3  
(QuicNet)

Communication Addresses

C + F + 0	F	Row
Free Lag	2_4_6	0

Lag Phases <C Page>

Overlap Timing

Row	A	C	D	0
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>  
F + COLOR +

<D Page>  
D + 0 + OVERLAP

Downtime Flash 255 (minutes)  
Downtime Before Auto Manual Flash  
F + 0 + 8

Disable Ports 234  
Disable Communication Ports  
D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By:  
Approved By:

Drawing Number:  
Timing Implemented On:



# INTERSECTION: DISTRIBUTION @ MIRAMAR

223 Program

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**T.O.D. Functions**

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector
- OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>  
D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

**Assign 5 Outputs**

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

**Extra 1 Flags**

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

**IC Select Flags**

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Configuration

E + E + ROW

access, set F + 9 + E = 1

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	5.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- 21 22 23 24	5678
-- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row
0
1
2
3
4
5
6
7
8

0 Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

# INTERSECTION: DISTRIBUTION @ MIRAMAR

223 Program

Coordination Timing By: EFF  
Implemented On: 7/24/01

Row	Plan Name →	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff									
2	Phase 2 - ForceOff	0	0	0	0					
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	54	55	72	55					
5	Phase 5 - ForceOff	21	19	32	19					
6	Phase 6 - ForceOff	0	0	0	0					
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	19	52	1	52					
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	0	0	0					

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

MBP  
10/11/07

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	2	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Row	Sync Phases	Lag Phases
0	Free Lag	2 4 6
1	Plan 1 - Lag	2 45
2	Plan 2 - Lag	2 45
3	Plan 3 - Lag	2 45
4	Plan 4 - Lag	2 45
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Ped*	Coord Max *
B	NEMA Hold	Coord Lag *
C		
D		
E		
F		

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Transition Type 0  
TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen



# INTERSECTION: MIRAMAR WY @ MIRAMAR

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: MIRAMAR WY  
E/W Street Name: MIRAMAR

Last Database Change: 5/1/03 13:04  
System Ref. Number: 376

Row	Phase #	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7				7
1	Ped FDW		17		25				25
2	Min Green	4	10		4	4	10		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.0		2.0	2.0	5.4		2.0
6	Max Gap	2.0	5.0		2.0	2.0	5.4		2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	30	60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.6		
E	Yellow	3.4	4.9		3.9	3.4	4.4		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0
	Grade								

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E	F	Row
0	RR-1 Delay	Permit 12_456_8	0
1	RR-1 Clear	Red Lock	1
2	EV-A Delay	Yellow Lock	2
3	EV-A Clear	Min Recall 2_6	3
4	EV-B Delay	Ped Recall	4
5	EV-B Clear	Peds (View) 2_4_6_8	5
6	EV-C Delay	Rest In Walk	6
7	EV-C Clear	Red Rest	7
8	EV-D Delay	Dbl Entry 4_8	8
9	EV-D Clear	Max Recall	9
A	RR-2 Delay	Soft Recall	A
B	RR-2 Clear	Max 2	B
C	View EV Delay ---	Cond Serv	C
D	View EV Clear ---	Ped Lock 12345678	D
E	View RR Delay ---	Yellow Start 2_6	E
F	View RR Clear ---	1st Phases 4_8	F

Preempt Timing

F + E + Row

Phase Functions <F Page>

F + F + Row

### Overlap Timing

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
Start / Revert Times		
Drop Number	2	C + 0 + 0
Zone Number	2	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	29	C + 0 + 3
QuicNet Channel	DIGI50:	(QuicNet)

Row	9	C	D	0
Green	Yellow	Red	Load-Switch #	
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Communication Addresses		
C + F + O	F	Row
Free Lag	2_4_6_8	0
Lag Phases <C Page>		

Downtime Flash 255 (minutes)  
Downtime Before Auto Manual Flash  
F + 0 + 8

Disable Ports 234  
Disable Communication Ports  
D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

### Manual Selection

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C



Timing Sheet By: JD

Approved By: *MM*

Drawing Number:

Timing Implemented On: 7/24/01

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**I.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
 Bit 2 - Phase Bank 2  
 Bit 3 - Phase Bank 3  
 Bit 4 - Disable Detector  
 OFF Monitor  
 Bit 7 - Detector Count Monitor  
 Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1_345
F	IC Select (Interconnect)	2

**Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 = Remote Download  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity	0	D+B+0
----------------	---	-------

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1-255
- w/ E + E + E bit 5 on

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Row	1	3
0	Delay	Carry-over
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	1234__
13 14 15 16 17 18 19 20	12345678
- - - - - 21 22 23 24	__5678
- - - - - - - - - -	1234__
- - 25 26 27 28 - - - -	_2345__

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

	0
Detector #	
System Det. # 1	
System Det. # 2	
System Det. # 3	
System Det. # 4	
System Det. # 5	
System Det. # 6	
System Det. # 7	
System Det. # 8	

System Detectors <D Page>

Row	2	4
0	Delay	Carry-over
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

**Detector Failure Monitor**

Phase Number		F+G+1
Time Before Yellow		F+C+3

**Advance Warning Beacon - Sign 1**

Phase Number		F+D+1
Time Before Yellow		F+D+3

**Advance Warning Beacon - Sign 2**

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

**INTERSECTION: MIRAMAR WY @ MIRAMAR**

**223 Program**

Row	Column # ---->	Plan Name ---->	Plan											
			1	2	3	4	5	6	7	8	9			
0		Cycle Length	150	125	160	125								
1		Phase 1 - ForceOff	24	57	32	57								
2		Phase 2 - ForceOff	0	0	0	0								
3		Phase 3 - ForceOff												
4		Phase 4 - ForceOff	51	32	68	32								
5		Phase 5 - ForceOff	73	57	82	57								
6		Phase 6 - ForceOff	0	0	0	0								
7		Phase 7 - ForceOff												
8		Phase 8 - ForceOff	51	32	68	32								
9		Ring Offset												
A		Offset A	132	33	106	33								
B		Offset B												
C		Offset C												
D		Permissive	10	10	10	10								
E		Hold Release	255	255	255	255								
F		Ped Shift	9	6	0	6								

Coordination Timing By: EFF  
Implemented On: 7/24/01

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>  
C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	3	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination  
<9 Key with C+0+9=1>

Row	Plan	Time
0	Free Lag	2 4 6 8
1	Plan 1 - Lag	1 4 6 8
2	Plan 2 - Lag	2 4 6 8
3	Plan 3 - Lag	1 4 6 8
4	Plan 4 - Lag	2 4 6 8
5	Plan 5 - Lag	
6	Plan 6 - Lag	
7	Plan 7 - Lag	
8	Plan 8 - Lag	
9	Plan 9 - Lag	
A	Coord Max *	
B	Coord Lag *	
C		
D		
E		
F		

Sync Phases <C Page>  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

**Plan Select**  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Transition Type **0**  
TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen

**INTERSECTION: CARROLL ROAD AT MIRAMAR ROAD**

223 Program

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: CARROLL ROAD  
E/W Street Name: MIRAMAR ROAD

Last Database Change:  
System Ref. Number: 375



Row	MIRAMAR				MIRAMAR CARROLL RD				
	Phase #---->	1	2	3	4	5	6	7	8
0	Ped Walk						7	7	
1	Ped FDW						19	23	
2	Min Green	4	10			4	10	4	
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.6			2.0	4.2	2.0	
6	Max Gap	2.0	4.6			2.0	4.2	2.0	
7	Min Gap	2.0	0.2			2.0	0.2	2.0	
8	Max Limit	30	60			30	60	30	
9	Max Limit 2					40			
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.8		
E	Yellow	3.4	4.7			3.4	5.0	3.9	
F	Red Clear	1.0	1.0			1.0	1.0	1.0	
	Grade								

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

	F
Permit	12_567_
Red Lock	
Yellow Lock	
Min Recall	2_6_
Ped Recall	
Peds (View)	67_
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2_6_
1st Phases	7_

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0

Start / Revert Times		
Drop Number	3	C + 0 + 0
Zone Number	3	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	28	C + 0 + 3
QuicNet Channel	COM54:	(QuicNet)

Communication Addresses		
C + F + 0	F	Row
Free Lag	2_67_	0

Lag Phases <C Page>

**Overlap Timing**

Row	9	C	D	0
		Green	Yellow	Red
	Clear	Change	Clear	Switch #
Overlap A	A			
Overlap B	B			
Overlap C	C			
Overlap D	D			

<F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 9

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection  
Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Timing Sheet By: eml  
Approved By: EFF  
Drawing Number: 18004-6  
Timing Implemented On:



Row	Time	Function	Day of Week	Column F Phases/Bits
0	06 : 30	B	23456	5
1	18 : 00	B	23456	
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	7
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	67
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

**Day of Week**

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	6
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	7
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 45
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Configuration

E + E + ROW

For access, set F + 9 + E = 1

**Time and Date**

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity  D+B+0

**Dial-Up Telephone Communications**

(If set to a non-zero value, parity will be disabled)

**Program Information**

- C + C + 0 = program
- C + C + F = version

**Remote Download**

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Row	1	3
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row	2	4
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D	10.0	
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Row	0	Detector #
0		
1	System Det. # 1	
2	System Det. # 2	
3	System Det. # 3	
4	System Det. # 4	
5	System Det. # 5	
6	System Det. # 6	
7	System Det. # 7	
8	System Det. # 8	

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number		F+C+1
Time Before Yellow		F+C+3

Advance Warning Beacon - Sign 1

Phase Number		F+D+1
Time Before Yellow		F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carrvoer <D Page>

D + X (across) + ROW

**INTERSECTION: CARROLL ROAD AT MIRAMAR ROAD**

**223 Program**

Coordination Timing By: **KIMLEY-HORN**  
 Implemented On: **2/22/2010**

Row	Column # ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	46	46	73	46	47	68			
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff									
5	Phase 5 - ForceOff	57	55	84	55	71	78			
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	31	31	51	31	33	57			
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	28	12	114	12	77	115			
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10	10	10			
E	Hold Release	255	255	255	255	255	255			
F	Ped Shift	7	7	0	7	5	0			

**FOR OBSERVATION ONLY**

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination  
 <9 Key with C+0+9=1>

**Plan Select**  
 1 thru 9 = Coordination  
 Plan 1 thru 9  
 14 or E = Free  
 15 or F = Flash

E		Row	F	
		0	Free Lag	2 67
Plan 1	2 6	1	Plan 1 - Lag	2 67
Plan 2	2 6	2	Plan 2 - Lag	2 67
Plan 3	2 6	3	Plan 3 - Lag	2 67
Plan 4	2 6	4	Plan 4 - Lag	2 67
Plan 5	2 6	5	Plan 5 - Lag	2 67
Plan 6	2 6	6	Plan 6 - Lag	2 67
Plan 7		7	Plan 7 - Lag	
Plan 8		8	Plan 8 - Lag	
Plan 9		9	Plan 9 - Lag	
Coord Ped*		A	Coord Max *	
NEMA Hold		B	Coord Lag *	
		C		
		D		
		E		
		F		

Sync Phases  
 C + E + FUNCTION #

Lag Phases <C Page>  
 C + F + FUNCTION #

Transition Type

TBC Transition  
 C + D + D

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen



INTERSECTION: Empire St & Miramar Rd

Group Assignment:  
Field Master Assignment:

N/S Street Name: Empire  
E/W Street Name: Miramar

Last Change:  
Timing Sheet By: BJU  
Approved By:

Drawing Number: 30670-2-D  
Sys. Ref. Number:  
Timing implemented on: 8/29/02

Row	Column # ----> Phase # ---->	Miramar		Empire		Miramar		7	8
		1	2	3	4	5	6		
0	Ped Walk				7		7		
1	Ped FDW				25		12		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	5.1		2.0	2.0	5.1		
6	Max Gap	2.0	5.1		2.0	2.0	5.1		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		40	30	60		
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.6				0.7		
E	Yellow	3.0	4.5		3.0	3.0	4.8		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F + E + Row

	F	Row
Permit	12_456__	0
Red Lock		1
Yellow Lock		2
Min Recall	-2-6-	3
Ped Recall		4
Peds (View)	__4_6__	5
Rest In Walk		6
Red Rest		7
Dbl Entry		8
Max Recall		9
Soft Recall	<del>2</del> <del>6</del>	A
Max 2		B
Cond Serv		C
Ped Lock	12345678	D
Yellow Start	__2__6__	E
1st Phases	__4__	F

Phase Functions

F + F + Row

<F Page>

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E  
F + 0 + F  
F + C + 0

Start / Revert Times

Drop Number	5
Zone Number	5
Area Number	3
Area Address	122
QuicNet Channel	DIGI50:

C + 0 + 0  
C + 0 + 1  
C + 0 + 2  
C + 0 + 3  
(QuicNet)

Row	g	C	D	0
	Green	Yellow	Red	Load-
	Clear	Change	Clear	Switch #
A	Overlap A			
B	Overlap B			
C	Overlap C			
D	Overlap D			

Overlap Timing <F Page>

F + COLOR +

<D Page>

D + 0 + OVERLAP

Communication Addresses

C + F + 0	F	Row
Free Lag	__2_4_6__	0

Lag Phases <C Page>

Downtime Flash 255 (minutes)

Downtime Before Auto Manual Flash

F + 0 + 8

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1

Manual Selection

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset: 0  
= Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

Disable Ports 234

Disable Communications Ports

D + D + 9

10

Row	Time	Function	Day of Week	Column F Phases/Bits
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

T.O.D. Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
- Bit 2 - Phase Bank 2
- Bit 3 - Phase Bank 3
- Bit 4 - Disable Detector
- OFF Monitor
- Bit 7 - Detector Count Monitor
- Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

Assign 5 Outputs

- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 = Remote Download
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity

0

D+B+0

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

(This parameter is NOT downloaded)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Configuration

For access, set F + 9 + E = 1

E + E + ROW

Row	1	3
0	Delay	Carry-over
1		1.8
2		1.8
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E		---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	212U	1
	212L	5
	213U	21
	213L	25
	214	9
	315	16
	416U	3
	416L	7
	417U	23
	417L	27
	418	11
	119U	18
	319L	20
---	---	---
---	---	---

Row	2	4
0	Delay	Carry-over
1		1.8
2		1.8
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 -- -- -- --	1234
13 14 15 16 17 18 19 20	12345678
-- -- -- -- 21 22 23 24	5678
-- -- -- -- -- -- -- --	1234
-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Row
0
1
2
3
4
5
6
7
8

	0
Detector #	
System Det. # 1	0
System Det. # 2	0
System Det. # 3	0
System Det. # 4	0
System Det. # 5	0
System Det. # 6	0
System Det. # 7	0
System Det. # 8	0

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

(These parameters are NOT downloaded.)

Row	Column # ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125					
1	Phase 1 - ForceOff	52	52	53	52					
2	Phase 2 - ForceOff									
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	38	38	39	38					
5	Phase 5 - ForceOff	63	63	64	63					
6	Phase 6 - ForceOff									
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	147 <del>100</del>	96	55	96					
B	Offset B									
C	Offset C									
D	Permissive	10	10	12	12					
E	Hold Release	255	255	255	255					
F	Ped Shift	0	0	0	0					

Coordination Timing By: EFF  
Implemented On: 8/29/02

FOR OBSERVATION ONLY

Master Plan	C + A + 2
Current Plan	C + A + 3
Next Plan	C + A + 4
T.O.D. Plan	C + A + 5
Master Cycle	C + A + 0
Ring A Cycle	C + B + 0
Ring B Cycle	C + D + 0
Min Cycle	C + A + E
Max Cycle	C + B + E

Coordination

<C Page>

G + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06:30	1	A	23456
1	11:00	3/2	A	23456
2	14:00	3	A	23456
3	19:00	2	A	23456
4	21:00	E	A	23456
5	10:00	4	A	7
6	11:00	4	A	1
7	18:00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination

<9 Key with C+0+9=1>

	E	Row	F
	0	Free Lag	2 4 6
Plan 1	2 6	1	Plan 1 - Lag
Plan 2	2 6	2	Plan 2 - Lag
Plan 3	2 6	3	Plan 3 - Lag
Plan 4	2 6	4	Plan 4 - Lag
Plan 5		5	Plan 5 - Lag
Plan 6		6	Plan 6 - Lag
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped <sup>1</sup>		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases

C + E + FUNCTION #

Lag Phases

<C Page>

C + F + FUNCTION #

Transition Type	0
-----------------	---

TBC Transition  
C + D + D

Transition Type

0 = Shortway  
Non-zero = Lengthen

MBF  
12/11/07

**INTERSECTION: DOWDY DRIVE AT MIRAMAR ROAD**

**223 Program**

Group Assignment: 4074  
Field Master Assignment: NONE

N/S Street Name: DOWDY DRIVE  
E/W Street Name: MIRAMAR ROAD

Last Database Change:  
System Ref. Number: 374

Row	Column #	MIRAMAR			DOWDY		MIRAMAR		
	Phase #	1	2	3	4	5	6	7	8
		↶	→		↑↓	↷	←		
0	Ped Walk				7		7		
1	Ped FDW				27		11		
2	Min Green	4	10		4	4	10		
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	3.8		2.0	2.0	3.8		
6	Max Gap	2.0	3.8		2.0	2.0	3.8		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	30	60		45	30	60		
9	Max Limit 2					40			
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.8				0.8		
E	Yellow	3.4	5.0		3.9	3.4	5.4		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		
	Grade								

Phase Timing - Bank 1  
F + Phase + Row

<F Page>

Row	E	F
RR-1 Delay		
RR-1 Clear		
EV-A Delay	0	
EV-A Clear	0	
EV-B Delay	0	
EV-B Clear	0	
EV-C Delay	0	
EV-C Clear	0	
EV-D Delay		
EV-D Clear		
RR-2 Delay		
RR-2 Clear		
View EV Delay	---	
View EV Clear	---	
View RR Delay	---	
View RR Clear	---	

Preempt Timing

F + E + Row

Row	F
Permit	12_456__
Red Lock	
Yellow Lock	
Min Recall	_2__6__
Ped Recall	
Peds (View)	_4_6_
Rest In Walk	
Red Rest	
Dbt Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2__6__
1st Phases	_4_

Phase Functions <F Page>

F + F + Row

Max Initial	0	F + 0 + E
Red Revert	5.0	F + 0 + F
All Red Start	0.0	F + C + 0
<b>Start / Revert Times</b>		
Drop Number	6	C + 0 + 0
Zone Number	6	C + 0 + 1
Area Number	3	C + 0 + 2
Area Address	27	C + 0 + 3
QuicNet Channel	COM54	(QuicNet)

<b>Communication Addresses</b>		
C + F + 0	F	Row
Free Lag	_2_4_6_	0

Lag Phases <C Page>

**Overlap Timing**

Row	9	C	D	0
	Green Clear			
Yellow Change				
Red Clear				
Load-Switch #				

<F Page>  
F + COLOR +

<D Page>  
D + 0 + OVERLAP

Downtime Flash	255	(minutes)
Downtime Before Auto Manual Flash		

F + 0 + 8

Disable Ports	234
Disable Communication Ports	

D + D + 8

Manual Plan	0	C + A + 1
Manual Offset	0	C + B + 1
<b>Manual Selection</b>		
Manual Plan	0 = Automatic	Manual Offset
1-9 = Plan 1-9	1 = Offset A	2 = Offset B
14 = Free	15 = Flash	3 = Offset C

Timing Sheet By: eml  
Approved By: EPP  
Drawing Number: 23145  
Timing Implemented On:



Row	Time	Function	Day of Week	Column F Phases/Bits
0	06 : 30	B	23456	5
1	19 : 00	B	23456	
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

**T.O.D. Functions**  
 0 = Permitted Phases  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 2 - Phase Bank 2  
     Bit 3 - Phase Bank 3  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 7 - Detector Count Monitor  
     Bit 8 - Real Time Split Monitor  
 F = Output Bits 1 thru 4

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	
9	Yellow Flash Phases	
A	Overlap A - Phases	45
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

TOD Function

7 + ROW

<D Page>

D + F + ROW

Configuration

E + F + ROW

<E Page>

Day of Week

- 1 = Sunday
- 2 = Monday
- 3 = Tuesday
- 4 = Wednesday
- 5 = Thursday
- 6 = Friday
- 7 = Saturday

- Assign 5 Outputs
- 1 = Right Turn Overlap
  - 2 = TOD Outputs
  - 3 = EV Beacon - Steady
  - 4 = EV Beacon - Flashing
  - 5 = Special Event Outputs
  - 6 = Phase 3 & 7 Ped
  - 7 = Advanced Warning Sign
  - 8 =

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	4
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 45
F	IC Select (Interconnect)	2

- Extra 1 Flags
- 1 = TBC Type 1
  - 2 = NEMA Ext. Coord
  - 3 = Auto Daylight Savings
  - 4 = EV Advance
  - 5 = Remote Download
  - 6 = Special Event
  - 7 = Predefined Operation
  - 8 = Split Ring Operation

- IC Select Flags
- 1 =
  - 2 = Modem
  - 3 = 7-Wire Slave
  - 4 = Flash / Free
  - 5 =
  - 6 = Simplex Master
  - 7 = 7-Wire Master
  - 8 = Offset Interrupter

Time and Date

- 8-0 Hour, Minute, Day-of-Week
- 8-1 Day-of-Month, Year, Month
- 8-F Seconds

Disable Parity	0	D+3+0
----------------	---	-------

Dial-Up Telephone Communications  
 (If set to a non-zero value, parity will be disabled)

Program Information

- C + C + 0 = program
- C + C + F = version

Remote Download

- C + 0 + 4 = 1 -255
- w/ E + E + E bit 5 on

Configuration

E + E + ROW

For access, set F + 9 + E = 1

Row	1	3
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8	10.0	
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	111	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
	---	---
	---	---

Row
A
B
C
D
E
F

Detector Numbers	E
1 2 3 4 5 6 7 8	12345678
9 10 11 12 - - - -	34
13 14 15 16 17 18 19 20	12 4 8
- - - - 21 22 23 24	5678
- - - - - - - -	1234
- - 25 26 27 28 - - - -	5

Active Detectors <D Page>

Row	2	4
0	Delay	Carry-over
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
	---	---
	---	---

Row
0
1
2
3
4
5
6
7
8

Detector #
System Det. # 1
System Det. # 2
System Det. # 3
System Det. # 4
System Det. # 5
System Det. # 6
System Det. # 7
System Det. # 8

System Detectors <D Page>

Max ON (min)	5	D+A+E
Max OFF (min)	60	D+A+F

Detector Failure Monitor

Phase Number	F+C+1
Time Before Yellow	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	F+D+1
Time Before Yellow	F+D+3

Advance Warning Beacon - Sign 2

Long Failure	0.5	F+0+6
Short Failure	0.5	F+0+7

Power Cycle Correction (Default = 0.5)

Detector Delay & Carryover <D Page>

D + X (across) + ROW

**INTERSECTION: DOWDY DRIVE AT MIRAMAR ROAD**

**223 Program**

Coordination Timing By: KIMLEY-HORN  
Implemented On: 2/22/2010

Row	Column # ----> Plan Name ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	16	51	61	51	56	56			
2	Phase 2 - ForceOff	0	0	0	0	0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	52	37	50	37	41	41			
5	Phase 5 - ForceOff	69	57	82	57	60	62			
6	Phase 6 - ForceOff	0	0	0	0	0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset A	131	78	38	78	34	119			
B	Offset B									
C	Offset C									
D	Permissive	10	10	10	10	16	16			
E	Hold Release	255	255	255	255	255	255			
F	Ped Shift	3	4	0	4	0	0			

**FOR OBSERVATION ONLY**

- Master Plan C + A + 2
- Current Plan C + A + 3
- Next Plan C + A + 4
- T.O.D. Plan C + A + 5
- Master Cycle C + A + 0
- Ring A Cycle C + B + 0
- Ring B Cycle C + D + 0
- Min Cycle C + A + E
- Max Cycle C + B + E

Coordination <C Page>

C + Plan + ROW

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination  
<B Key with C+0+B=1>

	E	Row	F
		0	Free Lag 2 4 6
Plan 1	2 6	1	Plan 1 - Lag 1 4 6
Plan 2	2 6	2	Plan 2 - Lag 2 4 6
Plan 3	2 6	3	Plan 3 - Lag 2 4 6
Plan 4	2 6	4	Plan 4 - Lag 2 4 6
Plan 5	2 6	5	Plan 5 - Lag 2 4 6
Plan 6	2 6	6	Plan 6 - Lag 2 4 6
Plan 7		7	Plan 7 - Lag
Plan 8		8	Plan 8 - Lag
Plan 9		9	Plan 9 - Lag
Coord Ped*		A	Coord Max *
NEMA Hold		B	Coord Lag *
		C	
		D	
		E	
		F	

Sync Phases  
C + E + FUNCTION #

Lag Phases <C Page>  
C + F + FUNCTION #

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Transition Type 0

TBC Transition  
C + D + D

Transition Type  
0 = Shortway  
Non-zero = Lengthen



Group Assignment: 4074  
 Field Master Assignment: NONE  
 System Reference Number: 368

N/S Street Name: CABOT DR  
 E/W Street Name: MIRAMAR RD

Last Database Change:

Change Record		
Timing Sheet By	Approved By	Date
AL3	DRH	7.22.16

Notes: INCLUDES RESERVICE FOR PHASE 5 DURING PLAN 6

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

Free Lag <C/1+F+0> 2\_4\_6

Drop Number	7	<C/0+0+0>
Zone Number	7	<C/0+0+1>
Area Number	3	<C/0+0+2>
Area Address	26	<C/0+0+3>
QuicNet Channel	COM54:	(QuicNet)

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

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>

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Communication Addresses

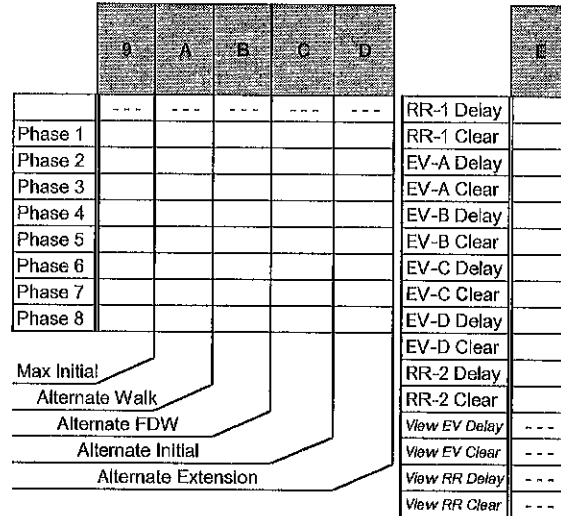
Manual Selection

Start / Revert Times

Exclusive Ped Phase  
 (Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

Row	Phase Names	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				24		12		
2	Min Green	4	10		4	4	10		
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.4		2.0	2.0	4.5		
6	Max Gap	2.0	4.4		2.0	2.0	4.5		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	20	60		30	30	60		
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW				1		1		
C	Cond Serv Check								
D	Reduce Every		0.7				0.7		
E	Yellow Change	3.4	5.0		3.9	3.4	5.0		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

Phase Timing - Bank 1 <F/1+Phase+Row>



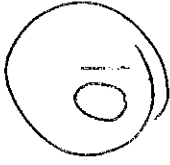
Alternate Timing <F/1+Column+Phase>

Preempt Timing <F/1+E+Row>

Row	Phase Functions <F/1+F+Row>	Value
0	Permit	12_456
1	Red Lock	
2	Yellow Lock	
3	Min Recall	2_6
4	Ped Recall	
5	View Set Peds	4_6
6	Rest In Walk	
7	Red Rest	
8	Dual Entry	
9	Max Recall	
A	Soft Recall	
B	Max 2	
C	Cond. Service	
D	Man Cntrl Calls	
E	Yellow Start	2_6
F	First Phases	4

Phase Functions <F/1+F+Row>

How to Set Page Access Code: F/1 -- C + 0 + F = 1



Column Numbers ---->		Overlap							
Row	Overlap Name ---->	1	2	3	4	5	6	7	8
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8	Overlap Recall								
9	Queue Jump Phase								
A	Queue Jump Time								
B	Minimum Green								
C	Maximum Green								
D	Green Clear								
E	Yellow Change								
F	Red Clear								

**Overlap Assignments <E/29+Column+Row>**

**Extra 1 Flags**

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = Solid FDW on EV
- 5 = Extended Status
- 6 = International Ped
- 7 = Flash - Clear Outputs
- 8 = Split Ring

**Extra 2 Flags**

- 1 = AWB During Initial
- 2 = Reserved
- 3 = Disable Min Walk
- 4 = QuicNet System
- 5 = Ignore P/P on EV
- 6 = Manual Hold in FDW
- 7 = Allow QuicNet PE
- 8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

**Preempt Priority**

**<E/125+C+Row>**

(\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	
C	EV-C Phases	1 6
D	EV-D Phases	
E	Extra 1 Config. Bits	1 34
F	IC Select (Interconnect)	2

**Configuration <E/125+E+Row>**

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	3

**Configuration <E/125+F+Row>**

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

**Specials <F/2+F+Row>**

**Flash to PE & PE Non-Lock**

- 1 = EV A    5 = RR 1
- 2 = EV B    6 = RR 2
- 3 = EV C    7 = SE 1
- 4 = EV D    8 = SE 2

**IC Select Flags**

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 =
- 5 =
- 6 = Simplex Master
- 7 =
- 8 = Offset Interrupter

	2	Row
Phase 1	10	0
Phase 2	10	1
Phase 3	10	2
Phase 4	10	3
Phase 5	10	4
Phase 6	10	5
Phase 7	10	6
Phase 8	10	7

**Coordination Transition Minimums**

**<C/5+2+Row>**

# INTERSECTION: CABOT DR @ MIRAMAR RD

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45 7	2	123 8		1.8
1	6J2U	40	45 7	6	123 8		1.8
2	4I6U	41	45 7	4	123 8		
3	8J6U	42	45 7	8	123 8		
4	2I2L	43	45 7	2	123 8		
5	6J2L	44	45 7	6	123 8		
6	4I6L	45	45 7	4	123 8		
7	8J6L	46	45 7	8	123 8		
8	2I4	47	67	2	123 8		
9	6J4	48	67	6	123 8		
A	4I8	49	67	4	123 8		
B	8J8	50	67	8	123 8		
C	5J1	55	45 7	5	123 8		
D	1I1	56	45 7	1	123 8		
E	7J5	57	45 7	7	123 8		
F	3I5	58	45 7	3	123 8		

Column Numbers ---->		Ped / Phase / Overlap								Row
		1	2	3	4	5	6	7	8	
0	Walk									0
1	Don't Walk									1
2	Phase Green									2
3	Phase Yellow									3
4	Phase Red									4
5	Overlap Green									5
6	Overlap Yellow									6
7	Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type  0 <E/125+D+0>

**Enable Redirection**  
(Enable Redirection = 30)

Max OFF (minutes)  60 <D/0+0+1>

Max ON (minutes)  5 <D/0+0+2>

Chatter Fail Time  0 <D/0+0+4>

**Detector Failure Monitor**

	B	Row
One-Shot	0	B
Ext. Timer	0	0
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

**Delay Logic Times**

<D/0+B+Row> (seconds)

Column Numbers ---->		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	45 7	5	123 8		
1	1I9U	60	45 7	1	123 8		
2	7J9L	61	45 7	7	123 8		
3	3I9L	62	45 7	3	123 8		
4	2I3U	63	45 7	2	123 8		
5	6J3U	64	45 7	6	123 8		
6	4I7U	65	45 7	4	123 8		
7	8J7U	66	45 7	8	123 8		
8	2P I 12 U	67	2	2	123 8		
9	6P I 13 U	68	2	6	123 8		
A	4P I 12 L	69	2	4	123 8		
B	8P I 13 L	70	2	8	123 8		
C	2I3L	76	45 7	2	123 8		
D	6J3L	77	45 7	6	123 8		
E	4I7L	78	45 7	4	123 8		
F	8J7L	79	45 7	8	123 8		

**Detector 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

Detector Assignments <E/126+Column+Row>

<D/0+Column+Row>

Row	Time	Plan	Offset	Day of Week
0	06 : 30	1	A	23456
1	11 : 00	3	A	23456
2	14 : 00	6	A	23456
3	19 : 00	2	A	23456
4	21 : 00	E	A	23456
5	10 : 00	4	A	7
6	11 : 00	4	A	1
7	18 : 00	E	A	1 7
8				
9				
A				
B				
C				
D				
E				
F				

**TOD Coordination** <9/0.1+Row>  
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
14 : 00	F	23456	1
19 : 00	F	23456	

**TOD Function** <7/0.1+Row>  
<E/27+4+Row>

Day	Year	Month	Holiday Type

**Holiday Dates** <8/1.1+Row>  
(Bank 1)

Time	Plan	Offset	Holiday Type

**Holiday Events** <9/1.1+Row>  
(Bank 1)

- T.O.D. Functions**
- 0 = Permitted Phases
  - 1 = Red Lock
  - 2 = Yellow Lock
  - 3 = Veh Min Recall
  - 4 = Ped Recall
  - 5 =
  - 6 = Rest In Walk
  - 7 = Red Rest
  - 8 = Double Entry
  - 9 = Veh Max Recall
  - A = Veh Soft Recall
  - B = Maximum 2
  - C = Conditional Service
  - D = Free Lag Phases
  - E = Bit 1 - Local Override
  - Bit 4 - Disable Detector OFF Monitor
  - Bit 5 - Disable Low Priority Preempt
  - Bit 6 - FYA Inhibit
  - Bit 7 - Detector Count Monitor
  - Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0				
1				
2				
3				
4				
5				
6				
7				
8				
9				
A				
B				
C				
D				
E				
F				

**TOD Coordination** <C+0+9=0.2>  
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits

**Holiday TOD Function** <C+0+7=0.2>  
<C+0+E=28>

Day	Year	Month	Holiday Type

**Holiday Dates** <C+0+8=1.2>  
(Bank 2)

Time	Plan	Offset	Holiday Type

**Holiday Events** <C+0+9=1.2>  
(Bank 2)

- Plan Select**
- 1 thru 9 = Coordination Plan 1 thru 9
  - 14 or E = Free
  - 15 or F = Flash
- Offset Select**
- A = Offset A
  - B = Offset B
  - C = Offset C

Month Select: October = A, November = B, December = C

# INTERSECTION: CABOT DR @ MIRAMAR RD

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	150	125	160	125	160	160			
1	Phase 1 - ForceOff	54	51	52	51	53	53			
2	Phase 2 - ForceOff	0	0	0	0	0	0			
3	Phase 3 - ForceOff									
4	Phase 4 - ForceOff	36	37	38	37	38	43			
5	Phase 5 - ForceOff	54	56	59	56	66	59			
6	Phase 6 - ForceOff	0	0	0	0	0	0			
7	Phase 7 - ForceOff									
8	Phase 8 - ForceOff									
9	Ring Offset									
A	Offset 1	119	71	49	71	14	115			
B	Offset 2									
C	Offset 3									
D	Perm 1 - End	10	10	10	10	16	16			
E	Hold Release	255	255	255	255	255	255			
F	Reserved									

Coordination - Bank 1 <C/1+Plan+Row>

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

Row	Plan Name	1	2	6	Row
0					0
1	Plan 1 - Sync	2	6		1
2	Plan 2 - Sync	2	6		2
3	Plan 3 - Sync	2	6		3
4	Plan 4 - Sync	2	6		4
5	Plan 5 - Sync	2	6		5
6	Plan 6 - Sync	2	6		6
7	Plan 7 - Sync				7
8	Plan 8 - Sync				8
9	Plan 9 - Sync				9
A	NEMA Sync				A
B	NEMA Hold				B
C					C
D					D
E	Coord Extra				E
F					F

Sync Phases <C/1+E+Row>

Row	Plan Name	1	2	3	4	5	6	7	8	9
0	Ped Adjustment									
1	Perm 2 - Start									
2	Perm 2 - End									
3	Perm 3 - Start									
4	Perm 3 - End									
5	Reservice Time					125				
6	Reservice Phases					5				
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678			
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678			
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2 <C/2+Plan+Row>

Row	Plan Name	1	2	4	6	Row
0	Free Lag					0
1	Plan 1 - Lag	2	4	6		1
2	Plan 2 - Lag	2	4	6		2
3	Plan 3 - Lag	2	4	6		3
4	Plan 4 - Lag	2	4	6		4
5	Plan 5 - Lag	2	4	6		5
6	Plan 6 - Lag	2	4	6		6
7	Plan 7 - Lag					7
8	Plan 8 - Lag					8
9	Plan 9 - Lag					9
A	External Lag					A
B	Lag Hold					B
C						C
D						D
E						E
F						F

Lag Phases <C/1+F+Row>

Coordination Timing By:  
 Date:

**INTERSECTION: CABOT DR @ MIRAMAR RD**

Row	Column B	Column 9	Column A	Column D	Column C	Column D	Column E	Column F	Row
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Prtimod	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	71
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	72
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C	73
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	74
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time	Free (7-Wire)	RR-1	51
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense	Flash (7-Wire)	RR-2	52
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omlt	Spec. Event 1	
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1	Spec. Event 2	
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	202 OR-1 (a)	AND-1 (a)	
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	

**Assignable Inputs <E/126+Column+Row>**

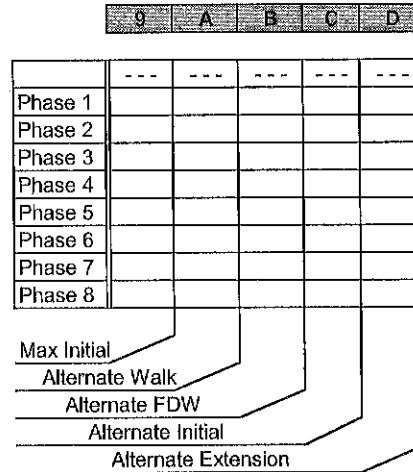
Row	Column B	Column 9	Column A	Column D	Column C	Column D	Column E	Column F	Row
0	Reserved	Phase ON - 1	Preempt Fall	Flasher 0	Free	NOT-1	TOD Out 1	202 Dial 2 (7-Wire)	
1	Reserved	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	
2	Reserved	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	
3	Reserved	Phase ON - 4	Sp Evnt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	
4	Reserved	Phase ON - 5	Sp Evnt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	
5	Reserved	Phase ON - 6	Sp Evnt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)	
6	Reserved	Phase ON - 7	Sp Evnt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	
7	Reserved	Phase ON - 8	Sp Evnt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt	
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5	
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6	
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved	
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved	

**Assignable Outputs <E/127+Column+Row>**

**INTERSECTION: CABOT DR @ MIRAMAR RD**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk				7		7		
1	Ped FDW				24		12		
2	Min Green	4	10		4	4	25		
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	4.4		2.0	2.0	4.5		
6	Max Gap	2.0	4.4		2.0	2.0	4.5		
7	Min Gap	2.0	0.2		2.0	2.0	0.2		
8	Max Limit	20	60		30	30	60		
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW				1		1		
C	Cond Serv Check								
D	Reduce Every		0.7				0.7		
E	Yellow Change	3.4	5.0		3.9	3.4	5.0		
F	Red Clear	1.0	1.0		1.0	1.0	1.0		

**Phase Timing - Bank 2** <C+0+F=2>



**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

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**

Daylight Savings  
Date  
If set to all zeros,  
standard dates  
will be used.

Time B4 Yellow **0.0** <F/1+C+E>  
Phase Number **0** <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow **0.0** <F/1+D+E>  
Phase Number **0** <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Offset Time **0** <C/5+2+E>  
Max Cycle Time **20** <C/5+2+F>

**Yellow Yield Coordination**

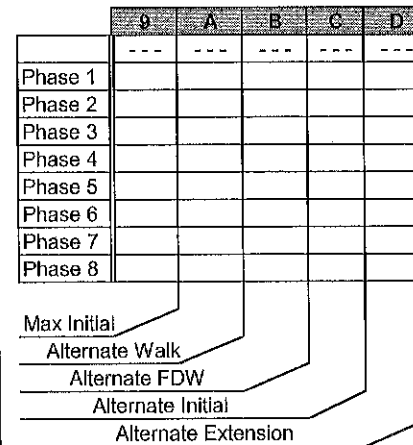
**12345678**  
Omit Alarm **#NAME?**  
**Local Alarm Disable** <C/5+F+0>

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>



**Alternate Timing**

### VOLUME

Campus Point Dr N/O Campus Point Ct

Day: Tuesday  
Date: 10/27/2020

City: San Diego  
Project #: CA20\_040214\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,280	1,297	0	0	2,577		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	6	15			21	12:00	25	21			46
00:15	0	5			5	12:15	25	28			53
00:30	2	3			5	12:30	20	22			42
00:45	0	8	0	23	0	12:45	34	104	17	88	51
01:00	2	5			7	13:00	10	22			32
01:15	1	2			3	13:15	18	23			41
01:30	1	3			4	13:30	12	33			45
01:45	0	4	2	12	2	13:45	20	60	22	100	42
02:00	1	1			2	14:00	13	31			44
02:15	0	1			1	14:15	13	32			45
02:30	0	0			0	14:30	12	25			37
02:45	0	1	0	2	0	14:45	14	52	18	106	32
03:00	4	1			5	15:00	14	33			47
03:15	0	4			4	15:15	16	26			42
03:30	4	1			5	15:30	14	61			75
03:45	1	9	0	6	1	15:45	12	56	27	147	39
04:00	3	1			4	16:00	6	48			54
04:15	3	0			3	16:15	10	35			45
04:30	9	2			11	16:30	7	44			51
04:45	13	28	0	3	13	16:45	13	36	46	173	59
05:00	7	1			8	17:00	10	57			67
05:15	6	3			9	17:15	5	36			41
05:30	19	0			19	17:30	5	43			48
05:45	24	56	2	6	26	17:45	1	21	32	168	33
06:00	18	10			28	18:00	8	21			29
06:15	16	0			16	18:15	4	22			26
06:30	14	3			17	18:30	2	14			16
06:45	50	98	6	19	56	18:45	2	16	17	74	19
07:00	41	5			46	19:00	3	17			20
07:15	24	1			25	19:15	5	8			13
07:30	33	4			37	19:30	2	9			11
07:45	58	156	10	20	68	19:45	5	15	8	42	13
08:00	47	12			59	20:00	1	6			7
08:15	56	7			63	20:15	2	7			9
08:30	45	10			55	20:30	2	6			8
08:45	44	192	14	43	58	20:45	5	10	3	22	8
09:00	36	12			48	21:00	2	11			13
09:15	34	22			56	21:15	3	5			8
09:30	28	7			35	21:30	4	4			8
09:45	36	134	16	57	52	21:45	4	13	3	23	7
10:00	25	20			45	22:00	1	4			5
10:15	26	17			43	22:15	2	2			4
10:30	18	10			28	22:30	2	5			7
10:45	30	99	20	67	50	22:45	10	15	1	12	11
11:00	16	10			26	23:00	1	6			7
11:15	28	18			46	23:15	3	5			8
11:30	21	20			41	23:30	3	7			10
11:45	22	87	16	64	38	23:45	3	10	2	20	5
<b>TOTALS</b>	<b>872</b>	<b>322</b>			<b>1194</b>	<b>TOTALS</b>	<b>408</b>	<b>975</b>			<b>1383</b>
<b>SPLIT %</b>	<b>73.0%</b>	<b>27.0%</b>			<b>46.3%</b>	<b>SPLIT %</b>	<b>29.5%</b>	<b>70.5%</b>			<b>53.7%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					1,280	1,297	0	0	2,577

AM Peak Hour	07:45	11:45			07:45	PM Peak Hour	12:00	16:30			16:15
AM Pk Volume	206	87			245	PM Pk Volume	104	183			222
Pk Hr Factor	0.888	0.777			0.901	Pk Hr Factor	0.765	0.803			0.828
7 - 9 Volume	348	63	0	0	411	4 - 6 Volume	57	341	0	0	398
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:15	16:30			16:15
7 - 9 Pk Volume	206	43	0	0	245	4 - 6 Pk Volume	40	183	0	0	222
Pk Hr Factor	0.888	0.768	0.000	0.000	0.901	Pk Hr Factor	0.769	0.803	0.000	0.000	0.828



TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Campus Point Drive (Between Genesee Avenue and Voigt Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			31	10	12:00			165	162			
00:15			18	10	12:15			183	150			
00:30			21	7	12:30			177	135			
00:45			9	79	6	33	112	205	730	121	568	1298
01:00			17	10	13:00			149	125			
01:15			19	4	13:15			143	138			
01:30			16	6	13:30			147	161			
01:45			14	66	6	26	92	186	625	116	540	1165
02:00			7	5	14:00			241	117			
02:15			7	3	14:15			204	107			
02:30			5	4	14:30			186	121			
02:45			8	27	1	13	40	180	811	119	464	1275
03:00			1	1	15:00			219	124			
03:15			3	1	15:15			183	91			
03:30			7	4	15:30			256	108			
03:45			6	17	7	13	30	188	846	118	441	1287
04:00			11	4	16:00			186	101			
04:15			2	4	16:15			208	104			
04:30			3	10	16:30			216	111			
04:45			7	23	29	47	70	205	815	118	434	1249
05:00			8	43	17:00			203	103			
05:15			11	63	17:15			196	85			
05:30			16	96	17:30			163	103			
05:45			18	53	146	348	401	135	697	87	378	1075
06:00			33	156	18:00			163	105			
06:15			29	161	18:15			154	100			
06:30			34	197	18:30			230	156			
06:45			23	119	213	727	846	162	709	114	475	1184
07:00			56	204	19:00			146	52			
07:15			66	217	19:15			142	51			
07:30			167	195	19:30			178	50			
07:45			100	389	195	811	1200	146	612	45	198	810
08:00			90	198	20:00			144	42			
08:15			82	168	20:15			114	50			
08:30			101	180	20:30			81	52			
08:45			88	361	193	739	1100	93	432	47	191	623
09:00			113	214	21:00			89	32			
09:15			108	221	21:15			69	33			
09:30			129	189	21:30			92	36			
09:45			121	471	193	817	1288	59	309	36	137	446
10:00			111	196	22:00			64	19			
10:15			136	222	22:15			51	24			
10:30			145	214	22:30			61	16			
10:45			165	557	179	811	1368	41	217	21	80	297
11:00			191	128	23:00			39	21			
11:15			175	155	23:15			45	17			
11:30			160	113	23:30			45	14			
11:45			145	671	143	539	1210	35	164	12	64	228

**Total Vol.** 2833 4924 **7757** 6967 3970 **10937**

		Daily Totals			
NB	SB	EB	WB	Combined	
		9800	8894	<b>18694</b>	

Split %	AM			PM		
	36.5%	63.5%	<b>41.5%</b>	63.7%	36.3%	<b>58.5%</b>
<b>Peak Hour</b>	10:45	06:30	<b>10:15</b>	15:00	12:00	<b>12:00</b>
<b>Volume</b>	691	831	<b>1380</b>	846	568	<b>1298</b>
<b>P.H.F.</b>	0.90	0.96	<b>0.96</b>	0.83	0.88	<b>0.97</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Eastgate Mall (Between Easter Way and Towne Centre Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			18	9	12:00			108	134				
00:15			22	6	12:15			111	108				
00:30			15	8	12:30			91	87				
00:45			11	66	8	31	97	12:45	91	401	112	441	842
01:00			5	7	13:00			116	110				
01:15			10	2	13:15			121	105				
01:30			15	6	13:30			114	100				
01:45			9	39	10	25	64	13:45	135	486	98	413	899
02:00			8	5	14:00			108	84				
02:15			5	2	14:15			101	94				
02:30			4	8	14:30			114	96				
02:45			5	22	3	18	40	14:45	116	439	104	378	817
03:00			1	3	15:00			111	86				
03:15			5	4	15:15			133	80				
03:30			2	4	15:30			118	96				
03:45			6	14	5	16	30	15:45	131	493	95	357	850
04:00			1	6	16:00			151	126				
04:15			8	12	16:15			130	116				
04:30			12	22	16:30			144	102				
04:45			9	30	28	68	98	16:45	158	583	127	471	1054
05:00			15	23	17:00			166	146				
05:15			6	32	17:15			189	122				
05:30			15	50	17:30			155	124				
05:45			22	58	67	172	230	17:45	162	672	104	496	1168
06:00			41	66	18:00			144	121				
06:15			55	85	18:15			116	104				
06:30			58	88	18:30			108	103				
06:45			54	208	126	365	573	18:45	121	489	78	406	895
07:00			55	128	19:00			103	46				
07:15			80	180	19:15			88	55				
07:30			81	237	19:30			90	47				
07:45			88	304	252	797	1101	19:45	70	351	26	174	525
08:00			115	208	20:00			66	38				
08:15			101	188	20:15			61	54				
08:30			91	212	20:30			68	42				
08:45			88	395	219	827	1222	20:45	50	245	32	166	411
09:00			99	228	21:00			40	26				
09:15			105	177	21:15			44	45				
09:30			88	153	21:30			51	30				
09:45			80	372	133	691	1063	21:45	44	179	28	129	308
10:00			77	130	22:00			41	25				
10:15			71	119	22:15			30	17				
10:30			84	104	22:30			28	16				
10:45			65	297	104	457	754	22:45	33	132	20	78	210
11:00			55	88	23:00			38	21				
11:15			101	102	23:15			30	10				
11:30			90	110	23:30			25	6				
11:45			118	364	124	424	788	23:45	34	127	7	44	171

**Total Vol.** 2169 3891 **6060** 4597 3553 **8150**

		Daily Totals				
		NB	SB	EB	WB	Combined
				6766	7444	<b>14210</b>

Split %	AM			PM		
	35.8%	64.2%	<b>42.6%</b>	56.4%	43.6%	<b>57.4%</b>
<b>Peak Hour</b>	11:45	07:30	<b>07:30</b>	17:00	16:45	<b>16:45</b>
<b>Volume</b>	428	885	<b>1270</b>	672	519	<b>1187</b>
<b>P.H.F.</b>	0.91	0.88	<b>0.93</b>	0.89	0.89	<b>0.95</b>



TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Eastgate Mall (Between Genesee Avenue and Easter Way)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			20	10	12:00			95	148				
00:15			16	8	12:15			101	111				
00:30			18	10	12:30			100	100				
00:45			9	63	7	35	98	12:45	93	389	106	465	854
01:00			3	6	13:00			105	115				
01:15			18	4	13:15			101	111				
01:30			19	7	13:30			107	104				
01:45			8	48	10	27	75	13:45	130	443	112	442	885
02:00			7	5	14:00			95	85				
02:15			7	3	14:15			98	100				
02:30			3	9	14:30			99	106				
02:45			4	21	2	19	40	14:45	95	387	112	403	790
03:00			0	3	15:00			111	100				
03:15			4	4	15:15			133	95				
03:30			4	4	15:30			118	103				
03:45			5	13	6	17	30	15:45	131	493	101	399	892
04:00			1	7	16:00			148	132				
04:15			11	15	16:15			137	117				
04:30			10	24	16:30			128	133				
04:45			9	31	29	75	106	16:45	156	569	144	526	1095
05:00			12	19	17:00			172	151				
05:15			3	36	17:15			157	140				
05:30			16	52	17:30			162	132				
05:45			26	57	68	175	232	17:45	145	636	128	551	1187
06:00			45	74	18:00			136	147				
06:15			42	85	18:15			106	125				
06:30			57	97	18:30			116	115				
06:45			46	190	122	378	568	18:45	105	463	80	467	930
07:00			60	118	19:00			94	57				
07:15			79	172	19:15			79	65				
07:30			108	194	19:30			75	62				
07:45			116	363	188	672	1035	19:45	78	326	34	218	544
08:00			105	212	20:00			78	39				
08:15			111	219	20:15			69	63				
08:30			90	188	20:30			51	55				
08:45			91	397	208	827	1224	20:45	47	245	32	189	434
09:00			89	214	21:00			54	26				
09:15			90	193	21:15			56	45				
09:30			75	145	21:30			59	32				
09:45			89	343	135	687	1030	21:45	39	208	28	131	339
10:00			63	134	22:00			45	23				
10:15			69	118	22:15			27	22				
10:30			71	111	22:30			44	20				
10:45			68	271	118	481	752	22:45	36	152	19	84	236
11:00			59	93	23:00			36	19				
11:15			99	111	23:15			25	18				
11:30			78	118	23:30			25	6				
11:45			102	338	136	458	796	23:45	38	124	7	50	174

**Total Vol.** 2135 3851 **5986** 4435 3925 **8360**

		Daily Totals			
NB	SB	EB	WB	Combined	
		6570	7776	<b>14346</b>	

Split %	AM			PM		
	35.7%	64.3%	<b>41.7%</b>	53.1%	46.9%	<b>58.3%</b>
<b>Peak Hour</b>	07:30	08:15	<b>07:30</b>	16:45	16:30	<b>16:45</b>
<b>Volume</b>	440	829	<b>1253</b>	647	568	<b>1214</b>
<b>P.H.F.</b>	0.95	0.95	<b>0.95</b>	0.94	0.94	<b>0.94</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Eastgate Mall (Between Judicial Way and Eastgate Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			8	3	12:00			83	71				
00:15			7	2	12:15			103	82				
00:30			5	3	12:30			77	63				
00:45			4	24	5	13	37	12:45	73	336	79	295	631
01:00			2	3	13:00			69	70				
01:15			2	2	13:15			50	68				
01:30			16	2	13:30			80	67				
01:45			2	22	2	9	31	13:45	74	273	61	266	539
02:00			4	0	14:00			93	46				
02:15			8	1	14:15			110	57				
02:30			4	4	14:30			109	60				
02:45			0	16	0	5	21	14:45	93	405	53	216	621
03:00			1	0	15:00			159	49				
03:15			1	4	15:15			127	43				
03:30			1	4	15:30			161	57				
03:45			3	6	4	12	18	15:45	125	572	50	199	771
04:00			3	6	16:00			188	88				
04:15			7	11	16:15			151	70				
04:30			3	17	16:30			208	61				
04:45			11	24	17	51	75	16:45	189	736	77	296	1032
05:00			7	11	17:00			226	84				
05:15			8	25	17:15			205	88				
05:30			9	41	17:30			190	70				
05:45			20	44	51	128	172	17:45	155	776	74	316	1092
06:00			17	49	18:00			153	65				
06:15			31	85	18:15			137	55				
06:30			32	92	18:30			120	40				
06:45			44	124	127	353	477	18:45	115	525	22	182	707
07:00			52	119	19:00			72	20				
07:15			44	151	19:15			91	16				
07:30			65	189	19:30			62	16				
07:45			77	238	195	654	892	19:45	46	271	9	61	332
08:00			80	199	20:00			37	11				
08:15			74	168	20:15			37	18				
08:30			99	155	20:30			22	17				
08:45			105	358	184	706	1064	20:45	16	112	7	53	165
09:00			47	185	21:00			21	5				
09:15			42	142	21:15			24	12				
09:30			57	110	21:30			22	10				
09:45			45	191	102	539	730	21:45	11	78	12	39	117
10:00			47	73	22:00			19	6				
10:15			44	75	22:15			11	4				
10:30			49	67	22:30			12	5				
10:45			52	192	63	278	470	22:45	14	56	2	17	73
11:00			76	49	23:00			7	3				
11:15			79	60	23:15			10	3				
11:30			105	53	23:30			12	2				
11:45			101	361	69	231	592	23:45	9	38	0	8	46

**Total Vol.** 1600 2979 **4579** 4178 1948 **6126**

Daily Totals				
NB	SB	EB	WB	Combined
		5778	4927	<b>10705</b>

Split %	AM			PM		
	34.9%	65.1%	<b>42.8%</b>	68.2%	31.8%	<b>57.2%</b>
<b>Peak Hour</b>	11:30	07:30	<b>08:00</b>	16:30	16:45	<b>16:30</b>
<b>Volume</b>	392	751	<b>1064</b>	828	319	<b>1138</b>
<b>P.H.F.</b>	0.93	0.94	<b>0.92</b>	0.92	0.91	<b>0.92</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Eastgate Mall (Between Regents Road and Genesee Avenue)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			5	0	12:00			27	49			
00:15			4	2	12:15			30	42			
00:30			3	2	12:30			32	29			
00:45			2	14	1	5	19	46	135	34	154	289
01:00			1	3	13:00			38	37			
01:15			3	0	13:15			41	57			
01:30			7	1	13:30			40	35			
01:45			3	14	2	6	20	46	165	55	184	349
02:00			4	2	14:00			44	28			
02:15			2	1	14:15			52	48			
02:30			0	1	14:30			66	64			
02:45			4	10	1	5	15	53	215	65	205	420
03:00			0	2	15:00			74	91			
03:15			4	0	15:15			52	62			
03:30			5	1	15:30			50	56			
03:45			4	13	1	4	17	45	221	61	270	491
04:00			1	2	16:00			55	68			
04:15			9	7	16:15			60	88			
04:30			17	6	16:30			40	70			
04:45			7	34	8	23	57	45	200	71	297	497
05:00			12	6	17:00			54	66			
05:15			11	3	17:15			66	59			
05:30			9	22	17:30			45	50			
05:45			12	44	26	57	101	26	191	44	219	410
06:00			21	19	18:00			30	55			
06:15			21	36	18:15			29	42			
06:30			18	31	18:30			46	24			
06:45			22	82	40	126	208	27	132	28	149	281
07:00			30	37	19:00			37	17			
07:15			31	63	19:15			28	25			
07:30			55	121	19:30			27	18			
07:45			88	204	129	350	554	22	114	11	71	185
08:00			101	99	20:00			26	14			
08:15			55	90	20:15			21	9			
08:30			40	44	20:30			14	13			
08:45			49	245	88	321	566	16	77	9	45	122
09:00			59	74	21:00			9	6			
09:15			44	45	21:15			21	2			
09:30			40	44	21:30			21	8			
09:45			48	191	36	199	390	6	57	18	34	91
10:00			33	54	22:00			20	7			
10:15			30	45	22:15			8	4			
10:30			30	47	22:30			10	2			
10:45			30	123	42	188	311	8	46	1	14	60
11:00			24	37	23:00			6	2			
11:15			25	36	23:15			11	2			
11:30			20	33	23:30			11	4			
11:45			28	97	58	164	261	8	36	2	10	46

**Total Vol.** 1071 1448 **2519** 1589 1652 **3241**

		Daily Totals				
		NB	SB	EB	WB	Combined
				2660	3100	<b>5760</b>

Split %	AM			PM		
	42.5%	57.5%	<b>43.7%</b>	49.0%	51.0%	<b>56.3%</b>
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	14:15	16:00	<b>14:30</b>
<b>Volume</b>	299	439	<b>738</b>	245	297	<b>527</b>
<b>P.H.F.</b>	0.74	0.85	<b>0.85</b>	0.83	0.84	<b>0.80</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Eastgate Mall (Between Towne Centre Drive and Judicial Way)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			9	2	12:00			89	125			
00:15			6	5	12:15			106	110			
00:30			4	6	12:30			99	92			
00:45			6	25	4	17	42	100	394	94	421	815
01:00			2	4	13:00			105	91			
01:15			8	3	13:15			99	90			
01:30			11	7	13:30			93	96			
01:45			4	25	5	19	44	99	396	68	345	741
02:00			5	0	14:00			79	76			
02:15			6	2	14:15			103	84			
02:30			3	4	14:30			102	107			
02:45			0	14	0	6	20	80	364	95	362	726
03:00			2	2	15:00			101	87			
03:15			4	5	15:15			113	73			
03:30			1	4	15:30			122	91			
03:45			7	14	1	12	26	113	449	83	334	783
04:00			5	7	16:00			154	115			
04:15			8	10	16:15			138	109			
04:30			7	16	16:30			159	99			
04:45			13	33	12	45	78	164	615	110	433	1048
05:00			12	9	17:00			190	131			
05:15			14	20	17:15			170	115			
05:30			21	36	17:30			167	102			
05:45			34	81	44	109	190	149	676	106	454	1130
06:00			44	51	18:00			111	93			
06:15			55	67	18:15			111	77			
06:30			59	92	18:30			108	73			
06:45			62	220	115	325	545	79	409	73	316	725
07:00			67	118	19:00			54	45			
07:15			71	172	19:15			71	36			
07:30			97	205	19:30			57	37			
07:45			105	340	217	712	1052	45	227	25	143	370
08:00			97	190	20:00			44	33			
08:15			103	185	20:15			42	24			
08:30			112	183	20:30			22	27			
08:45			109	421	205	763	1184	27	135	19	103	238
09:00			100	197	21:00			28	8			
09:15			114	139	21:15			31	39			
09:30			91	109	21:30			28	18			
09:45			86	391	114	559	950	18	105	19	84	189
10:00			66	94	22:00			20	11			
10:15			65	97	22:15			15	11			
10:30			53	81	22:30			17	9			
10:45			62	246	95	367	613	13	65	8	39	104
11:00			83	75	23:00			14	10			
11:15			87	80	23:15			16	6			
11:30			78	105	23:30			10	6			
11:45			105	353	117	377	730	17	57	4	26	83

**Total Vol.** 2163 3311 **5474** 3892 3060 **6952**

		Daily Totals					
		NB	SB	EB	WB	Combined	
				6055	6371	<b>12426</b>	

Split %	AM			PM		
	39.5%	60.5%	<b>44.1%</b>	56.0%	44.0%	<b>55.9%</b>
<b>Peak Hour</b>	08:30	07:30	<b>07:30</b>	16:45	16:45	<b>16:45</b>
<b>Volume</b>	435	797	<b>1199</b>	691	458	<b>1149</b>
<b>P.H.F.</b>	0.95	0.92	<b>0.93</b>	0.91	0.87	<b>0.89</b>

THURSDAY - NOVEMBER 17TH, 2016

CITY: UTC

PROJECT: PTD16-1118-03

EXECUTIVE DR BTN TOWNE CENTRE & JUDICIAL

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			2	1	12:00			104	66			
00:15			1	3	12:15			71	64			
00:30			3	5	12:30			86	45			
00:45			2	8	0	9	17	115	376	56	231	607
01:00			1	1	13:00			114	62			
01:15			4	0	13:15			81	38			
01:30			1	2	13:30			79	47			
01:45			2	8	1	4	12	74	348	63	210	558
02:00			4	1	14:00			63	58			
02:15			4	1	14:15			50	54			
02:30			0	8	14:30			38	64			
02:45			3	11	5	15	26	50	201	52	228	429
03:00			1	0	15:00			51	89			
03:15			1	1	15:15			42	84			
03:30			6	2	15:30			40	93			
03:45			4	12	2	5	17	44	177	87	353	530
04:00			4	2	16:00			44	121			
04:15			6	1	16:15			51	88			
04:30			23	0	16:30			40	105			
04:45			34	67	1	4	71	52	187	99	413	600
05:00			23	4	17:00			66	101			
05:15			44	1	17:15			48	81			
05:30			68	2	17:30			66	77			
05:45			78	213	5	12	225	61	241	66	325	566
06:00			93	9	18:00			65	76			
06:15			92	10	18:15			69	59			
06:30			84	17	18:30			62	55			
06:45			115	384	11	47	431	56	252	49	239	491
07:00			116	24	19:00			42	49			
07:15			101	25	19:15			42	38			
07:30			99	37	19:30			40	30			
07:45			116	432	38	124	556	24	148	17	134	282
08:00			115	41	20:00			20	14			
08:15			105	45	20:15			23	11			
08:30			131	40	20:30			7	8			
08:45			142	493	51	177	670	10	60	5	38	98
09:00			161	53	21:00			16	7			
09:15			97	36	21:15			9	12			
09:30			83	38	21:30			12	14			
09:45			77	418	32	159	577	9	46	7	40	86
10:00			69	26	22:00			11	6			
10:15			70	29	22:15			9	6			
10:30			51	39	22:30			10	6			
10:45			69	259	48	142	401	6	36	1	19	55
11:00			65	47	23:00			8	2			
11:15			79	62	23:15			7	4			
11:30			74	68	23:30			4	3			
11:45			96	314	66	243	557	5	24	2	11	35

**Total Vol.** 2619 941 **3560** 2096 2241 **4337**

		Daily Totals				
		NB	SB	EB	WB	Combined
				4715	3182	<b>7897</b>

	AM			PM		
<b>Split %</b>	73.6%	26.4%	<b>45.1%</b>	48.3%	51.7%	<b>54.9%</b>

<b>Peak Hour</b>	08:15	11:30	<b>08:15</b>	12:30	16:00	<b>12:15</b>
<b>Volume</b>	539	264	<b>728</b>	396	413	<b>613</b>
<b>P.H.F.</b>	0.84	0.97	<b>0.85</b>	0.86	0.85	<b>0.87</b>



# 24 Hour Segment Count

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** 17. Executive Dr, West of Towne Center Dr

**Orientation:** East-West

**Date of Count:** Wednesday, May 13, 2015

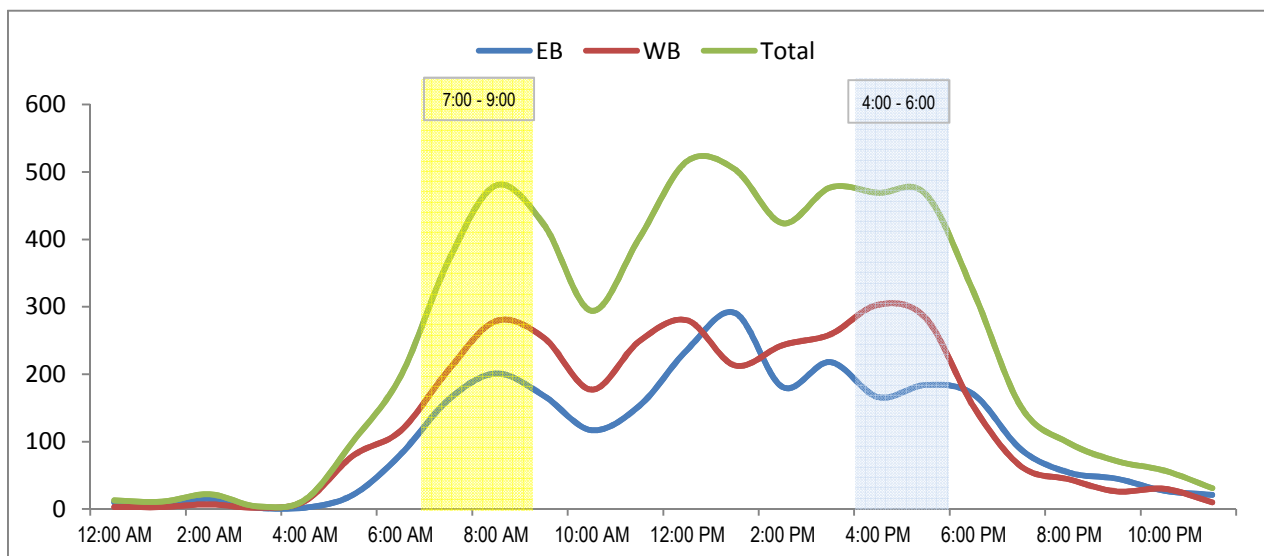
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					5,914			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	10	3	13	12:00 PM - 1:00 PM	236	280	516	
1:00 AM - 2:00 AM	8	3	11	1:00 PM - 2:00 PM	291	213	504	
2:00 AM - 3:00 AM	15	7	22	2:00 PM - 3:00 PM	181	243	424	
3:00 AM - 4:00 AM	2	2	4	3:00 PM - 4:00 PM	218	259	477	
4:00 AM - 5:00 AM	2	12	14	4:00 PM - 5:00 PM	166	303	469	
5:00 AM - 6:00 AM	21	79	100	5:00 PM - 6:00 PM	184	283	467	
6:00 AM - 7:00 AM	81	116	197	6:00 PM - 7:00 PM	170	152	322	
7:00 AM - 8:00 AM	162	206	368	7:00 PM - 8:00 PM	88	63	151	
8:00 AM - 9:00 AM	201	279	480	8:00 PM - 9:00 PM	54	44	98	
9:00 AM - 10:00 AM	168	254	422	9:00 PM - 10:00 PM	45	26	71	
10:00 AM - 11:00 AM	117	177	294	10:00 PM - 11:00 PM	27	30	57	
11:00 AM - 12:00 PM	153	249	402	11:00 PM - 12:00 AM	21	10	31	
<b>Total</b>	<b>940</b>	<b>1,387</b>	<b>2,327</b>	<b>Total</b>	<b>1,681</b>	<b>1,906</b>	<b>3,587</b>	

**24-Hour EB Volume 2,621**      **24-Hour WB Volume 3,293**



TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Executive Drive (Between Executive Way and Genesee Avenue)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	8	12:00			93	91			
00:15			3	1	12:15			83	104			
00:30			0	1	12:30			88	85			
00:45			4	7	12:45			126	390	80	360	750
01:00			1	2	13:00			121	81			
01:15			5	1	13:15			111	90			
01:30			2	0	13:30			86	60			
01:45			4	12	13:45			93	411	74	305	716
02:00			2	2	14:00			75	76			
02:15			5	4	14:15			73	69			
02:30			5	2	14:30			57	76			
02:45			2	14	14:45			73	278	88	309	587
03:00			2	2	15:00			58	97			
03:15			2	0	15:15			54	72			
03:30			4	4	15:30			56	76			
03:45			2	10	15:45			69	237	56	301	538
04:00			0	2	16:00			69	88			
04:15			3	3	16:15			55	91			
04:30			2	2	16:30			49	90			
04:45			11	16	16:45			65	238	91	360	598
05:00			21	7	17:00			69	105			
05:15			11	6	17:15			74	121			
05:30			22	6	17:30			88	80			
05:45			26	80	17:45			58	289	81	387	676
06:00			44	16	18:00			36	84			
06:15			36	12	18:15			28	70			
06:30			57	31	18:30			35	61			
06:45			136	273	18:45			27	126	50	265	391
07:00			108	47	19:00			24	37			
07:15			99	33	19:15			17	46			
07:30			88	47	19:30			20	22			
07:45			84	379	19:45			21	82	22	127	209
08:00			81	89	20:00			16	20			
08:15			70	135	20:15			25	23			
08:30			84	88	20:30			16	21			
08:45			88	323	20:45			11	68	15	79	147
09:00			83	116	21:00			15	16			
09:15			110	125	21:15			8	7			
09:30			99	92	21:30			20	11			
09:45			124	416	21:45			15	58	5	39	97
10:00			95	87	22:00			6	9			
10:15			93	66	22:15			5	8			
10:30			69	71	22:30			9	5			
10:45			68	325	22:45			7	27	4	26	53
11:00			59	72	23:00			14	5			
11:15			91	81	23:15			8	1			
11:30			85	89	23:30			3	4			
11:45			86	321	23:45			0	25	2	12	37

**Total Vol.** 2176 1833 **4009** 2229 2570 **4799**

		Daily Totals			
NB	SB	EB	WB	Combined	
		4405	4403	<b>8808</b>	

Split %	AM			PM		
	54.3%	45.7%	<b>45.5%</b>	46.4%	53.6%	<b>54.5%</b>
<b>Peak Hour</b>	06:45	08:15	<b>08:45</b>	12:30	16:30	<b>12:30</b>
<b>Volume</b>	431	450	<b>824</b>	446	407	<b>782</b>
<b>P.H.F.</b>	0.79	0.83	<b>0.88</b>	0.88	0.84	<b>0.95</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Executive Drive (Between Genesee Avenue and Regents Road)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			1	3	12:00			26	41			
00:15			1	0	12:15			26	45			
00:30			2	1	12:30			29	27			
00:45			3	7	3	7	14	32	113	33	146	259
01:00			1	1	13:00			39	49			
01:15			3	0	13:15			28	25			
01:30			0	0	13:30			26	35			
01:45			2	6	1	2	8	22	115	44	153	268
02:00			1	9	14:00			37	41			
02:15			1	7	14:15			21	28			
02:30			0	3	14:30			20	23			
02:45			0	2	3	22	24	23	101	35	127	228
03:00			1	3	15:00			20	33			
03:15			0	2	15:15			31	42			
03:30			0	6	15:30			31	35			
03:45			0	1	10	21	22	17	99	44	154	253
04:00			0	8	16:00			19	44			
04:15			2	19	16:15			7	68			
04:30			1	25	16:30			9	88			
04:45			1	4	19	71	75	7	42	61	261	303
05:00			2	20	17:00			37	70			
05:15			2	25	17:15			37	61			
05:30			5	14	17:30			37	84			
05:45			10	19	14	73	92	25	136	55	270	406
06:00			16	19	18:00			27	62			
06:15			9	25	18:15			18	39			
06:30			14	24	18:30			17	45			
06:45			15	54	42	110	164	22	84	49	195	279
07:00			30	39	19:00			14	31			
07:15			15	51	19:15			17	18			
07:30			34	53	19:30			18	27			
07:45			38	117	59	202	319	19	68	27	103	171
08:00			36	80	20:00			15	24			
08:15			37	81	20:15			16	17			
08:30			54	42	20:30			9	10			
08:45			44	171	62	265	436	9	49	11	62	111
09:00			52	76	21:00			10	23			
09:15			37	73	21:15			5	12			
09:30			30	55	21:30			9	11			
09:45			21	140	47	251	391	4	28	3	49	77
10:00			24	53	22:00			18	15			
10:15			28	42	22:15			4	3			
10:30			19	46	22:30			2	1			
10:45			23	94	31	172	266	3	27	6	25	52
11:00			28	31	23:00			6	3			
11:15			23	33	23:15			7	1			
11:30			31	38	23:30			1	2			
11:45			25	107	52	154	261	0	14	0	6	20

**Total Vol.** 722 1350 **2072** 876 1551 **2427**

Daily Totals				
NB	SB	EB	WB	Combined
		1598	2901	<b>4499</b>

Split %	AM			PM		
	34.8%	65.2%	<b>46.1%</b>	36.1%	63.9%	<b>53.9%</b>
<b>Peak Hour</b>	08:15	07:30	<b>08:15</b>	17:00	16:15	<b>17:00</b>
<b>Volume</b>	187	273	<b>448</b>	136	287	<b>406</b>
<b>P.H.F.</b>	0.87	0.84	<b>0.88</b>	0.92	0.82	<b>0.84</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Genesee Avenue (Between Campus Point Drive and Regents Road)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	20	34			12:00	203	266				
00:15	22	28			12:15	218	249				
00:30	22	24			12:30	204	230				
00:45	15	79	20	106	185	12:45	233	858	237	982	1840
01:00	10	12			13:00	256	213				
01:15	8	25			13:15	219	205				
01:30	9	22			13:30	225	200				
01:45	10	37	11	70	107	13:45	200	900	217	835	1735
02:00	9	9			14:00	199	265				
02:15	10	13			14:15	198	237				
02:30	16	8			14:30	210	308				
02:45	1	36	8	38	74	14:45	214	821	290	1100	1921
03:00	4	4			15:00	213	321				
03:15	3	6			15:15	161	294				
03:30	11	10			15:30	143	377				
03:45	13	31	15	35	66	15:45	158	675	358	1350	2025
04:00	14	8			16:00	161	366				
04:15	25	5			16:15	140	361				
04:30	26	5			16:30	144	368				
04:45	29	94	12	30	124	16:45	156	601	379	1474	2075
05:00	28	14			17:00	182	358				
05:15	66	25			17:15	169	352				
05:30	92	41			17:30	165	338				
05:45	126	312	54	134	446	17:45	152	668	258	1306	1974
06:00	147	81			18:00	165	279				
06:15	145	65			18:15	171	262				
06:30	190	78			18:30	185	270				
06:45	206	688	95	319	1007	18:45	151	672	213	1024	1696
07:00	222	127			19:00	106	210				
07:15	239	168			19:15	121	157				
07:30	258	257			19:30	134	178				
07:45	300	1019	226	778	1797	19:45	102	463	187	732	1195
08:00	298	152			20:00	81	150				
08:15	279	170			20:15	102	141				
08:30	274	178			20:30	81	103				
08:45	290	1141	141	641	1782	20:45	78	342	98	492	834
09:00	271	163			21:00	62	87				
09:15	328	157			21:15	70	98				
09:30	266	176			21:30	67	89				
09:45	277	1142	207	703	1845	21:45	73	272	69	343	615
10:00	255	157			22:00	55	75				
10:15	235	191			22:15	45	53				
10:30	234	184			22:30	36	71				
10:45	212	936	195	727	1663	22:45	41	177	58	257	434
11:00	170	217			23:00	29	41				
11:15	172	224			23:15	19	30				
11:30	205	256			23:30	24	45				
11:45	227	774	249	946	1720	23:45	24	96	41	157	253

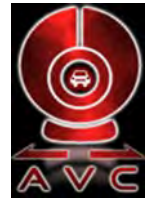
<b>Total Vol.</b>	6289	4527		<b>10816</b>		6545	10052			<b>16597</b>
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					Daily Totals					
					NB	SB	EB	WB	Combined	
					12834	14579				<b>27413</b>

	AM				PM			
Split %	58.1%	41.9%	<b>39.5%</b>		39.4%	60.6%	<b>60.5%</b>	
Peak Hour	08:30	11:30	<b>07:30</b>		12:45	16:00	<b>16:30</b>	
Volume	1163	1020	<b>1940</b>		933	1474	<b>2108</b>	
P.H.F.	0.89	0.96	<b>0.92</b>		0.91	0.97	<b>0.98</b>	

# Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** 15. Genesee Avenue North of Executive Dr

**Orientation:** North-South

**Date of Count:** Tuesday, May 12, 2015

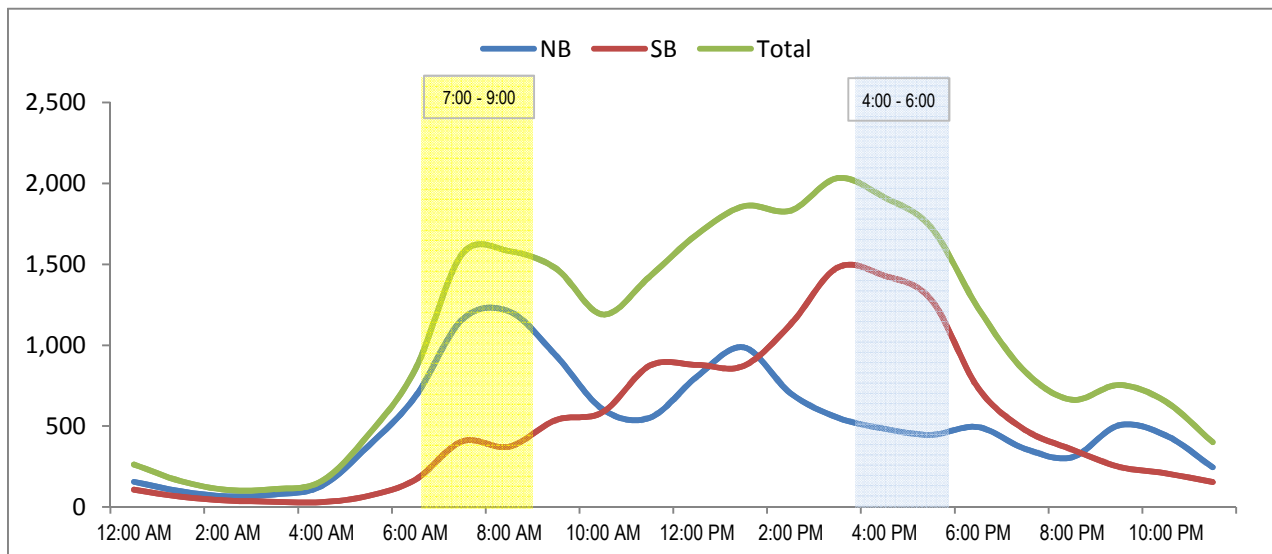
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					24,921		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	156	107	263	12:00 PM - 1:00 PM	805	879	1,684
1:00 AM - 2:00 AM	97	63	160	1:00 PM - 2:00 PM	987	872	1,859
2:00 AM - 3:00 AM	66	40	106	2:00 PM - 3:00 PM	703	1,129	1,832
3:00 AM - 4:00 AM	78	33	111	3:00 PM - 4:00 PM	553	1,480	2,033
4:00 AM - 5:00 AM	130	30	160	4:00 PM - 5:00 PM	484	1,430	1,914
5:00 AM - 6:00 AM	378	69	447	5:00 PM - 6:00 PM	446	1,281	1,727
6:00 AM - 7:00 AM	683	169	852	6:00 PM - 7:00 PM	494	736	1,230
7:00 AM - 8:00 AM	1,159	406	1,565	7:00 PM - 8:00 PM	360	477	837
8:00 AM - 9:00 AM	1,209	373	1,582	8:00 PM - 9:00 PM	307	356	663
9:00 AM - 10:00 AM	936	538	1,474	9:00 PM - 10:00 PM	505	249	754
10:00 AM - 11:00 AM	603	587	1,190	10:00 PM - 11:00 PM	443	208	651
11:00 AM - 12:00 PM	552	874	1,426	11:00 PM - 12:00 AM	246	155	401
<b>Total</b>	<b>6,047</b>	<b>3,289</b>	<b>9,336</b>	<b>Total</b>	<b>6,333</b>	<b>9,252</b>	<b>15,585</b>

**24-Hour NB Volume 12,380**      **24-Hour SB Volume 12,541**



# Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** 18. Genesee Avenue South of Regents Road

**Orientation:** North-South

**Date of Count:** Tuesday, May 12, 2015

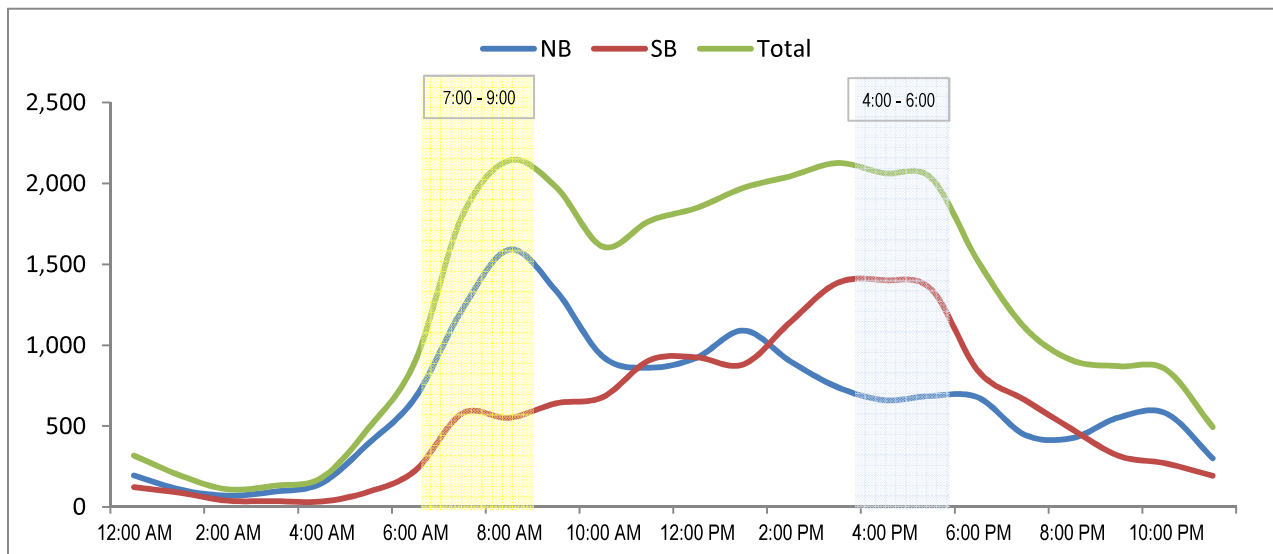
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					29,457		
Time	Hourly Volume			Time	Hourly Volume		
	NB	SB	Total		NB	SB	Total
12:00 AM - 1:00 AM	195	123	318	12:00 PM - 1:00 PM	924	925	1,849
1:00 AM - 2:00 AM	107	87	194	1:00 PM - 2:00 PM	1,091	882	1,973
2:00 AM - 3:00 AM	70	39	109	2:00 PM - 3:00 PM	900	1,145	2,045
3:00 AM - 4:00 AM	95	37	132	3:00 PM - 4:00 PM	741	1,385	2,126
4:00 AM - 5:00 AM	147	34	181	4:00 PM - 5:00 PM	661	1,402	2,063
5:00 AM - 6:00 AM	393	94	487	5:00 PM - 6:00 PM	687	1,346	2,033
6:00 AM - 7:00 AM	678	226	904	6:00 PM - 7:00 PM	677	841	1,518
7:00 AM - 8:00 AM	1,220	579	1,799	7:00 PM - 8:00 PM	446	661	1,107
8:00 AM - 9:00 AM	1,591	551	2,142	8:00 PM - 9:00 PM	426	481	907
9:00 AM - 10:00 AM	1,337	641	1,978	9:00 PM - 10:00 PM	554	316	870
10:00 AM - 11:00 AM	929	680	1,609	10:00 PM - 11:00 PM	580	270	850
11:00 AM - 12:00 PM	861	908	1,769	11:00 PM - 12:00 AM	301	193	494
<b>Total</b>	<b>7,623</b>	<b>3,999</b>	<b>11,622</b>	<b>Total</b>	<b>7,988</b>	<b>9,847</b>	<b>17,835</b>

**24-Hour NB Volume 15,611      24-Hour SB Volume 13,846**



TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Genesee Avenue (Between I-5 Northbound Ramps and Campus Point Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	30	10			12:00	251	309				
00:15	17	19			12:15	253	319				
00:30	28	12			12:30	242	290				
00:45	9	84	14	55	139	12:45	257	1003	282	1200	2203
01:00	18	9			13:00	256	244				
01:15	8	13			13:15	231	262				
01:30	7	9			13:30	248	270				
01:45	10	43	9	40	83	13:45	259	994	249	1025	2019
02:00	5	3			14:00	299	275				
02:15	8	7			14:15	299	241				
02:30	16	9			14:30	306	313				
02:45	4	33	1	20	53	14:45	298	1202	314	1143	2345
03:00	4	5			15:00	328	287				
03:15	4	9			15:15	241	243				
03:30	12	9			15:30	274	295				
03:45	10	30	9	32	62	15:45	249	1092	309	1134	2226
04:00	8	3			16:00	271	297				
04:15	22	9			16:15	260	341				
04:30	25	18			16:30	266	342				
04:45	21	76	52	82	158	16:45	250	1047	387	1367	2414
05:00	18	70			17:00	289	310				
05:15	39	100			17:15	231	301				
05:30	55	172			17:30	242	330				
05:45	65	177	229	571	748	17:45	216	978	308	1249	2227
06:00	83	246			18:00	245	298				
06:15	96	308			18:15	237	252				
06:30	109	343			18:30	250	282				
06:45	129	417	403	1300	1717	18:45	243	975	236	1068	2043
07:00	145	424			19:00	179	186				
07:15	152	429			19:15	188	148				
07:30	230	539			19:30	217	148				
07:45	235	762	491	1883	2645	19:45	156	740	159	641	1381
08:00	246	467			20:00	166	148				
08:15	205	424			20:15	135	119				
08:30	211	443			20:30	92	100				
08:45	186	848	402	1736	2584	20:45	75	468	72	439	907
09:00	188	361			21:00	64	68				
09:15	219	372			21:15	72	60				
09:30	231	311			21:30	71	62				
09:45	243	881	320	1364	2245	21:45	65	272	45	235	507
10:00	199	316			22:00	57	40				
10:15	241	315			22:15	41	41				
10:30	195	297			22:30	52	40				
10:45	236	871	256	1184	2055	22:45	39	189	42	163	352
11:00	219	249			23:00	28	22				
11:15	223	268			23:15	38	23				
11:30	227	270			23:30	27	25				
11:45	263	932	316	1103	2035	23:45	27	120	22	92	212

**Total Vol.** 5154 9370 **14524** 9080 9756 **18836**

		Daily Totals					
		NB	SB	EB	WB	Combined	
		14234	19126			<b>33360</b>	

	AM			PM		
Split %	35.5%	64.5%	43.5%	48.2%	51.8%	56.5%
Peak Hour	11:45	07:15	07:30	14:15	16:15	16:15
Volume	1009	1926	2837	1231	1380	2445
P.H.F.	0.96	0.89	0.92	0.98	0.89	0.96

# Kimley»Horn 24 Hour Segment Count

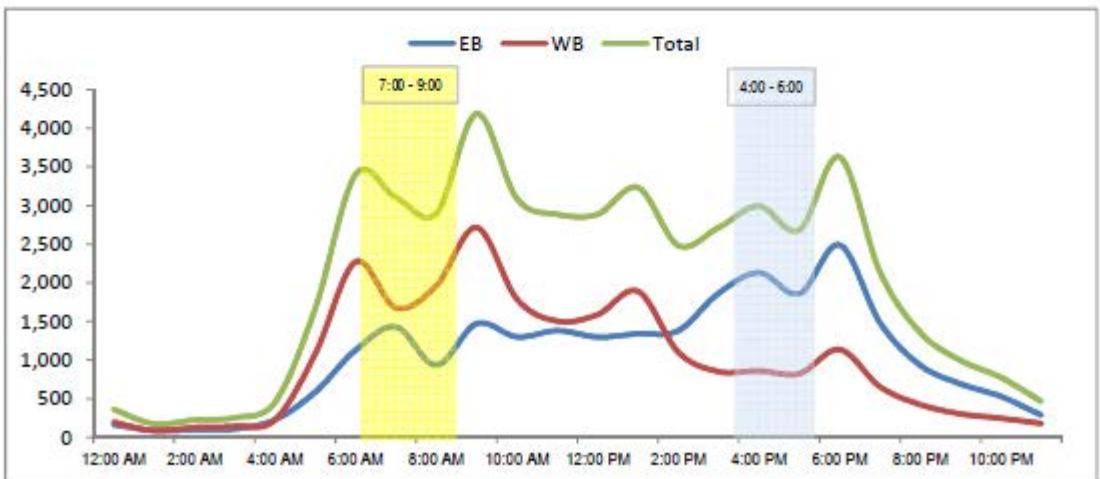
Accurate Video Counts Inc  
 info@accuratevideocontrols.com  
 (619) 987-5136



**Location:** 59. Genesee Avenue Between I-5 NB & SB Ramps  
**Orientation:** East-West  
**Date of Count:** Tuesday, May 12, 2015  
**Analysts:** DASH  
**Weather:** Sunny  
**AVC Proj. No:** 15-0345

24 Hour Segment Volume					49,051		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	163	198	361	12:00 PM - 1:00 PM	1,299	1,588	2,887
1:00 AM - 2:00 AM	89	87	176	1:00 PM - 2:00 PM	1,342	1,890	3,232
2:00 AM - 3:00 AM	96	129	225	2:00 PM - 3:00 PM	1,381	1,102	2,483
3:00 AM - 4:00 AM	109	144	253	3:00 PM - 4:00 PM	1,865	850	2,715
4:00 AM - 5:00 AM	228	226	454	4:00 PM - 5:00 PM	2,131	860	2,991
5:00 AM - 6:00 AM	588	1,083	1,671	5:00 PM - 6:00 PM	1,858	825	2,683
6:00 AM - 7:00 AM	1,130	2,271	3,401	6:00 PM - 7:00 PM	2,490	1,137	3,627
7:00 AM - 8:00 AM	1,429	1,675	3,104	7:00 PM - 8:00 PM	1,484	655	2,139
8:00 AM - 9:00 AM	934	1,963	2,897	8:00 PM - 9:00 PM	932	424	1,356
9:00 AM - 10:00 AM	1,472	2,715	4,187	9:00 PM - 10:00 PM	691	304	995
10:00 AM - 11:00 AM	1,300	1,788	3,088	10:00 PM - 11:00 PM	529	246	775
11:00 AM - 12:00 PM	1,381	1,504	2,885	11:00 PM - 12:00 AM	286	180	466
<b>Total</b>	<b>8,919</b>	<b>13,783</b>	<b>22,702</b>	<b>Total</b>	<b>16,288</b>	<b>10,061</b>	<b>26,349</b>

**24-Hour EB Volume 25,207**      **24-Hour WB Volume 23,844**





WEDNESDAY - APRIL 5, 2017

CITY: CAMPUS POINT, UC

PROJECT: PTD17-0407-01

GENESEE - REGENTS TO EASTGATE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			24	0	12:00			238	205			
00:15			25	0	12:15			243	238			
00:30			15	0	12:30			226	196			
00:45			23	87	0	0	87	199	906	225	864	1770
01:00			20	0	13:00			197	238			
01:15			18	0	13:15			251	202			
01:30			19	0	13:30			220	212			
01:45			12	69	0	0	69	215	883	211	863	1746
02:00			13	0	14:00			229	205			
02:15			8	0	14:15			228	169			
02:30			16	8	14:30			211	181			
02:45			6	43	5	13	56	239	907	170	725	1632
03:00			9	8	15:00			275	190			
03:15			10	8	15:15			317	145			
03:30			15	12	15:30			380	151			
03:45			6	40	13	41	81	324	1296	142	628	1924
04:00			5	12	16:00			362	145			
04:15			4	18	16:15			337	142			
04:30			9	21	16:30			377	161			
04:45			7	25	44	95	120	357	1433	161	609	2042
05:00			9	35	17:00			391	148			
05:15			18	66	17:15			406	146			
05:30			27	113	17:30			320	149			
05:45			34	88	138	352	440	298	1415	148	591	2006
06:00			43	140	18:00			264	149			
06:15			25	164	18:15			258	157			
06:30			73	237	18:30			231	158			
06:45			72	213	269	810	1023	180	933	141	605	1538
07:00			89	215	19:00			227	116			
07:15			100	315	19:15			199	111			
07:30			167	330	19:30			173	112			
07:45			182	538	386	1246	1784	145	744	107	446	1190
08:00			120	338	20:00			150	73			
08:15			132	336	20:15			110	87			
08:30			150	383	20:30			92	74			
08:45			187	589	343	1400	1989	81	433	87	321	754
09:00			191	311	21:00			89	78			
09:15			155	274	21:15			92	66			
09:30			155	292	21:30			80	63			
09:45			180	681	288	1165	1846	60	321	49	256	577
10:00			182	209	22:00			68	59			
10:15			166	205	22:15			75	50			
10:30			185	222	22:30			74	43			
10:45			168	701	180	816	1517	45	262	45	197	459
11:00			202	180	23:00			49	28			
11:15			175	211	23:15			48	21			
11:30			215	217	23:30			37	24			
11:45			239	831	231	839	1670	38	172	23	96	268

**Total Vol.** 3905 6777 **10682** 9705 6201 **15906**

		Daily Totals		
NB	SB	EB	WB	Combined
		13610	12978	<b>26588</b>

Split %	AM			PM		
	36.6%	63.4%	<b>40.2%</b>	61.0%	39.0%	<b>59.8%</b>
<b>Peak Hour</b>	11:45	07:45	<b>08:15</b>	16:30	12:15	<b>16:30</b>
<b>Volume</b>	946	1443	<b>2033</b>	1531	897	<b>2147</b>
<b>P.H.F.</b>	0.97	0.93	<b>0.95</b>	0.94	0.94	<b>0.97</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Genesee Avenue (Between La Jolla Village Drive and Esplande Court)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	22	17			12:00	160	209				
00:15	14	18			12:15	158	225				
00:30	8	10			12:30	182	192				
00:45	5	49	12	57	106	12:45	218	718	186	812	1530
01:00	8	13			13:00	165	162				
01:15	8	19			13:15	192	165				
01:30	7	9			13:30	159	145				
01:45	7	30	12	53	83	13:45	173	689	160	632	1321
02:00	4	7			14:00	166	179				
02:15	8	15			14:15	136	203				
02:30	5	7			14:30	188	212				
02:45	3	20	10	39	59	14:45	168	658	224	818	1476
03:00	4	4			15:00	148	240				
03:15	2	7			15:15	118	276				
03:30	6	5			15:30	123	329				
03:45	10	22	9	25	47	15:45	120	509	380	1225	1734
04:00	3	3			16:00	119	321				
04:15	7	5			16:15	121	339				
04:30	13	5			16:30	112	308				
04:45	11	34	11	24	58	16:45	120	472	321	1289	1761
05:00	13	14			17:00	119	256				
05:15	35	20			17:15	109	255				
05:30	68	27			17:30	112	297				
05:45	73	189	58	119	308	17:45	110	450	293	1101	1551
06:00	67	51			18:00	134	259				
06:15	117	50			18:15	131	288				
06:30	186	53			18:30	124	270				
06:45	202	572	52	206	778	18:45	114	503	261	1078	1581
07:00	175	76			19:00	115	184				
07:15	244	87			19:15	121	164				
07:30	300	78			19:30	142	129				
07:45	277	996	100	341	1337	19:45	95	473	154	631	1104
08:00	282	79			20:00	126	135				
08:15	315	81			20:15	96	115				
08:30	295	93			20:30	88	112				
08:45	276	1168	87	340	1508	20:45	105	415	82	444	859
09:00	272	109			21:00	76	96				
09:15	225	87			21:15	68	93				
09:30	178	122			21:30	63	74				
09:45	171	846	100	418	1264	21:45	61	268	69	332	600
10:00	131	148			22:00	55	72				
10:15	124	102			22:15	48	63				
10:30	132	125			22:30	49	54				
10:45	131	518	136	511	1029	22:45	33	185	61	250	435
11:00	130	148			23:00	28	45				
11:15	119	192			23:15	24	29				
11:30	158	200			23:30	26	27				
11:45	147	554	210	750	1304	23:45	26	104	14	115	219

**Total Vol.** 4998 2883 **7881** 5444 8727 **14171**

		Daily Totals					
		NB	SB	EB	WB	Combined	
		10442	11610			<b>22052</b>	

	AM			PM		
Split %	63.4%	36.6%	<b>35.7%</b>	38.4%	61.6%	<b>64.3%</b>
Peak Hour	07:30	11:30	<b>08:15</b>	12:30	15:30	<b>15:30</b>
Volume	1174	844	<b>1528</b>	757	1369	<b>1852</b>
P.H.F.	0.93	0.94	<b>0.96</b>	0.84	0.90	<b>0.93</b>



**Location:** 20. Genesee Ave, West of Science Center Dr

**Orientation:** East-West

**Date of Count:** Tuesday, May 12, 2015

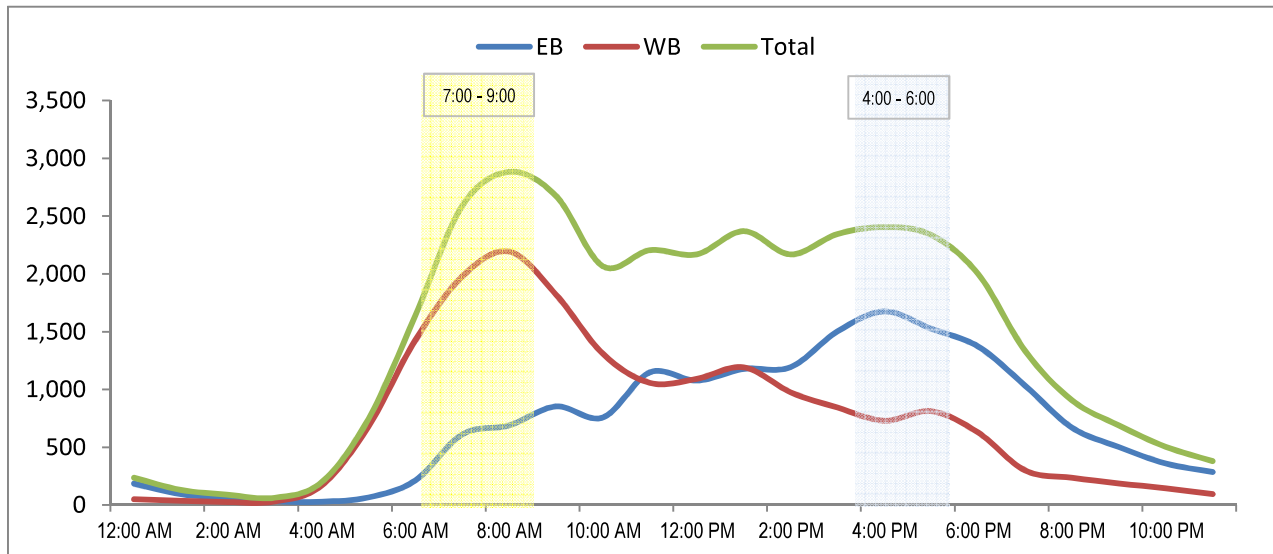
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					35,124		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	186	50	236	12:00 PM - 1:00 PM	1,077	1,092	2,169
1:00 AM - 2:00 AM	94	37	131	1:00 PM - 2:00 PM	1,178	1,192	2,370
2:00 AM - 3:00 AM	63	26	89	2:00 PM - 3:00 PM	1,193	976	2,169
3:00 AM - 4:00 AM	33	30	63	3:00 PM - 4:00 PM	1,502	843	2,345
4:00 AM - 5:00 AM	29	168	197	4:00 PM - 5:00 PM	1,675	730	2,405
5:00 AM - 6:00 AM	66	679	745	5:00 PM - 6:00 PM	1,525	812	2,337
6:00 AM - 7:00 AM	213	1,427	1,640	6:00 PM - 7:00 PM	1,372	627	1,999
7:00 AM - 8:00 AM	611	1,978	2,589	7:00 PM - 8:00 PM	1,034	300	1,334
8:00 AM - 9:00 AM	689	2,193	2,882	8:00 PM - 9:00 PM	670	236	906
9:00 AM - 10:00 AM	853	1,821	2,674	9:00 PM - 10:00 PM	502	187	689
10:00 AM - 11:00 AM	758	1,308	2,066	10:00 PM - 11:00 PM	359	145	504
11:00 AM - 12:00 PM	1,148	1,057	2,205	11:00 PM - 12:00 AM	286	94	380
<b>Total</b>	<b>4,743</b>	<b>10,774</b>	<b>15,517</b>	<b>Total</b>	<b>12,373</b>	<b>7,234</b>	<b>19,607</b>

**24-Hour EB Volume 17,116      24-Hour WB Volume 18,008**





**Location:** 79. Golden Haven Dr, West of Judicial Dr

**Orientation:** East-West

**Date of Count:** Tuesday, June 16, 2015

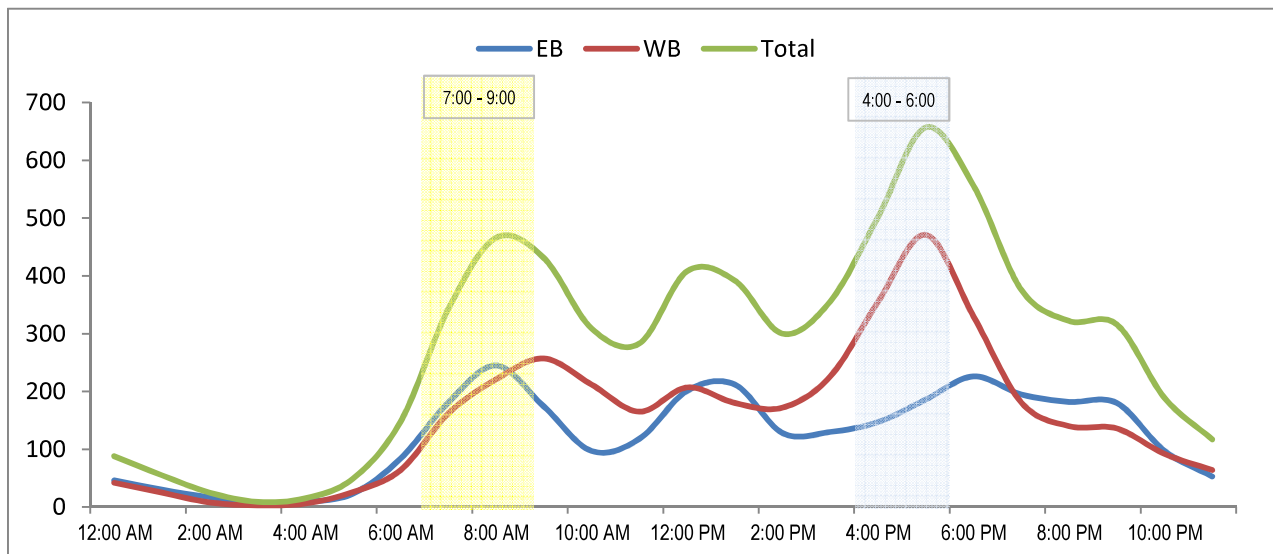
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					6,712			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	46	42	88	12:00 PM - 1:00 PM	201	207	408	
1:00 AM - 2:00 AM	30	25	55	1:00 PM - 2:00 PM	212	180	392	
2:00 AM - 3:00 AM	17	8	25	2:00 PM - 3:00 PM	128	172	300	
3:00 AM - 4:00 AM	6	3	9	3:00 PM - 4:00 PM	130	226	356	
4:00 AM - 5:00 AM	9	6	15	4:00 PM - 5:00 PM	147	355	502	
5:00 AM - 6:00 AM	23	26	49	5:00 PM - 6:00 PM	186	471	657	
6:00 AM - 7:00 AM	84	64	148	6:00 PM - 7:00 PM	226	330	556	
7:00 AM - 8:00 AM	181	162	343	7:00 PM - 8:00 PM	195	181	376	
8:00 AM - 9:00 AM	245	221	466	8:00 PM - 9:00 PM	182	140	322	
9:00 AM - 10:00 AM	174	257	431	9:00 PM - 10:00 PM	180	136	316	
10:00 AM - 11:00 AM	97	212	309	10:00 PM - 11:00 PM	97	92	189	
11:00 AM - 12:00 PM	118	165	283	11:00 PM - 12:00 AM	53	64	117	
<b>Total</b>	<b>1,030</b>	<b>1,191</b>	<b>2,221</b>	<b>Total</b>	<b>1,937</b>	<b>2,554</b>	<b>4,491</b>	

**24-Hour EB Volume 2,967**      **24-Hour WB Volume 3,745**





WEDNESDAY - AUGUST 9TH , 2017

CITY: UTC

PROJECT: PTD17-0811-02

JUDICIAL BTN EXECUTIVE & GOLDEN HAVEN

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	1	5			12:00	43	68				
00:15	3	12			12:15	62	88				
00:30	3	5			12:30	56	60				
00:45	1	8	7	29	37	12:45	65	226	57	273	499
01:00	2	4			13:00	66	71				
01:15	5	4			13:15	58	52				
01:30	4	4			13:30	68	54				
01:45	3	14	4	16	30	13:45	69	261	48	225	486
02:00	2	5			14:00	33	71				
02:15	4	4			14:15	46	70				
02:30	3	4			14:30	40	65				
02:45	5	14	3	16	30	14:45	62	181	63	269	450
03:00	0	1			15:00	24	92				
03:15	2	4			15:15	25	76				
03:30	1	0			15:30	28	108				
03:45	4	7	0	5	12	15:45	36	113	92	368	481
04:00	4	0			16:00	38	118				
04:15	2	1			16:15	28	108				
04:30	2	1			16:30	30	126				
04:45	16	24	2	4	28	16:45	35	131	135	487	618
05:00	18	4			17:00	49	199				
05:15	24	2			17:15	41	139				
05:30	34	7			17:30	42	124				
05:45	61	137	7	20	157	17:45	40	172	125	587	759
06:00	63	9			18:00	30	119				
06:15	86	11			18:15	31	98				
06:30	85	15			18:30	27	73				
06:45	100	334	16	51	385	18:45	35	123	94	384	507
07:00	94	22			19:00	25	65				
07:15	116	12			19:15	34	67				
07:30	126	29			19:30	29	44				
07:45	151	487	26	89	576	19:45	12	100	32	208	308
08:00	156	30			20:00	17	45				
08:15	144	32			20:15	27	34				
08:30	151	31			20:30	20	41				
08:45	158	609	32	125	734	20:45	13	77	26	146	223
09:00	168	39			21:00	17	28				
09:15	133	40			21:15	20	30				
09:30	91	30			21:30	7	22				
09:45	89	481	38	147	628	21:45	11	55	24	104	159
10:00	69	33			22:00	11	22				
10:15	45	26			22:15	7	15				
10:30	52	36			22:30	5	12				
10:45	50	216	29	124	340	22:45	6	29	10	59	88
11:00	38	44			23:00	7	18				
11:15	48	41			23:15	6	11				
11:30	41	72			23:30	5	13				
11:45	46	173	52	209	382	23:45	3	21	4	46	67

**Total Vol.** 2504 835 **3339** 1489 3156 **4645**

		Daily Totals					
		NB	SB	EB	WB	Combined	
		3993	3991			<b>7984</b>	

Split %	AM			PM		
	75.0%	25.0%	41.8%	32.1%	67.9%	58.2%
<b>Peak Hour</b>	08:15	11:30	<b>08:15</b>	13:00	16:30	<b>16:45</b>
<b>Volume</b>	621	280	<b>755</b>	261	599	<b>764</b>
<b>P.H.F.</b>	0.92	0.80	<b>0.91</b>	0.96	0.75	<b>0.77</b>

WEDNESDAY - AUGUST 9TH , 2017

CITY: UTC

PROJECT: PTD17-0811-02

JUDICIAL BTN GOLDEN HAVEN & ILLUMINA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	3	6			12:00	53	52				
00:15	7	6			12:15	63	79				
00:30	3	5			12:30	47	54				
00:45	3	16	7	24	40	12:45	62	225	51	236	461
01:00	2	3			13:00	57	61				
01:15	0	6			13:15	55	56				
01:30	4	2			13:30	48	57				
01:45	5	11	4	15	26	13:45	56	216	58	232	448
02:00	1	2			14:00	34	76				
02:15	2	4			14:15	44	71				
02:30	3	3			14:30	48	61				
02:45	4	10	4	13	23	14:45	56	182	41	249	431
03:00	0	1			15:00	45	57				
03:15	1	4			15:15	39	53				
03:30	2	0			15:30	47	72				
03:45	5	8	0	5	13	15:45	43	174	60	242	416
04:00	3	0			16:00	61	83				
04:15	2	3			16:15	47	57				
04:30	4	2			16:30	62	77				
04:45	18	27	3	8	35	16:45	61	231	80	297	528
05:00	19	8			17:00	87	131				
05:15	22	5			17:15	111	84				
05:30	39	10			17:30	114	61				
05:45	56	136	9	32	168	17:45	109	421	85	361	782
06:00	69	18			18:00	70	79				
06:15	75	20			18:15	58	67				
06:30	74	21			18:30	62	67				
06:45	99	317	33	92	409	18:45	44	234	76	289	523
07:00	91	26			19:00	45	58				
07:15	121	60			19:15	39	55				
07:30	115	66			19:30	42	53				
07:45	130	457	84	236	693	19:45	28	154	39	205	359
08:00	144	90			20:00	25	40				
08:15	131	81			20:15	41	45				
08:30	141	77			20:30	33	42				
08:45	150	566	80	328	894	20:45	39	138	35	162	300
09:00	122	68			21:00	32	31				
09:15	90	70			21:15	33	25				
09:30	77	55			21:30	14	22				
09:45	69	358	40	233	591	21:45	9	88	25	103	191
10:00	51	36			22:00	19	27				
10:15	44	42			22:15	8	23				
10:30	38	48			22:30	6	19				
10:45	55	188	49	175	363	22:45	12	45	19	88	133
11:00	52	39			23:00	9	21				
11:15	48	50			23:15	5	11				
11:30	56	68			23:30	5	16				
11:45	60	216	48	205	421	23:45	5	24	7	55	79

<b>Total Vol.</b>	2310	1366			<b>3676</b>	2132	2519			<b>4651</b>
								<b>Daily Totals</b>		
						NB	SB	EB	WB	<b>Combined</b>
						4442	3885			<b>8327</b>

	AM			PM		
<b>Split %</b>	62.8%	37.2%	<b>44.1%</b>	45.8%	54.2%	<b>55.9%</b>
<b>Peak Hour</b>	08:00	07:45	<b>08:00</b>	17:00	16:30	<b>17:00</b>
<b>Volume</b>	566	332	<b>894</b>	421	372	<b>782</b>
<b>P.H.F.</b>	0.94	0.92	<b>0.96</b>	0.93	0.71	<b>0.90</b>





THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Genesee Avenue and Executive Way)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			65	27	12:00			326	346			
00:15			38	34	12:15			352	376			
00:30			26	14	12:30			370	356			
00:45			30	159	19	94	253	366	1414	335	1413	2827
01:00			28		23			363		330		
01:15			24		21			335		354		
01:30			28		11			349		318		
01:45			21	101	14	69	170	346	1393	293	1295	2688
02:00			11		10			400		319		
02:15			24		8			378		352		
02:30			11		8			381		328		
02:45			4	50	6	32	82	355	1514	420	1419	2933
03:00			17		8			334		410		
03:15			5		9			366		368		
03:30			15		9			332		418		
03:45			11	48	23	49	97	286	1318	462	1658	2976
04:00			10		20			324		447		
04:15			16		19			298		574		
04:30			16		44			294		508		
04:45			28	70	62	145	215	293	1209	566	2095	3304
05:00			32		59			284		541		
05:15			48		86			290		579		
05:30			57		170			292		533		
05:45			90	227	197	512	739	299	1165	519	2172	3337
06:00			92		176			303		486		
06:15			115		196			305		530		
06:30			149		204			355		447		
06:45			214	570	237	813	1383	310	1273	382	1845	3118
07:00			200		248			291		315		
07:15			244		250			284		259		
07:30			363		245			275		254		
07:45			381	1188	310	1053	2241	274	1124	260	1088	2212
08:00			395		313			248		207		
08:15			341		295			249		212		
08:30			391		278			223		171		
08:45			393	1520	316	1202	2722	182	902	189	779	1681
09:00			338		299			172		190		
09:15			325		279			147		149		
09:30			283		308			123		136		
09:45			358	1304	307	1193	2497	107	549	136	611	1160
10:00			288		253			135		148		
10:15			297		302			112		99		
10:30			274		312			123		94		
10:45			305	1164	294	1161	2325	74	444	95	436	880
11:00			315		302			86		73		
11:15			324		267			72		57		
11:30			342		279			62		58		
11:45			350	1331	334	1182	2513	61	281	54	242	523

**Total Vol.** 7732 7505 **15237** 12586 15053 **27639**

Daily Totals				
NB	SB	EB	WB	Combined
		20318	22558	<b>42876</b>

Split %	AM			PM		
	50.7%	49.3%	<b>35.5%</b>	45.5%	54.5%	<b>64.5%</b>
<b>Peak Hour</b>	08:00	11:45	<b>11:45</b>	14:00	16:45	<b>16:45</b>
<b>Volume</b>	1520	1412	<b>2810</b>	1514	2219	<b>3378</b>
<b>P.H.F.</b>	0.96	0.94	<b>0.96</b>	0.95	0.96	<b>0.97</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between I-5 Northbound Ramps and Lebon Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			111	54	12:00			344	403				
00:15			80	39	12:15			366	442				
00:30			61	41	12:30			323	384				
00:45			42	294	24	158	452	12:45	343	1376	385	1614	2990
01:00			60	30	13:00			329	414				
01:15			36	33	13:15			330	368				
01:30			35	22	13:30			317	377				
01:45			23	154	21	106	260	13:45	329	1305	488	1647	2952
02:00			25	12	14:00			353	412				
02:15			20	15	14:15			309	480				
02:30			13	15	14:30			325	477				
02:45			14	72	10	52	124	14:45	345	1332	537	1906	3238
03:00			17	10	15:00			298	645				
03:15			16	13	15:15			338	639				
03:30			14	11	15:30			322	548				
03:45			19	66	10	44	110	15:45	343	1301	579	2411	3712
04:00			17	8	16:00			330	558				
04:15			23	24	16:15			388	644				
04:30			25	36	16:30			419	705				
04:45			37	102	31	99	201	16:45	433	1570	712	2619	4189
05:00			50	26	17:00			468	666				
05:15			74	48	17:15			388	635				
05:30			121	64	17:30			419	655				
05:45			172	417	85	223	640	17:45	405	1680	606	2562	4242
06:00			187	80	18:00			379	527				
06:15			234	112	18:15			408	553				
06:30			275	124	18:30			420	489				
06:45			360	1056	201	517	1573	18:45	430	1637	469	2038	3675
07:00			374	234	19:00			332	372				
07:15			440	303	19:15			276	363				
07:30			466	345	19:30			272	363				
07:45			516	1796	470	1352	3148	19:45	273	1153	331	1429	2582
08:00			486	397	20:00			338	293				
08:15			492	422	20:15			252	254				
08:30			479	392	20:30			244	248				
08:45			489	1946	429	1640	3586	20:45	217	1051	297	1092	2143
09:00			424	437	21:00			207	291				
09:15			422	458	21:15			224	220				
09:30			385	377	21:30			213	184				
09:45			348	1579	356	1628	3207	21:45	160	804	198	893	1697
10:00			301	301	22:00			184	170				
10:15			302	336	22:15			174	134				
10:30			316	352	22:30			204	126				
10:45			387	1306	407	1396	2702	22:45	155	717	103	533	1250
11:00			343	338	23:00			153	96				
11:15			348	330	23:15			121	67				
11:30			315	329	23:30			95	96				
11:45			330	1336	363	1360	2696	23:45	86	455	79	338	793

**Total Vol.** 10124 8575 **18699** 14381 19082 **33463**

		Daily Totals				
		NB	SB	EB	WB	Combined
				24505	27657	<b>52162</b>

Split %	AM			PM		
	54.1%	45.9%	<b>35.8%</b>	43.0%	57.0%	<b>64.2%</b>
<b>Peak Hour</b>	07:45	08:30	<b>07:45</b>	16:15	16:15	<b>16:15</b>
<b>Volume</b>	1973	1716	<b>3654</b>	1708	2727	<b>4435</b>
<b>P.H.F.</b>	0.96	0.94	<b>0.93</b>	0.91	0.96	<b>0.97</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between I-5 Southbound Ramps and I-5 Northbound Ramps)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			140	48	12:00			451	410			
00:15			85	48	12:15			468	426			
00:30			68	37	12:30			506	400			
00:45			63	356	24	157	513	473	1898	349	1585	3483
01:00			69	32	13:00			481	384			
01:15			39	33	13:15			500	352			
01:30			31	26	13:30			476	371			
01:45			28	167	32	123	290	459	1916	439	1546	3462
02:00			26	15	14:00			519	365			
02:15			29	25	14:15			508	426			
02:30			15	13	14:30			495	428			
02:45			20	90	15	68	158	514	2036	516	1735	3771
03:00			16	21	15:00			497	567			
03:15			16	26	15:15			540	582			
03:30			14	24	15:30			570	532			
03:45			16	62	25	96	158	562	2169	537	2218	4387
04:00			18	16	16:00			527	473			
04:15			16	31	16:15			488	587			
04:30			18	48	16:30			519	604			
04:45			31	83	64	159	242	529	2063	694	2358	4421
05:00			40	67	17:00			576	601			
05:15			62	95	17:15			544	599			
05:30			65	142	17:30			539	618			
05:45			80	247	178	482	729	526	2185	599	2417	4602
06:00			111	141	18:00			489	522			
06:15			128	197	18:15			533	498			
06:30			148	227	18:30			509	461			
06:45			202	589	285	850	1439	545	2076	415	1896	3972
07:00			257	305	19:00			424	344			
07:15			373	382	19:15			405	370			
07:30			428	359	19:30			377	314			
07:45			424	1482	478	1524	3006	409	1615	320	1348	2963
08:00			421	432	20:00			438	246			
08:15			444	426	20:15			384	206			
08:30			440	437	20:30			330	206			
08:45			441	1746	443	1738	3484	326	1478	238	896	2374
09:00			401	484	21:00			283	230			
09:15			378	494	21:15			313	156			
09:30			417	392	21:30			292	154			
09:45			384	1580	379	1749	3329	256	1144	161	701	1845
10:00			340	313	22:00			242	146			
10:15			367	354	22:15			228	123			
10:30			402	383	22:30			283	113			
10:45			446	1555	409	1459	3014	234	987	93	475	1462
11:00			448	332	23:00			206	87			
11:15			468	322	23:15			143	65			
11:30			445	372	23:30			125	83			
11:45			435	1796	365	1391	3187	92	566	73	308	874

**Total Vol.** 9753 9796 **19549** 20133 17483 **37616**

Daily Totals				
NB	SB	EB	WB	Combined
		29886	27279	<b>57165</b>

Split %	AM			PM		
	49.9%	50.1%	<b>34.2%</b>	53.5%	46.5%	<b>65.8%</b>
<b>Peak Hour</b>	11:45	08:30	<b>08:30</b>	15:15	16:45	<b>16:45</b>
<b>Volume</b>	1860	1858	<b>3518</b>	2199	2512	<b>4700</b>
<b>P.H.F.</b>	0.92	0.94	<b>0.99</b>	0.96	0.90	<b>0.96</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Lebon Drive and Regents Road)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			76	38	12:00			286	355				
00:15			55	31	12:15			314	372				
00:30			37	39	12:30			287	322				
00:45			38	206	23	131	337	12:45	281	1168	320	1369	2537
01:00			47	28	13:00			306	350				
01:15			29	26	13:15			290	331				
01:30			22	20	13:30			306	328				
01:45			23	121	18	92	213	13:45	338	1240	366	1375	2615
02:00			24	14	14:00			297	327				
02:15			16	13	14:15			279	413				
02:30			14	8	14:30			292	426				
02:45			11	65	8	43	108	14:45	296	1164	512	1678	2842
03:00			14	8	15:00			259	553				
03:15			12	10	15:15			277	550				
03:30			11	6	15:30			296	513				
03:45			15	52	11	35	87	15:45	288	1120	548	2164	3284
04:00			15	8	16:00			260	608				
04:15			16	20	16:15			319	635				
04:30			20	28	16:30			351	688				
04:45			37	88	25	81	169	16:45	355	1285	715	2646	3931
05:00			44	22	17:00			384	688				
05:15			66	36	17:15			328	652				
05:30			113	48	17:30			338	669				
05:45			163	386	72	178	564	17:45	340	1390	603	2612	4002
06:00			163	58	18:00			318	588				
06:15			224	84	18:15			278	535				
06:30			258	100	18:30			323	451				
06:45			363	1008	153	395	1403	18:45	330	1249	439	2013	3262
07:00			328	165	19:00			247	360				
07:15			415	244	19:15			232	309				
07:30			480	218	19:30			209	292				
07:45			502	1725	390	1017	2742	19:45	215	903	298	1259	2162
08:00			468	309	20:00			239	235				
08:15			444	314	20:15			206	219				
08:30			489	288	20:30			209	205				
08:45			488	1889	297	1208	3097	20:45	177	831	244	903	1734
09:00			432	339	21:00			176	240				
09:15			356	316	21:15			171	164				
09:30			354	298	21:30			165	152				
09:45			302	1444	277	1230	2674	21:45	122	634	180	736	1370
10:00			281	271	22:00			138	130				
10:15			236	265	22:15			143	131				
10:30			257	307	22:30			153	125				
10:45			275	1049	322	1165	2214	22:45	106	540	93	479	1019
11:00			282	269	23:00			123	83				
11:15			266	298	23:15			92	50				
11:30			289	308	23:30			69	83				
11:45			295	1132	311	1186	2318	23:45	62	346	76	292	638

**Total Vol.** 9165 6761 **15926** 11870 17526 **29396**

		Daily Totals		
NB	SB	EB	WB	Combined
		21035	24287	<b>45322</b>

Split %	AM			PM		
	57.5%	42.5%	<b>35.1%</b>	40.4%	59.6%	<b>64.9%</b>
<b>Peak Hour</b>	07:45	11:45	<b>07:45</b>	16:30	16:30	<b>16:30</b>
<b>Volume</b>	1903	1360	<b>3204</b>	1418	2743	<b>4161</b>
<b>P.H.F.</b>	0.95	0.91	<b>0.90</b>	0.92	0.96	<b>0.97</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Regents Road and Genesee Avenue)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			22	31	12:00			191	235			
00:15			20	28	12:15			222	242			
00:30			15	20	12:30			235	255			
00:45			19	76	19	98	174	205	853	223	955	1808
01:00			16	15	13:00			218	265			
01:15			11	11	13:15			188	277			
01:30			8	9	13:30			195	284			
01:45			9	44	12	47	91	174	775	305	1131	1906
02:00			10	8	14:00			166	319			
02:15			5	9	14:15			174	289			
02:30			4	10	14:30			184	295			
02:45			9	28	5	32	60	195	719	266	1169	1888
03:00			4	4	15:00			162	289			
03:15			5	2	15:15			177	333			
03:30			10	3	15:30			189	342			
03:45			9	28	6	15	43	235	763	384	1348	2111
04:00			11	9	16:00			251	418			
04:15			16	11	16:15			244	525			
04:30			15	20	16:30			252	518			
04:45			21	63	19	59	122	268	1015	535	1996	3011
05:00			32	28	17:00			266	505			
05:15			40	32	17:15			235	566			
05:30			65	65	17:30			288	509			
05:45			88	225	70	195	420	262	1051	477	2057	3108
06:00			111	88	18:00			222	435			
06:15			135	111	18:15			235	441			
06:30			151	142	18:30			242	405			
06:45			180	577	151	492	1069	219	918	388	1669	2587
07:00			226	188	19:00			184	375			
07:15			305	191	19:15			188	352			
07:30			333	221	19:30			161	333			
07:45			375	1239	305	905	2144	140	673	308	1368	2041
08:00			352	318	20:00			135	284			
08:15			388	270	20:15			111	222			
08:30			460	244	20:30			108	212			
08:45			331	1531	262	1094	2625	70	424	235	953	1377
09:00			308	223	21:00			88	184			
09:15			332	235	21:15			84	162			
09:30			282	242	21:30			70	151			
09:45			277	1199	222	922	2121	66	308	125	622	930
10:00			240	218	22:00			54	111			
10:15			222	205	22:15			40	88			
10:30			219	184	22:30			35	90			
10:45			184	865	191	798	1663	44	173	70	359	532
11:00			191	226	23:00			28	55			
11:15			187	235	23:15			21	68			
11:30			165	201	23:30			22	55			
11:45			177	720	218	880	1600	19	90	42	220	310

**Total Vol.** 6595 5537 **12132** 7762 13847 **21609**

		Daily Totals				
		NB	SB	EB	WB	Combined
				14357	19384	<b>33741</b>

Split %	AM			PM		
	54.4%	45.6%	<b>36.0%</b>	35.9%	64.1%	<b>64.0%</b>
<b>Peak Hour</b>	07:45	07:45	<b>07:45</b>	16:45	16:30	<b>16:45</b>
<b>Volume</b>	1575	1137	<b>2712</b>	1057	2124	<b>3172</b>
<b>P.H.F.</b>	0.86	0.89	<b>0.96</b>	0.92	0.94	<b>0.99</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Executive Way and Towne Centre Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			58	23	12:00			321	378			
00:15			47	32	12:15			341	383			
00:30			34	12	12:30			375	379			
00:45			33	172	20	87	259	339	1376	359	1499	2875
01:00			31	22	13:00			372	360			
01:15			24	19	13:15			382	360			
01:30			33	12	13:30			378	340			
01:45			20	108	12	65	173	366	1498	333	1393	2891
02:00			18	11	14:00			416	303			
02:15			30	9	14:15			407	344			
02:30			19	13	14:30			417	327			
02:45			4	71	9	42	113	394	1634	381	1355	2989
03:00			17	7	15:00			370	361			
03:15			7	9	15:15			350	344			
03:30			15	15	15:30			378	379			
03:45			11	50	26	57	107	311	1409	411	1495	2904
04:00			11	22	16:00			366	366			
04:15			9	19	16:15			335	492			
04:30			18	53	16:30			322	505			
04:45			24	62	66	160	222	309	1332	503	1866	3198
05:00			27	77	17:00			374	519			
05:15			40	103	17:15			338	515			
05:30			46	191	17:30			319	496			
05:45			75	188	227	598	786	302	1333	466	1996	3329
06:00			73	203	18:00			295	452			
06:15			106	243	18:15			292	499			
06:30			148	239	18:30			335	436			
06:45			196	523	290	975	1498	345	1267	372	1759	3026
07:00			193	251	19:00			310	272			
07:15			230	288	19:15			313	241			
07:30			340	342	19:30			305	191			
07:45			332	1095	403	1284	2379	281	1209	226	930	2139
08:00			343	355	20:00			290	163			
08:15			330	396	20:15			289	177			
08:30			367	411	20:30			245	145			
08:45			335	1375	380	1542	2917	262	1086	163	648	1734
09:00			341	399	21:00			236	135			
09:15			294	358	21:15			189	131			
09:30			248	363	21:30			150	125			
09:45			298	1181	384	1504	2685	128	703	124	515	1218
10:00			255	326	22:00			150	113			
10:15			255	363	22:15			122	86			
10:30			265	356	22:30			130	86			
10:45			274	1049	373	1418	2467	76	478	87	372	850
11:00			307	341	23:00			93	76			
11:15			281	328	23:15			81	47			
11:30			305	359	23:30			88	35			
11:45			342	1235	391	1419	2654	72	334	55	213	547

**Total Vol.** 7109 9151 **16260** 13659 14041 **27700**

		Daily Totals				
		NB	SB	EB	WB	Combined
				20768	23192	<b>43960</b>

Split %	AM			PM		
	43.7%	56.3%	<b>37.0%</b>	49.3%	50.7%	<b>63.0%</b>

<b>Peak Hour</b>	11:45	08:15	<b>08:15</b>	14:00	16:30	<b>16:30</b>
<b>Volume</b>	1379	1586	<b>2959</b>	1634	2042	<b>3385</b>
<b>P.H.F.</b>	0.92	0.96	<b>0.95</b>	0.98	0.98	<b>0.95</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Judicial Drive and (I-805 Southbound Ramps)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			72	30	12:00			484	492			
00:15			51	30	12:15			513	490			
00:30			39	17	12:30			517	508			
00:45			37	199	20	97	296	456	1970	532	2022	3992
01:00			48	16	13:00			533	494			
01:15			28	22	13:15			565	480			
01:30			41	13	13:30			543	443			
01:45			31	148	11	62	210	547	2188	442	1859	4047
02:00			23	14	14:00			679	347			
02:15			39	12	14:15			579	419			
02:30			33	10	14:30			714	434			
02:45			11	106	10	46	152	681	2653	445	1645	4298
03:00			17	15	15:00			669	400			
03:15			11	14	15:15			614	398			
03:30			29	21	15:30			663	417			
03:45			16	73	36	86	159	553	2499	471	1686	4185
04:00			19	34	16:00			680	433			
04:15			7	29	16:15			620	505			
04:30			28	73	16:30			599	539			
04:45			35	89	99	235	324	581	2480	479	1956	4436
05:00			34	121	17:00			649	513			
05:15			44	186	17:15			630	568			
05:30			53	291	17:30			620	576			
05:45			74	205	355	953	1158	559	2458	575	2232	4690
06:00			91	353	18:00			562	558			
06:15			106	380	18:15			514	578			
06:30			171	399	18:30			525	520			
06:45			199	567	439	1571	2138	521	2122	458	2114	4236
07:00			222	465	19:00			502	312			
07:15			259	560	19:15			437	284			
07:30			364	609	19:30			406	271			
07:45			362	1207	676	2310	3517	412	1757	271	1138	2895
08:00			356	650	20:00			396	194			
08:15			410	656	20:15			359	213			
08:30			365	630	20:30			318	190			
08:45			375	1506	626	2562	4068	323	1396	192	789	2185
09:00			386	577	21:00			339	142			
09:15			374	535	21:15			292	157			
09:30			343	487	21:30			217	152			
09:45			335	1438	511	2110	3548	183	1031	140	591	1622
10:00			344	450	22:00			183	135			
10:15			355	493	22:15			150	93			
10:30			368	424	22:30			152	90			
10:45			372	1439	482	1849	3288	107	592	93	411	1003
11:00			428	421	23:00			116	76			
11:15			407	491	23:15			104	63			
11:30			445	464	23:30			120	44			
11:45			495	1775	482	1858	3633	106	446	51	234	680

**Total Vol.** 8752 13739 **22491** 21592 16677 **38269**

		Daily Totals				
		NB	SB	EB	WB	Combined
				30344	30416	<b>60760</b>

Split %	AM			PM		
	38.9%	61.1%	<b>37.0%</b>	56.4%	43.6%	<b>63.0%</b>
<b>Peak Hour</b>	11:45	07:45	<b>07:45</b>	14:30	17:30	<b>17:00</b>
<b>Volume</b>	2009	2612	<b>4105</b>	2678	2287	<b>4690</b>
<b>P.H.F.</b>	0.97	0.97	<b>0.96</b>	0.94	0.99	<b>0.98</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

La Jolla Village Drive (Between Villa La Jolla Drive and I-5 Southbound Ramps)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			168	58	12:00			485	541			
00:15			106	55	12:15			487	571			
00:30			82	39	12:30			577	535			
00:45			65	421	30	182	603	532	2081	524	2171	4252
01:00			74	32	13:00			498	481			
01:15			44	34	13:15			530	496			
01:30			41	31	13:30			511	483			
01:45			31	190	27	124	314	532	2071	606	2066	4137
02:00			26	18	14:00			572	485			
02:15			40	21	14:15			609	484			
02:30			30	23	14:30			614	452			
02:45			27	123	16	78	201	581	2376	482	1903	4279
03:00			17	20	15:00			618	533			
03:15			23	29	15:15			654	541			
03:30			18	20	15:30			648	456			
03:45			18	76	24	93	169	658	2578	471	2001	4579
04:00			22	22	16:00			630	431			
04:15			20	45	16:15			611	502			
04:30			30	56	16:30			519	551			
04:45			39	111	78	201	312	638	2398	636	2120	4518
05:00			38	96	17:00			701	562			
05:15			56	123	17:15			688	544			
05:30			49	192	17:30			644	601			
05:45			81	224	216	627	851	632	2665	577	2284	4949
06:00			104	230	18:00			567	525			
06:15			136	365	18:15			587	548			
06:30			148	399	18:30			540	523			
06:45			171	559	549	1543	2102	560	2254	524	2120	4374
07:00			232	548	19:00			465	387			
07:15			345	576	19:15			429	434			
07:30			402	520	19:30			445	381			
07:45			408	1387	617	2261	3648	480	1819	369	1571	3390
08:00			420	605	20:00			504	272			
08:15			446	619	20:15			426	256			
08:30			433	606	20:30			355	248			
08:45			402	1701	629	2459	4160	342	1627	239	1015	2642
09:00			422	627	21:00			306	237			
09:15			362	660	21:15			369	178			
09:30			454	563	21:30			322	188			
09:45			381	1619	575	2425	4044	280	1277	185	788	2065
10:00			350	488	22:00			301	168			
10:15			374	512	22:15			291	142			
10:30			407	547	22:30			350	111			
10:45			443	1574	567	2114	3688	243	1185	106	527	1712
11:00			528	499	23:00			235	96			
11:15			450	490	23:15			162	90			
11:30			493	511	23:30			146	84			
11:45			493	1964	550	2050	4014	113	656	78	348	1004

**Total Vol.** 9949 14157 **24106** 22987 18914 **41901**

		Daily Totals			
NB	SB	EB	WB	Combined	
		32936	33071	<b>66007</b>	

Split %	AM			PM		
	41.3%	58.7%	<b>36.5%</b>	54.9%	45.1%	<b>63.5%</b>
<b>Peak Hour</b>	11:45	08:30	<b>11:45</b>	16:45	16:45	<b>16:45</b>
<b>Volume</b>	2042	2522	<b>4239</b>	2671	2343	<b>5014</b>
<b>P.H.F.</b>	0.88	0.96	<b>0.95</b>	0.95	0.92	<b>0.98</b>





**Location:** 52. Lebon Drive North of Nobel Dr

**Orientation:** North-South

**Date of Count:** Tuesday, April 28, 2015

**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					9,212				
Time	Hourly Volume			Time	Hourly Volume				
	NB	SB	Total		NB	SB	Total		
12:00 AM - 1:00 AM	37	71	108	12:00 PM - 1:00 PM	336	233	569		
1:00 AM - 2:00 AM	13	48	61	1:00 PM - 2:00 PM	342	218	560		
2:00 AM - 3:00 AM	13	25	38	2:00 PM - 3:00 PM	308	235	543		
3:00 AM - 4:00 AM	9	14	23	3:00 PM - 4:00 PM	307	277	584		
4:00 AM - 5:00 AM	19	13	32	4:00 PM - 5:00 PM	281	299	580		
5:00 AM - 6:00 AM	39	23	62	5:00 PM - 6:00 PM	306	524	830		
6:00 AM - 7:00 AM	154	84	238	6:00 PM - 7:00 PM	330	523	853		
7:00 AM - 8:00 AM	387	129	516	7:00 PM - 8:00 PM	248	332	580		
8:00 AM - 9:00 AM	401	183	584	8:00 PM - 9:00 PM	233	312	545		
9:00 AM - 10:00 AM	427	172	599	9:00 PM - 10:00 PM	105	174	279		
10:00 AM - 11:00 AM	322	206	528	10:00 PM - 11:00 PM	0	0	0		
11:00 AM - 12:00 PM	268	232	500	11:00 PM - 12:00 AM	0	0	0		
<b>Total</b>	<b>2,089</b>	<b>1,200</b>	<b>3,289</b>	<b>Total</b>	<b>2,796</b>	<b>3,127</b>	<b>5,923</b>		

**24-Hour NB Volume 4,885      24-Hour SB Volume 4,327**

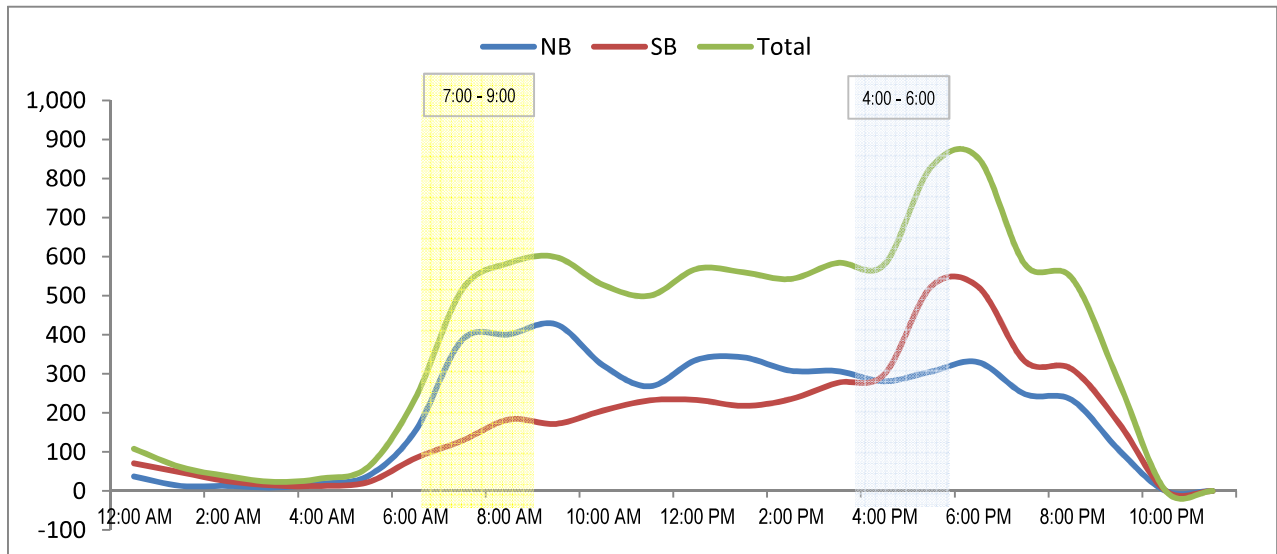


Table 4-30 Existing Roadway Segment Analysis

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
<b>Vista Sorrento Parkway</b>					
North of Sorrento Valley Blvd.	4 Lane Major Arterial	40,000	15,635	0.391	B
Sorrento Valley Blvd (N. Community Limit) to Lusk Blvd	4 Lane Major Arterial	40,000	14,927	0.373	A
Lusk Blvd to Mira Sorrento PI	3 Lane Collector (w/ TWLTL)	22,500	13,504	0.600	C
Mira Sorrento PI to Mira Mesa Blvd	4 Lane Major Arterial	40,000	17,009	0.425	B
<b>Sorrento Valley Blvd</b>					
West of Western Community Limit to I-805 Ramps	4 Lane Collector (w/ TWLTL)	30,000	12,887	0.430	B
I-805 Ramps to Camino Santa Fe	4 Lane Major Arterial	40,000	15,764	0.394	B
<b>Lusk Blvd</b>					
Vista Sorrento Pkwy to Pacific Center Blvd	4 Lane Major Arterial	40,000	11,324	0.283	A
Pacific Center Blvd to Barnes Canyon Rd	4 Lane Major Arterial	40,000	10,630	0.266	A
Barnes Canyon Rd to Mira Mesa Blvd	4 Lane Major Arterial	40,000	11,068	0.277	A
<b>Mira Sorrento PI</b>					
Vista Sorrento Pkwy to Scranton Rd	4 Lane Collector (w/ TWLTL)	30,000	10,145	0.338	B
<b>Scranton Rd</b>					
Barnes Canyon Rd to Mira Sorrento PI	2 Lane Collector (w/o TWLTL)	8,000	10,870	1.359	F
Mira Sorrento PI to Mira Mesa Blvd	5 Lane Major Arterial	45,000	18,296	0.407	B
Mira Mesa Blvd to Carroll Canyon Rd	4 Lane Major Arterial	40,000	10,303	0.258	A
<b>Barnes Canyon Rd</b>					
Scranton Rd to Lusk Blvd	2 Lane Collector (w/o TWLTL)	8,000	7,335	0.917	E
Lusk Blvd to Pacific Heights Blvd	4 Lane Major Arterial	40,000	6,924	0.173	A
<b>Pacific Center Blvd</b>					
Lusk Blvd to Pacific Heights Blvd	4 Lane Major Arterial	40,000	7,565	0.189	A
Pacific Heights Blvd to Pacific Mesa Blvd	4 Lane Collector (w/o TWLTL)	15,000	3,293	0.220	A
<b>Pacific Heights Blvd</b>					
Pacific Center Blvd to Barnes Canyon Rd	4 Lane Major Arterial	40,000	7,245	0.181	A
Barnes Canyon Rd to Mira Mesa Blvd	4 Lane Major Arterial	40,000	16,772	0.419	B
Mira Mesa Blvd to Carroll Canyon Rd	4 Lane Major Arterial	40,000	8,045	0.201	A
<b>Pacific Mesa Blvd</b>					
Pacific Heights Blvd to Pacific Center Blvd	4 Lane Major Arterial	40,000	9,398	0.235	A
<b>Calle Cristobal</b>					
Camino Santa Fe to Acama Ct	4 Lane Major Arterial	40,000	14,812	0.370	A
Acama Ct to Camino Ruiz	4 Lane Major Arterial	40,000	12,239	0.306	A
<b>Mira Mesa Blvd</b>					
I-805 Ramps to Scranton Rd	7 Lane Prime Arterial	87,000 <sup>d</sup>	60,870	0.761	C
Scranton Rd to Lusk Blvd	6 Lane Prime Arterial	60,000	47,868	0.798	C
Lusk Blvd to Pacific Heights Blvd	6 Lane Prime Arterial	60,000	45,646	0.761	C
Pacific Heights Blvd to Flanders Dr	6 Lane Prime Arterial	60,000	41,338	0.689	C
Flanders Dr to Camino Santa Fe	6 Lane Prime Arterial	60,000	41,679	0.695	C
Camino Santa Fe to Parkdale Ave	6 Lane Major Arterial	50,000	47,281	0.946	E
Parkdale Ave to Reagan Rd	6 Lane Major Arterial	50,000	51,329	1.027	F
Reagan Rd to Camino Ruiz	6 Lane Major Arterial	50,000	45,330	0.907	E

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Camino Ruiz to New Salem St/Marauder Wy	6 Lane Major Arterial	50,000	31,552	0.631	C
New Salem St/Marauder Wy to Westonhill Dr	6 Lane Major Arterial	50,000	57,445	1.149	F
Westonhill Dr to Greenford Dr	6 Lane Major Arterial	50,000	57,200	1.144	F
Greenford Dr to Black Mountain Rd	6 Lane Major Arterial	50,000	60,335	1.207	F
Black Mountain Rd to Westview Pkwy	6 Lane Major Arterial	64,167 <sup>d</sup>	70,632	1.101	F
Westview Pkwy to I-15 Ramps	7 Lane Prime Arterial	87,000 <sup>d</sup>	78,516	0.902	E
I-15 Ramps to East of Eastern Community Limit	6 Lane Major Arterial	50,000	32,450	0.649	C
<b>Carroll Canyon Rd</b>					
Sorrento Valley Rd/Mira Mesa Blvd to Scranton Rd	4 Lane Major Arterial	40,000	12,130	0.303	A
Scranton Rd to Nancy Ridge Dr (W)	4 Lane Collector (w/ TWLTL)	30,000	13,164	0.439	B
Nancy Ridge Dr (W) to Pacific Heights Blvd	2 Lane Major Arterial	20,000	13,164	0.658	C
Pacific Heights Blvd to Black Mountain Rd	Future Connection				
Black Mountain Rd to Maya Linda Rd	4 Lane Collector (w/ TWLTL)	30,000	18,896	0.630	C
Maya Linda Rd to I-15 Ramps	4 Lane Collector (w/ TWLTL)	30,000	19,862	0.662	C
I-15 Ramps to East of Eastern Community Limit	4 Lane Collector (w/ TWLTL)	30,000	13,806	0.460	B
<b>Carroll Rd</b>					
Pacific Heights Blvd to Nancy Ridge Dr (E)	2 Lane Major Arterial	20,000	11,833	0.592	C
Nancy Ridge Dr (E) to Camino Santa Fe	2 Lane Collector (w/ TWLTL)	15,000	15,941	1.063	F
Camino Santa Fe to Miramar Rd	2 Lane Collector (w/ TWLTL)	15,000	9,755	0.650	C
<b>Nancy Ridge Dr</b>					
Carroll Canyon Rd to Carroll Rd	2 Lane Collector (w/o TWLTL)	8,000	3,039	0.380	B
<b>Miramar Rd</b>					
West of Western Community Limit	6 Lane Major Arterial	50,000	62,983	1.260	F
Western Community Limit to Camino Santa Fe	6 Lane Major Arterial	50,000	66,374	1.327	F
Camino Santa Fe to Production Ave	6 Lane Major Arterial	50,000	58,884	1.178	F
Production Ave to Distribution Ave	6 Lane Major Arterial	50,000	54,165	1.083	F
Distribution Ave to Carroll Rd	6 Lane Major Arterial	50,000	51,816	1.036	F
Carroll Rd to Camino Ruiz	6 Lane Major Arterial	50,000	50,944	1.019	F
Camino Ruiz to Black Mountain Rd	6 Lane Major Arterial	50,000	64,376	1.288	F
Black Mountain Rd to Kearny Villa Rd	6 Lane Major Arterial	50,000	64,382	1.288	F
Kearny Villa Rd to I-15 Ramps	6 Lane Major Arterial	50,000	52,857	1.057	F
I-15 Ramps to East of Eastern Community Limit	4 Lane Prime Arterial	64,125 <sup>d</sup>	28,064	0.438	B
<b>Flanders Dr</b>					
Mira Mesa Blvd to Camino Santa Fe	4 Lane Collector (w/o TWLTL)	15,000	7,549	0.503	C
Camino Santa Fe to Caminito Alvarez	4 Lane Collector (w/o TWLTL)	15,000	10,385	0.692	D
Caminito Alvarez to Parkdale Ave	2 Lane Collector (w/o TWLTL)	8,000	8,279	1.035	F
Parkdale Ave to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	4,129	0.516	C
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	3,745	0.468	C
Westonhill Dr to Greenford Dr	2 Lane Collector (w/o TWLTL)	8,000	4,487	0.561	C
<b>Camino Santa Fe</b>					
Sorrento Valley Blvd/Calle Cristobal to Top Gun St	4 Lane Major Arterial	40,000	10,792	0.270	A

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Top Gun St to Mira Mesa Blvd	4 Lane Major Arterial	40,000	16,903	0.423	B
Mira Mesa Blvd to Flanders Dr	6 Lane Major Arterial	50,000	18,925	0.379	A
Flanders Dr to Carroll Canyon Rd	6 Lane Prime Arterial	60,000	20,126	0.335	A
Carroll Canyon Rd to Carroll Rd	4 Lane Prime Arterial	45,000	20,126	0.447	B
Carroll Rd to Spectrum Ln	4 Lane Major Arterial	40,000	21,494	0.537	C
Spectrum Ln to Miramar Rd	6 Lane Major Arterial	50,000	21,494	0.430	B
<b>Parkdale Ave</b>					
Mira Mesa Blvd to Flanders Dr	2 Lane Collector (w/o TWLTL)	8,000	4,862	0.608	C
Flanders Dr to Osgood Wy	2 Lane Collector (w/o TWLTL)	8,000	536	0.067	A
<b>Production Ave</b>					
Carroll Rd to Miramar Rd	2 Lane Collector (w/ TWLTL)	15,000	2,353	0.157	A
<b>Distribution Ave</b>					
Carroll Rd to Miramar Rd	2 Lane Collector (w/o TWLTL)	8,000	2,931	0.366	B
<b>Montongo St</b>					
Acama St to Westmore Rd	2 Lane Collector (w/o TWLTL)	8,000	4,555	0.569	C
Westmore Rd to Mira Mesa Blvd	2 Lane Collector (w/o TWLTL)	8,000	3,992	0.499	C
<b>Camino Ruiz</b>					
Calle Cristobal to Aquarius Dr	4 Lane Major Arterial	40,000	18,446	0.461	B
Aquarius Dr to Teresa Dr/Capricorn Wy	4 Lane Collector (w/ TWLTL)	30,000	17,787	0.593	C
Teresa Dr/Capricorn Wy to Westmore Rd	4 Lane Major Arterial	40,000	17,509	0.438	B
Westmore Rd to Mira Mesa Blvd	4 Lane Major Arterial	40,000	19,562	0.489	B
Mira Mesa Blvd to Reagan/Marauder Wy	4 Lane Major Arterial	40,000	22,819	0.570	C
Reagan Rd/Marauder Wy to Flanders Dr	4 Lane Major Arterial	40,000	20,311	0.508	B
Flanders Dr to Gold Coast Dr	4 Lane Major Arterial	40,000	19,060	0.477	B
Gold Coast Dr to Carroll Canyon Rd	4 Lane Major Arterial	40,000	27,094	0.677	C
Carroll Canyon Rd to Activity Rd	4 Lane Major Arterial	40,000	28,213	0.705	C
Activity Rd to Miramar Rd	5 Lane Major Arterial	45,000	27,016	0.600	C
<b>Westmore Rd</b>					
Montongo St to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	5,152	0.644	D
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	9,951	1.244	F
<b>Reagan Rd</b>					
Mira Mesa Blvd to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	6,849	0.856	E
<b>Marauder Wy</b>					
Camino Ruiz to Mira Mesa Blvd	2 Lane Collector (w/o TWLTL)	8,000	6,086	0.761	D
<b>Gold Coast Dr</b>					
Parkdale Ave to Camino Ruiz	2 Lane Collector (w/o TWLTL)	8,000	7,243	0.905	E
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	7,066	0.883	E
Westonhill Dr to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	10,120	1.265	F
Black Mountain Rd to Maya Linda Rd	2 Lane Collector (w/o TWLTL)	8,000	7,710	0.964	E
<b>Westonhill Dr</b>					
Menkar Rd to Aquarius Dr	2 Lane Collector (w/o TWLTL)	8,000	1,492	0.187	A
Aquarius Dr to Capricorn Wy	2 Lane Collector (w/o TWLTL)	8,000	4,297	0.537	C
Capricorn Wy to Libra Dr	2 Lane Collector (w/o TWLTL)	8,000	6,636	0.830	E
Libra Dr to Westmore Rd	2 Lane Collector (w/o TWLTL)	8,000	9,389	1.174	F
Westmore Rd to Mira Mesa Blvd	2 Lane Collector (w/o TWLTL)	11,400 <sup>d</sup>	8,896	0.780	D
Mira Mesa Blvd to Flanders Dr	2 Lane Collector (w/o TWLTL)	8,000	4,480	0.560	C

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Flanders Dr to Gold Coast Dr	2 Lane Collector (w/o TWLTL)	8,000	4,684	0.586	C
Gold Coast Dr to Jade Coast Dr	2 Lane Collector (w/o TWLTL)	8,000	1,762	0.220	A
<b>Aquarius Dr</b>					
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	5,135	0.642	D
Westonhill Dr to Bootes Dt	2 Lane Collector (w/o TWLTL)	8,000	3,197	0.400	B
<b>Capricorn Wy</b>					
Camino Ruiz to Westonhill Dr	2 Lane Collector (w/o TWLTL)	8,000	7,886	0.986	E
Westonhill Dr to Bootes St	2 Lane Collector (w/o TWLTL)	8,000	7,167	0.896	E
Bootes St to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	12,481	1.560	F
Black Mountain Rd to Westview Pkwy	2 Lane Collector (w/ TWLTL)	15,000	6,438	0.429	B
<b>Bootes St</b>					
Aquarius Dr to Capricorn Wy	2 Lane Collector (w/o TWLTL)	8,000	6,244	0.781	D
<b>Libra Dr</b>					
Westonhill Dr to Hyades Wy	2 Lane Collector (w/o TWLTL)	8,000	4,467	0.558	C
<b>Greenford Dr</b>					
Mira Mesa Blvd to Hillery Dr	2 Lane Collector (w/o TWLTL)	8,000	4,198	0.525	C
Hillery Dr to Flanders Dr	2 Lane Collector (w/o TWLTL)	8,000	5,159	0.645	D
<b>Black Mountain Rd</b>					
North of Northern Community Limit	4 Lane Major Arterial	40,000	36,605	0.915	E
Northern Community Limit to Westview Pkwy	6 Lane Prime Arterial	60,000	35,556	0.593	C
Westview Pkwy to Capricorn Wy	6 Lane Prime Arterial	60,000	25,815	0.430	B
Capricorn Wy to Galvin Ave	6 Lane Prime Arterial	60,000	24,454	0.408	A
Galvin Ave to Gemini Ave	4 Lane Major Arterial	40,000	24,797	0.620	C
Gemini Ave to Mira Mesa Blvd	4 Lane Major Arterial	40,000	27,659	0.691	C
Mira Mesa Blvd to Hillery Dr	4 Lane Major Arterial	40,000	18,301	0.458	B
Hillery Dr to Gold Coast Dr	4 Lane Major Arterial	40,000	23,507	0.588	C
Gold Coast Dr to Carroll Canyon Rd	4 Lane Major Arterial	40,000	24,794	0.620	C
Carroll Canyon Rd to Maya Linda Rd	4 Lane Major Arterial	40,000	23,944	0.599	C
Maya Linda Rd to Black Mountain Rd/Carroll Centre Rd	5 Lane Major Arterial	45,000	24,188	0.538	B
Black Mountain Rd/Kearny Villa Rd to Activity Rd	4 Lane Collector (w/ TWLTL)	30,000	16,795	0.560	C
Activity Rd to Miramar Rd	4 Lane Collector (w/ TWLTL)	30,000	11,575	0.386	B
<b>Kearny Villa Rd</b>					
Black Mountain Rd/Carroll Centre Rd to Miramar Rd	4 Lane Collector (w/ TWLTL)	30,000	12,079	0.403	B
Miramar Rd to South of Southern Community Limit	4 Lane Major Arterial	40,000	26,246	0.656	C
<b>Gemini Ave</b>					
Hyades Wy to Black Mountain Rd	3 Lane Collector (w/ TWLTL)	22,500	9,839	0.437	B
<b>Hillery Dr</b>					
Greenford Dr to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	12,224	1.528	F
Black Mountain Rd to Westview Pkwy	4 Lane Collector (w/ TWLTL)	30,000	15,473	0.516	C
<b>Activity Rd</b>					
Camino Ruiz to Black Mountain Rd	2 Lane Collector (w/ TWLTL)	15,000	11,844	0.790	D
<b>Mercy Rd</b>					

Roadway Segment	Functional Class	LOS E Capacity	ADT	V/C Ratio	LOS
Black Mountain Rd to I-15 Ramps	4 Lane Major Arterial	40,000	17,747	0.444	B
I-15 Ramps to East of Eastern Community Limit	6 Lane Prime Arterial	60,000	36,813	0.614	C
<b>Westview Pkwy</b>					
Black Mountain Rd to Capricorn Wy	4 Lane Collector (w/ TWLTL)	30,000	7,819	0.261	A
Capricorn Wy to Galvin Ave	4 Lane Major Arterial	40,000	19,810	0.495	B
Galvin Ave to Mira Mesa Blvd	4 Lane Major Arterial	40,000	22,495	0.562	C
Mira Mesa Blvd to Hillery Dr	4 Lane Major Arterial	40,000	12,544	0.314	A
<b>Galvin Ave</b>					
Black Mountain Rd to Westview Pkwy	4 Lane Major Arterial	40,000	4,548	0.114	A
<b>Maya Linda Rd</b>					
Carroll Canyon Rd to Black Mountain Rd	2 Lane Collector (w/o TWLTL)	8,000	1,970	0.246	A

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

(a) Existing road classifications are based on field work conducted December 2017.

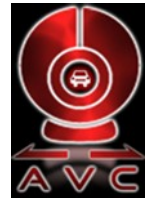
(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by NDS and Field Data Services of Arizona/Veracity Traffic Group and measured in October and November 2018.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Capacity accounts for auxiliary lanes for this segment.

# 24 Hour Segment Count

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** 81. Miramar Rd, West of Camino Santa Fe

**Orientation:** East-West

**Date of Count:** Wednesday, June 17, 2015

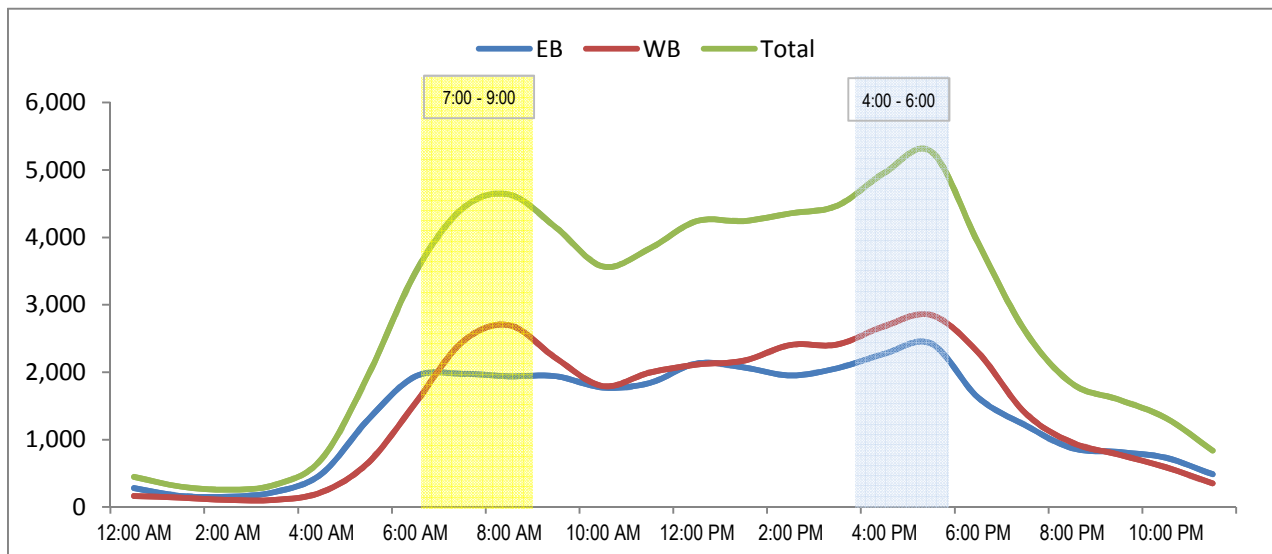
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					67,748		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	281	165	446	12:00 PM - 1:00 PM	2,130	2,112	4,242
1:00 AM - 2:00 AM	163	140	303	1:00 PM - 2:00 PM	2,071	2,171	4,242
2:00 AM - 3:00 AM	153	104	257	2:00 PM - 3:00 PM	1,952	2,404	4,356
3:00 AM - 4:00 AM	222	107	329	3:00 PM - 4:00 PM	2,060	2,411	4,471
4:00 AM - 5:00 AM	492	220	712	4:00 PM - 5:00 PM	2,273	2,683	4,956
5:00 AM - 6:00 AM	1,303	660	1,963	5:00 PM - 6:00 PM	2,424	2,848	5,272
6:00 AM - 7:00 AM	1,937	1,540	3,477	6:00 PM - 7:00 PM	1,623	2,293	3,916
7:00 AM - 8:00 AM	1,978	2,448	4,426	7:00 PM - 8:00 PM	1,216	1,396	2,612
8:00 AM - 9:00 AM	1,939	2,697	4,636	8:00 PM - 9:00 PM	875	957	1,832
9:00 AM - 10:00 AM	1,940	2,206	4,146	9:00 PM - 10:00 PM	816	777	1,593
10:00 AM - 11:00 AM	1,773	1,794	3,567	10:00 PM - 11:00 PM	731	590	1,321
11:00 AM - 12:00 PM	1,841	1,995	3836	11:00 PM - 12:00 AM	486	351	837
<b>Total</b>	<b>14,022</b>	<b>14,076</b>	<b>28,098</b>	<b>Total</b>	<b>18,657</b>	<b>20,993</b>	<b>39,650</b>

**24-Hour EB Volume 32,679**      **24-Hour WB Volume 35,069**



THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Miramar Road (Between I-805 Northbound Ramps and Eastgate Mall)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			27	66	12:00			314	470			
00:15			23	40	12:15			280	534			
00:30			19	38	12:30			317	496			
00:45			18	87	34	178	265	340	1251	595	2095	3346
01:00			19	35	13:00			295	548			
01:15			12	40	13:15			305	486			
01:30			14	44	13:30			307	605			
01:45			29	74	24	143	217	316	1223	535	2174	3397
02:00			22	34	14:00			292	599			
02:15			21	23	14:15			292	624			
02:30			14	32	14:30			279	672			
02:45			26	83	20	109	192	311	1174	607	2502	3676
03:00			30	28	15:00			299	624			
03:15			39	42	15:15			287	520			
03:30			52	42	15:30			293	675			
03:45			59	180	29	141	321	268	1147	568	2387	3534
04:00			65	41	16:00			255	551			
04:15			70	53	16:15			288	542			
04:30			80	63	16:30			291	562			
04:45			111	326	74	231	557	305	1139	599	2254	3393
05:00			132	92	17:00			299	635			
05:15			161	97	17:15			235	628			
05:30			184	141	17:30			242	619			
05:45			201	678	169	499	1177	221	997	505	2387	3384
06:00			219	224	18:00			232	508			
06:15			222	364	18:15			209	444			
06:30			262	405	18:30			195	435			
06:45			270	973	385	1378	2351	195	831	425	1812	2643
07:00			288	388	19:00			183	419			
07:15			262	405	19:15			148	355			
07:30			319	419	19:30			137	333			
07:45			355	1224	455	1667	2891	146	614	322	1429	2043
08:00			319	462	20:00			139	261			
08:15			288	444	20:15			146	300			
08:30			288	468	20:30			125	235			
08:45			319	1214	461	1835	3049	130	540	228	1024	1564
09:00			266	446	21:00			113	191			
09:15			274	405	21:15			110	178			
09:30			236	444	21:30			94	223			
09:45			266	1042	435	1730	2772	98	415	171	763	1178
10:00			211	445	22:00			82	140			
10:15			249	453	22:15			60	158			
10:30			257	433	22:30			57	162			
10:45			256	973	473	1804	2777	47	246	140	600	846
11:00			242	475	23:00			47	132			
11:15			243	463	23:15			42	64			
11:30			260	489	23:30			38	96			
11:45			233	978	554	1981	2959	46	173	68	360	533

**Total Vol.** 7832 11696 **19528** 9750 19787 **29537**

		Daily Totals				
		NB	SB	EB	WB	Combined
				17582	31483	<b>49065</b>

Split %	AM			PM		
	40.1%	59.9%	<b>39.8%</b>	33.0%	67.0%	<b>60.2%</b>
<b>Peak Hour</b>	07:30	11:45	<b>11:45</b>	12:30	14:15	<b>14:15</b>
<b>Volume</b>	1281	2054	<b>3198</b>	1257	2527	<b>3708</b>
<b>P.H.F.</b>	0.90	0.93	<b>0.98</b>	0.92	0.94	<b>0.97</b>



THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Miramar Road (Between I-805 Southbound Ramps and I-805 Northbound Ramps)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			37	50	12:00			362	426				
00:15			27	42	12:15			356	466				
00:30			27	24	12:30			364	484				
00:45			16	107	27	143	250	12:45	378	1460	510	1886	3346
01:00			24	20	13:00			400	475				
01:15			20	26	13:15			409	499				
01:30			20	30	13:30			398	515				
01:45			33	97	15	91	188	13:45	387	1594	455	1944	3538
02:00			17	31	14:00			437	534				
02:15			20	14	14:15			380	492				
02:30			12	20	14:30			402	582				
02:45			15	64	13	78	142	14:45	398	1617	590	2198	3815
03:00			15	16	15:00			402	511				
03:15			14	22	15:15			379	449				
03:30			22	29	15:30			457	515				
03:45			18	69	34	101	170	15:45	394	1632	441	1916	3548
04:00			33	50	16:00			481	505				
04:15			29	41	16:15			466	488				
04:30			35	84	16:30			484	519				
04:45			44	141	98	273	414	16:45	508	1939	544	2056	3995
05:00			55	122	17:00			535	535				
05:15			56	186	17:15			488	506				
05:30			107	289	17:30			490	544				
05:45			153	371	339	936	1307	17:45	430	1943	511	2096	4039
06:00			156	351	18:00			384	434				
06:15			174	431	18:15			315	501				
06:30			224	475	18:30			342	481				
06:45			261	815	385	1642	2457	18:45	295	1336	375	1791	3127
07:00			279	505	19:00			300	287				
07:15			310	464	19:15			226	305				
07:30			377	551	19:30			216	277				
07:45			385	1351	535	2055	3406	19:45	253	995	283	1152	2147
08:00			410	562	20:00			214	194				
08:15			417	480	20:15			235	252				
08:30			375	535	20:30			190	198				
08:45			420	1622	521	2098	3720	20:45	194	833	205	849	1682
09:00			369	500	21:00			214	171				
09:15			394	487	21:15			175	145				
09:30			347	514	21:30			107	168				
09:45			321	1431	490	1991	3422	21:45	110	606	136	620	1226
10:00			325	470	22:00			123	135				
10:15			322	437	22:15			97	135				
10:30			325	425	22:30			70	128				
10:45			321	1293	452	1784	3077	22:45	51	341	123	521	862
11:00			335	452	23:00			56	116				
11:15			332	453	23:15			66	70				
11:30			348	434	23:30			64	64				
11:45			339	1354	497	1836	3190	23:45	60	246	66	316	562

**Total Vol.** 8715 13028 **21743** 14542 17345 **31887**

		Daily Totals				
		NB	SB	EB	WB	Combined
				23257	30373	<b>53630</b>

Split %	AM			PM		
	40.1%	59.9%	<b>40.5%</b>	45.6%	54.4%	<b>59.5%</b>
<b>Peak Hour</b>	08:00	07:30	<b>08:00</b>	16:45	14:00	<b>16:45</b>
<b>Volume</b>	1622	2128	<b>3720</b>	2021	2198	<b>4150</b>
<b>P.H.F.</b>	0.97	0.95	<b>0.96</b>	0.94	0.93	<b>0.97</b>

THURSDAY JUNE 01, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Nobel Drive (Between I-805 Northbound Ramps and Avenue of Flags)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			21	24	12:00			228	97			
00:15			13	8	12:15			182	88			
00:30			7	9	12:30			256	127			
00:45			17	58	4	45	103	245	911	83	395	1306
01:00			9	10	13:00			265	106			
01:15			7	4	13:15			295	100			
01:30			6	7	13:30			255	69			
01:45			16	38	6	27	65	248	1063	106	381	1444
02:00			13	7	14:00			237	111			
02:15			17	6	14:15			246	114			
02:30			27	5	14:30			252	132			
02:45			22	79	8	26	105	265	1000	124	481	1481
03:00			34	8	15:00			242	92			
03:15			43	10	15:15			224	87			
03:30			56	8	15:30			239	128			
03:45			84	217	14	40	257	204	909	111	418	1327
04:00			76	12	16:00			254	128			
04:15			77	6	16:15			244	127			
04:30			100	6	16:30			234	154			
04:45			172	425	18	42	467	226	958	146	555	1513
05:00			194	19	17:00			248	159			
05:15			267	20	17:15			273	189			
05:30			343	36	17:30			265	150			
05:45			381	1185	46	121	1306	265	1051	157	655	1706
06:00			342	43	18:00			185	138			
06:15			355	68	18:15			190	91			
06:30			330	64	18:30			166	77			
06:45			357	1384	81	256	1640	171	712	80	386	1098
07:00			286	69	19:00			106	64			
07:15			281	98	19:15			137	63			
07:30			271	113	19:30			96	58			
07:45			290	1128	150	430	1558	96	435	45	230	665
08:00			248	147	20:00			71	39			
08:15			259	150	20:15			97	42			
08:30			244	148	20:30			83	46			
08:45			269	1020	176	621	1641	96	347	32	159	506
09:00			255	132	21:00			67	48			
09:15			271	106	21:15			70	38			
09:30			240	91	21:30			91	45			
09:45			266	1032	97	426	1458	79	307	37	168	475
10:00			230	76	22:00			59	37			
10:15			243	68	22:15			37	32			
10:30			174	64	22:30			43	34			
10:45			206	853	69	277	1130	44	183	24	127	310
11:00			233	83	23:00			29	23			
11:15			287	74	23:15			27	12			
11:30			238	77	23:30			32	35			
11:45			278	1036	106	340	1376	29	117	9	79	196

**Total Vol.** 8455 2651 **11106** 7993 4034 **12027**

		Daily Totals				
		NB	SB	EB	WB	Combined
				16448	6685	<b>23133</b>

Split %	AM			PM		
	76.1%	23.9%	<b>48.0%</b>	66.5%	33.5%	<b>52.0%</b>
<b>Peak Hour</b>	05:30	08:00	<b>08:00</b>	13:00	17:00	<b>17:00</b>
<b>Volume</b>	1421	621	<b>1641</b>	1063	655	<b>1706</b>
<b>P.H.F.</b>	0.93	0.88	<b>0.92</b>	0.90	0.87	<b>0.92</b>

THURSDAY JUNE 01, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Nobel Drive (Between I-805 Southbound Ramps and I-805 Northbound Ramps)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	44	12:00			51	202			
00:15			6	27	12:15			42	193			
00:30			2	28	12:30			68	204			
00:45			6	21	17	116	137	46	207	197	796	1003
01:00			1	14	13:00			63	210			
01:15			3	11	13:15			64	224			
01:30			2	12	13:30			57	221			
01:45			3	9	12	49	58	58	242	198	853	1095
02:00			4	12	14:00			51	257			
02:15			1	10	14:15			51	238			
02:30			7	10	14:30			69	222			
02:45			2	14	14	46	60	93	264	226	943	1207
03:00			3	17	15:00			79	187			
03:15			2	15	15:15			69	175			
03:30			4	10	15:30			79	196			
03:45			4	13	20	62	75	56	283	204	762	1045
04:00			3	19	16:00			108	207			
04:15			5	10	16:15			85	222			
04:30			2	17	16:30			101	211			
04:45			8	18	39	85	103	89	383	244	884	1267
05:00			6	51	17:00			116	255			
05:15			10	51	17:15			138	284			
05:30			10	111	17:30			133	264			
05:45			19	45	142	355	400	107	494	277	1080	1574
06:00			20	162	18:00			108	212			
06:15			30	197	18:15			95	195			
06:30			59	170	18:30			61	146			
06:45			52	161	203	732	893	81	345	145	698	1043
07:00			50	207	19:00			49	135			
07:15			62	253	19:15			71	104			
07:30			65	275	19:30			60	127			
07:45			85	262	313	1048	1310	39	219	107	473	692
08:00			68	366	20:00			41	126			
08:15			79	312	20:15			46	110			
08:30			87	310	20:30			42	113			
08:45			79	313	366	1354	1667	38	167	113	462	629
09:00			84	288	21:00			25	101			
09:15			64	236	21:15			22	99			
09:30			51	213	21:30			34	125			
09:45			57	256	178	915	1171	27	108	124	449	557
10:00			47	183	22:00			30	103			
10:15			45	148	22:15			18	70			
10:30			34	153	22:30			19	80			
10:45			29	155	144	628	783	28	95	75	328	423
11:00			44	138	23:00			15	90			
11:15			51	136	23:15			13	50			
11:30			45	199	23:30			19	68			
11:45			53	193	158	631	824	8	55	44	252	307

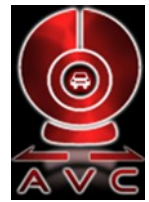
**Total Vol.** 1460 6021 **7481** 2862 7980 **10842**

Daily Totals				
NB	SB	EB	WB	Combined
		4322	14001	<b>18323</b>

Split %	AM			PM		
	19.5%	80.5%	<b>40.8%</b>	26.4%	73.6%	<b>59.2%</b>
<b>Peak Hour</b>	08:15	08:00	<b>08:00</b>	17:00	17:00	<b>17:00</b>
<b>Volume</b>	329	1354	<b>1667</b>	494	1080	<b>1574</b>
<b>P.H.F.</b>	0.95	0.92	<b>0.94</b>	0.89	0.95	<b>0.93</b>

# Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** 47. Nobel Drive East of Judicial Dr

**Orientation:** East-West

**Date of Count:** Wednesday, May 13, 2015

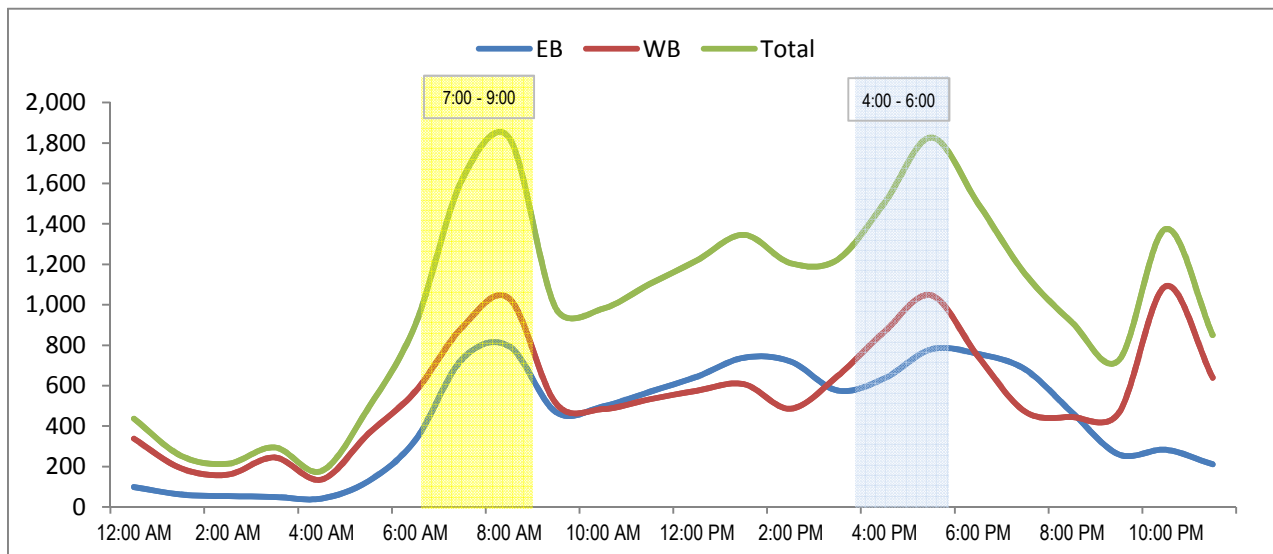
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					24,125		
Time	Hourly Volume			Time	Hourly Volume		
	EB	WB	Total		EB	WB	Total
12:00 AM - 1:00 AM	99	338	437	12:00 PM - 1:00 PM	644	575	1,219
1:00 AM - 2:00 AM	62	192	254	1:00 PM - 2:00 PM	738	608	1,346
2:00 AM - 3:00 AM	54	160	214	2:00 PM - 3:00 PM	720	486	1,206
3:00 AM - 4:00 AM	50	245	295	3:00 PM - 4:00 PM	576	647	1,223
4:00 AM - 5:00 AM	42	136	178	4:00 PM - 5:00 PM	636	867	1,503
5:00 AM - 6:00 AM	128	363	491	5:00 PM - 6:00 PM	780	1,047	1,827
6:00 AM - 7:00 AM	331	571	902	6:00 PM - 7:00 PM	757	744	1,501
7:00 AM - 8:00 AM	732	889	1,621	7:00 PM - 8:00 PM	681	472	1,153
8:00 AM - 9:00 AM	795	1,031	1,826	8:00 PM - 9:00 PM	468	445	913
9:00 AM - 10:00 AM	469	512	981	9:00 PM - 10:00 PM	260	466	726
10:00 AM - 11:00 AM	497	484	981	10:00 PM - 11:00 PM	283	1,092	1,375
11:00 AM - 12:00 PM	570	533	1103	11:00 PM - 12:00 AM	211	639	850
<b>Total</b>	<b>3,829</b>	<b>5,454</b>	<b>9,283</b>	<b>Total</b>	<b>6,754</b>	<b>8,088</b>	<b>14,842</b>

**24-Hour EB Volume 10,583**      **24-Hour WB Volume 13,542**



THURSDAY JUNE 01, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Nobel Drive (Between Shoreline Drive and Judicial Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			15	33	12:00			115	114				
00:15			19	27	12:15			121	115				
00:30			17	22	12:30			131	121				
00:45			11	62	14	96	158	12:45	162	529	98	448	977
01:00			5	16	13:00			135	99				
01:15			8	10	13:15			152	107				
01:30			11	11	13:30			123	101				
01:45			7	31	10	47	78	13:45	148	558	81	388	946
02:00			8	4	14:00			140	121				
02:15			5	13	14:15			179	101				
02:30			13	6	14:30			137	112				
02:45			5	31	9	32	63	14:45	136	592	128	462	1054
03:00			5	9	15:00			103	127				
03:15			6	3	15:15			90	121				
03:30			5	3	15:30			100	120				
03:45			7	23	7	22	45	15:45	66	359	162	530	889
04:00			4	7	16:00			107	166				
04:15			8	7	16:15			90	183				
04:30			9	14	16:30			84	158				
04:45			10	31	17	45	76	16:45	70	351	219	726	1077
05:00			14	36	17:00			87	225				
05:15			19	36	17:15			90	255				
05:30			25	54	17:30			99	234				
05:45			39	97	74	200	297	17:45	84	360	252	966	1326
06:00			36	79	18:00			104	198				
06:15			59	96	18:15			86	166				
06:30			86	52	18:30			100	145				
06:45			90	271	61	288	559	18:45	131	421	131	640	1061
07:00			112	54	19:00			134	108				
07:15			170	76	19:15			144	91				
07:30			174	66	19:30			134	99				
07:45			215	671	84	280	951	19:45	117	529	87	385	914
08:00			161	75	20:00			127	106				
08:15			216	59	20:15			122	95				
08:30			188	82	20:30			115	110				
08:45			166	731	95	311	1042	20:45	119	483	92	403	886
09:00			161	75	21:00			107	83				
09:15			130	75	21:15			98	83				
09:30			105	87	21:30			104	82				
09:45			113	509	75	312	821	21:45	90	399	93	341	740
10:00			92	88	22:00			84	86				
10:15			92	81	22:15			58	61				
10:30			88	86	22:30			57	64				
10:45			99	371	87	342	713	22:45	46	245	60	271	516
11:00			110	100	23:00			42	68				
11:15			98	103	23:15			39	46				
11:30			123	124	23:30			39	35				
11:45			110	441	109	436	877	23:45	29	149	36	185	334

**Total Vol.** 3269 2411 **5680** 4975 5745 **10720**

		Daily Totals				
		NB	SB	EB	WB	Combined
				8244	8156	<b>16400</b>

Split %	AM			PM		
	57.6%	42.4%	<b>34.6%</b>	46.4%	53.6%	<b>65.4%</b>
<b>Peak Hour</b>	07:45	11:30	<b>07:45</b>	13:45	17:00	<b>17:00</b>
<b>Volume</b>	780	462	<b>1080</b>	604	966	<b>1326</b>
<b>P.H.F.</b>	0.90	0.93	<b>0.90</b>	0.84	0.95	<b>0.96</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Regents Road (Between Eastgate Mall and Executive Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	10	20			12:00	117	110				
00:15	12	13			12:15	105	114				
00:30	5	24			12:30	101	100				
00:45	4	31	20	77	108	12:45	130	453	104	428	881
01:00	5	16			13:00	111	88				
01:15	4	11			13:15	89	106				
01:30	5	21			13:30	113	84				
01:45	4	18	9	57	75	13:45	90	403	89	367	770
02:00	13	7			14:00	89	119				
02:15	15	10			14:15	91	124				
02:30	6	9			14:30	107	136				
02:45	7	41	2	28	69	14:45	103	390	142	521	911
03:00	5	10			15:00	81	193				
03:15	7	2			15:15	84	180				
03:30	17	8			15:30	59	233				
03:45	14	43	2	22	65	15:45	58	282	185	791	1073
04:00	13	5			16:00	70	218				
04:15	31	4			16:15	59	180				
04:30	54	8			16:30	74	228				
04:45	43	141	4	21	162	16:45	72	275	215	841	1116
05:00	43	5			17:00	64	220				
05:15	54	11			17:15	55	171				
05:30	76	12			17:30	59	200				
05:45	78	251	25	53	304	17:45	53	231	168	759	990
06:00	82	19			18:00	52	170				
06:15	97	32			18:15	50	145				
06:30	156	33			18:30	57	138				
06:45	186	521	38	122	643	18:45	58	217	137	590	807
07:00	164	34			19:00	31	96				
07:15	222	39			19:15	42	89				
07:30	284	66			19:30	45	104				
07:45	339	1009	74	213	1222	19:45	57	175	72	361	536
08:00	306	57			20:00	41	78				
08:15	271	68			20:15	37	75				
08:30	257	36			20:30	36	56				
08:45	300	1134	46	207	1341	20:45	27	141	54	263	404
09:00	275	63			21:00	30	39				
09:15	238	53			21:15	33	40				
09:30	218	65			21:30	36	48				
09:45	206	937	58	239	1176	21:45	33	132	51	178	310
10:00	142	82			22:00	32	50				
10:15	139	73			22:15	23	39				
10:30	106	64			22:30	21	26				
10:45	119	506	81	300	806	22:45	25	101	26	141	242
11:00	65	92			23:00	17	29				
11:15	61	78			23:15	15	21				
11:30	76	91			23:30	14	44				
11:45	97	299	93	354	653	23:45	7	53	24	118	171

<b>Total Vol.</b>	4931	1693			<b>6624</b>	2853	5358			<b>8211</b>
								<b>Daily Totals</b>		
						NB	SB	EB	WB	<b>Combined</b>
						7784	7051			<b>14835</b>

	<b>AM</b>			<b>PM</b>		
<b>Split %</b>	74.4%	25.6%	<b>44.7%</b>	34.7%	65.3%	<b>55.3%</b>
<b>Peak Hour</b>	07:30	11:45	<b>07:30</b>	12:00	16:15	<b>16:00</b>
<b>Volume</b>	1200	417	<b>1465</b>	453	843	<b>1116</b>
<b>P.H.F.</b>	0.88	0.91	<b>0.89</b>	0.91	0.92	<b>0.92</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Regents Road (Between Executive Drive and La Jolla Village Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	16	24			12:00	126	142				
00:15	16	11			12:15	110	148				
00:30	12	26			12:30	120	118				
00:45	10	54	19	80	134	12:45	129	485	118	526	1011
01:00	11	20			13:00	134	127				
01:15	7	14			13:15	112	125				
01:30	7	24			13:30	122	108				
01:45	5	30	8	66	96	13:45	105	473	118	478	951
02:00	7	10			14:00	97	133				
02:15	9	13			14:15	99	158				
02:30	4	9			14:30	110	182				
02:45	4	24	4	36	60	14:45	110	416	163	636	1052
03:00	9	16			15:00	94	219				
03:15	3	4			15:15	99	237				
03:30	11	7			15:30	80	303				
03:45	4	27	4	31	58	15:45	76	349	216	975	1324
04:00	8	6			16:00	84	263				
04:15	13	5			16:15	68	254				
04:30	36	11			16:30	80	308				
04:45	30	87	10	32	119	16:45	88	320	311	1136	1456
05:00	36	4			17:00	104	291				
05:15	32	7			17:15	87	285				
05:30	86	7			17:30	77	263				
05:45	122	276	20	38	314	17:45	78	346	218	1057	1403
06:00	136	17			18:00	74	189				
06:15	159	21			18:15	63	187				
06:30	193	28			18:30	69	183				
06:45	198	686	42	108	794	18:45	75	281	175	734	1015
07:00	154	53			19:00	45	132				
07:15	189	63			19:15	62	104				
07:30	275	98			19:30	70	123				
07:45	337	955	112	326	1281	19:45	77	254	96	455	709
08:00	270	96			20:00	67	96				
08:15	253	118			20:15	57	88				
08:30	287	58			20:30	55	69				
08:45	286	1096	79	351	1447	20:45	41	220	63	316	536
09:00	311	86			21:00	63	66				
09:15	242	84			21:15	61	54				
09:30	189	93			21:30	44	56				
09:45	191	933	92	355	1288	21:45	57	225	54	230	455
10:00	138	106			22:00	54	69				
10:15	140	95			22:15	29	44				
10:30	114	91			22:30	35	30				
10:45	115	507	111	403	910	22:45	32	150	31	174	324
11:00	71	105			23:00	30	23				
11:15	73	103			23:15	32	35				
11:30	87	110			23:30	18	45				
11:45	106	337	136	454	791	23:45	14	94	32	135	229

**Total Vol.** 5012 2280 **7292** 3613 6852 **10465**

					Daily Totals				
					NB	SB	EB	WB	Combined
					8625	9132			17757

	AM				PM			
Split %	68.7%	31.3%	<b>41.1%</b>		34.5%	65.5%	<b>58.9%</b>	
Peak Hour	07:45	11:45	<b>07:30</b>		12:45	16:30	<b>16:30</b>	
Volume	1147	544	<b>1559</b>		497	1195	<b>1554</b>	
P.H.F.	0.85	0.92	<b>0.87</b>		0.91	0.96	<b>0.97</b>	

# Kimley»Horn 24 Hour Segment Count

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** 68. Regents Road South of Genesee Avenue

**Orientation:** East-West

**Date of Count:** Tuesday, May 12, 2015

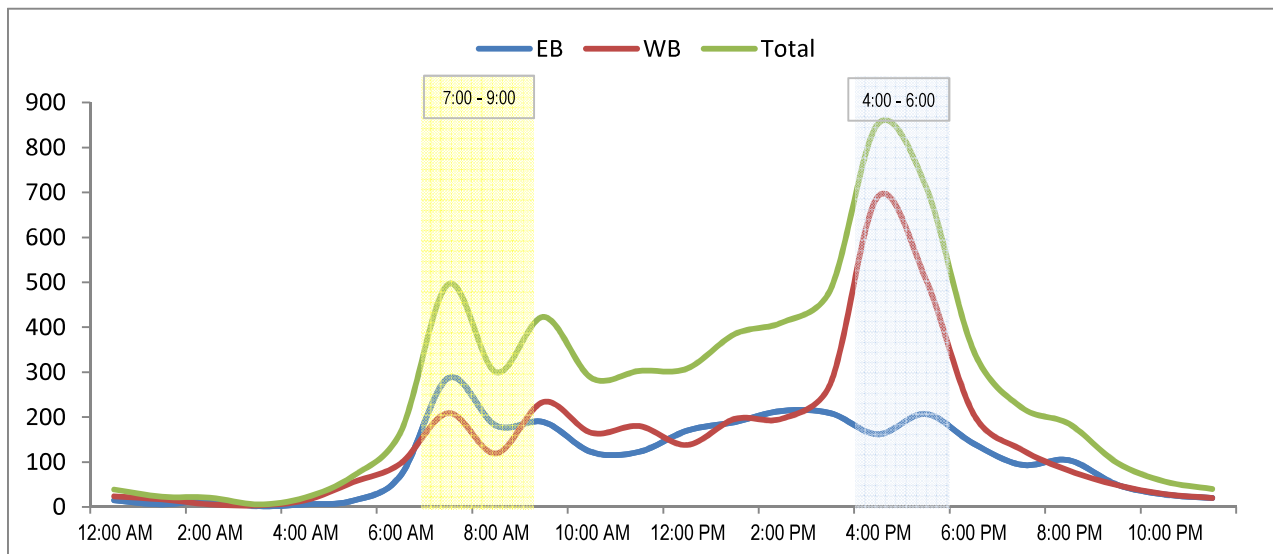
**Analysts:** DASH

**Weather:** Sunny

**AVC Proj. No:** 15-0345

24 Hour Segment Volume					6,260			
Time	Hourly Volume			Time	Hourly Volume			
	EB	WB	Total		EB	WB	Total	
12:00 AM - 1:00 AM	15	24	39	12:00 PM - 1:00 PM	170	138	308	
1:00 AM - 2:00 AM	6	17	23	1:00 PM - 2:00 PM	189	196	385	
2:00 AM - 3:00 AM	15	6	21	2:00 PM - 3:00 PM	214	197	411	
3:00 AM - 4:00 AM	2	4	6	3:00 PM - 4:00 PM	209	274	483	
4:00 AM - 5:00 AM	6	15	21	4:00 PM - 5:00 PM	162	691	853	
5:00 AM - 6:00 AM	14	55	69	5:00 PM - 6:00 PM	207	507	714	
6:00 AM - 7:00 AM	70	97	167	6:00 PM - 7:00 PM	141	207	348	
7:00 AM - 8:00 AM	287	209	496	7:00 PM - 8:00 PM	94	128	222	
8:00 AM - 9:00 AM	181	119	300	8:00 PM - 9:00 PM	104	81	185	
9:00 AM - 10:00 AM	189	234	423	9:00 PM - 10:00 PM	50	49	99	
10:00 AM - 11:00 AM	122	165	287	10:00 PM - 11:00 PM	28	29	57	
11:00 AM - 12:00 PM	123	180	303	11:00 PM - 12:00 AM	20	20	40	
<b>Total</b>	<b>1,030</b>	<b>1,125</b>	<b>2,155</b>	<b>Total</b>	<b>1,588</b>	<b>2,517</b>	<b>4,105</b>	

**24-Hour EB Volume 2,618**      **24-Hour WB Volume 3,642**





THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Regents Road (Between La Jolla Village Drive and Nobel Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	35	37			12:00	119	128				
00:15	24	35			12:15	135	126				
00:30	28	27			12:30	115	102				
00:45	12	99	26	125	224	12:45	118	487	83	439	926
01:00	12	23			13:00	113	76				
01:15	9	18			13:15	104	100				
01:30	13	13			13:30	105	104				
01:45	5	39	7	61	100	13:45	131	453	109	389	842
02:00	5	15			14:00	118	95				
02:15	1	6			14:15	112	93				
02:30	3	5			14:30	104	89				
02:45	6	15	7	33	48	14:45	100	434	134	411	845
03:00	4	2			15:00	82	122				
03:15	3	4			15:15	120	159				
03:30	1	6			15:30	70	191				
03:45	4	12	5	17	29	15:45	85	357	176	648	1005
04:00	2	5			16:00	87	222				
04:15	11	5			16:15	92	262				
04:30	8	3			16:30	132	250				
04:45	11	32	5	18	50	16:45	128	439	266	1000	1439
05:00	10	6			17:00	96	271				
05:15	23	8			17:15	94	313				
05:30	26	6			17:30	95	307				
05:45	40	99	11	31	130	17:45	116	401	298	1189	1590
06:00	41	8			18:00	120	315				
06:15	56	10			18:15	113	212				
06:30	88	20			18:30	127	217				
06:45	104	289	38	76	365	18:45	109	469	169	913	1382
07:00	108	40			19:00	101	142				
07:15	153	83			19:15	88	117				
07:30	225	52			19:30	102	102				
07:45	249	735	56	231	966	19:45	112	403	112	473	876
08:00	169	72			20:00	101	96				
08:15	216	49			20:15	82	106				
08:30	185	55			20:30	85	116				
08:45	226	796	57	233	1029	20:45	97	365	87	405	770
09:00	198	68			21:00	65	98				
09:15	177	61			21:15	88	76				
09:30	162	79			21:30	65	76				
09:45	150	687	58	266	953	21:45	78	296	88	338	634
10:00	122	71			22:00	63	73				
10:15	113	73			22:15	66	76				
10:30	128	72			22:30	59	75				
10:45	108	471	70	286	757	22:45	50	238	60	284	522
11:00	107	80			23:00	27	67				
11:15	80	103			23:15	27	36				
11:30	97	82			23:30	30	36				
11:45	103	387	94	359	746	23:45	22	106	44	183	289

**Total Vol.** 3661 1736 **5397** 4448 6672 **11120**

					Daily Totals				
					NB	SB	EB	WB	Combined
					8109	8408			16517

AM				PM				
Split %	67.8%	32.2%	32.7%	40.0%	60.0%			67.3%
<b>Peak Hour</b>	07:30	11:45	<b>07:30</b>	12:00	17:15			<b>17:15</b>
<b>Volume</b>	859	450	<b>1088</b>	487	1233			<b>1658</b>
<b>P.H.F.</b>	0.86	0.88	<b>0.89</b>	0.90	0.98			<b>0.95</b>

TUESDAY MAY 23, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Towne Centre Drive (Between Eastgate Mall and Executive Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	4	12			12:00	106	121				
00:15	4	8			12:15	97	116				
00:30	2	6			12:30	105	105				
00:45	5	15	5	31	46	12:45	158	466	122	464	930
01:00	6	4			13:00	160	135				
01:15	5	5			13:15	129	114				
01:30	1	2			13:30	101	141				
01:45	6	18	3	14	32	13:45	122	512	135	525	1037
02:00	1	4			14:00	78	125				
02:15	3	2			14:15	79	141				
02:30	4	1			14:30	65	133				
02:45	2	10	2	9	19	14:45	60	282	128	527	809
03:00	5	4			15:00	64	159				
03:15	1	2			15:15	72	166				
03:30	4	1			15:30	52	174				
03:45	10	20	6	13	33	15:45	59	247	184	683	930
04:00	6	8			16:00	58	188				
04:15	15	4			16:15	51	225				
04:30	17	9			16:30	54	205				
04:45	32	70	12	33	103	16:45	43	206	189	807	1013
05:00	43	8			17:00	62	252				
05:15	64	9			17:15	52	206				
05:30	76	12			17:30	64	214				
05:45	111	294	11	40	334	17:45	41	219	162	834	1053
06:00	119	15			18:00	40	151				
06:15	129	19			18:15	54	135				
06:30	117	20			18:30	31	141				
06:45	213	578	22	76	654	18:45	34	159	152	579	738
07:00	196	33			19:00	27	116				
07:15	242	40			19:15	34	108				
07:30	255	48			19:30	25	88				
07:45	317	1010	51	172	1182	19:45	8	94	95	407	501
08:00	288	66			20:00	19	70				
08:15	237	58			20:15	34	55				
08:30	292	60			20:30	22	51				
08:45	297	1114	51	235	1349	20:45	23	98	40	216	314
09:00	288	54			21:00	20	48				
09:15	220	54			21:15	20	49				
09:30	182	68			21:30	20	50				
09:45	158	848	55	231	1079	21:45	12	72	40	187	259
10:00	106	68			22:00	17	35				
10:15	106	70			22:15	16	22				
10:30	81	55			22:30	7	19				
10:45	86	379	84	277	656	22:45	12	52	12	88	140
11:00	77	95			23:00	12	15				
11:15	96	77			23:15	5	11				
11:30	85	84			23:30	2	9				
11:45	108	366	111	367	733	23:45	8	27	10	45	72

**Total Vol.** 4722 1498 **6220** 2434 5362 **7796**

		Daily Totals					
		NB	SB	EB	WB	Combined	
		7156	6860			<b>14016</b>	

	AM			PM		
Split %	75.9%	24.1%	<b>44.4%</b>	31.2%	68.8%	<b>55.6%</b>
Peak Hour	07:45	11:45	<b>07:45</b>	12:30	16:15	<b>16:45</b>
Volume	1134	453	<b>1369</b>	552	871	<b>1082</b>
P.H.F.	0.89	0.94	<b>0.93</b>	0.91	0.86	<b>0.86</b>

THURSDAY MAY 25, 2017

CITY: LA JOLLA / UC

PROJECT: PTD17-0526-01

Towne Centre Drive (Between Executive Drive and La Jolla Village Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	10	19			12:00	166	219				
00:15	3	11			12:15	181	177				
00:30	9	3			12:30	203	160				
00:45	8	30	9	42	72	12:45	218	768	125	681	1449
01:00	3	11			13:00	218	159				
01:15	4	7			13:15	196	134				
01:30	2	8			13:30	168	138				
01:45	2	11	4	30	41	13:45	168	750	138	569	1319
02:00	3	6			14:00	118	202				
02:15	5	16			14:15	137	153				
02:30	2	13			14:30	136	221				
02:45	3	13	6	41	54	14:45	111	502	183	759	1261
03:00	6	2			15:00	66	254				
03:15	5	6			15:15	106	213				
03:30	2	8			15:30	71	265				
03:45	9	22	2	18	40	15:45	91	334	208	940	1274
04:00	10	8			16:00	84	288				
04:15	13	3			16:15	80	305				
04:30	21	6			16:30	77	278				
04:45	37	81	13	30	111	16:45	81	322	266	1137	1459
05:00	51	6			17:00	88	319				
05:15	99	2			17:15	69	275				
05:30	144	4			17:30	77	284				
05:45	181	475	7	19	494	17:45	91	325	221	1099	1424
06:00	195	21			18:00	120	239				
06:15	225	29			18:15	115	200				
06:30	257	28			18:30	106	174				
06:45	311	988	29	107	1095	18:45	82	423	134	747	1170
07:00	335	33			19:00	65	140				
07:15	361	48			19:15	50	105				
07:30	407	62			19:30	52	81				
07:45	493	1596	66	209	1805	19:45	49	216	85	411	627
08:00	425	72			20:00	44	76				
08:15	408	63			20:15	41	49				
08:30	432	56			20:30	46	44				
08:45	395	1660	51	242	1902	20:45	36	167	29	198	365
09:00	387	76			21:00	21	50				
09:15	314	75			21:15	38	45				
09:30	231	70			21:30	35	39				
09:45	221	1153	58	279	1432	21:45	18	112	29	163	275
10:00	174	81			22:00	22	37				
10:15	144	81			22:15	30	27				
10:30	111	85			22:30	21	32				
10:45	130	559	112	359	918	22:45	18	91	37	133	224
11:00	114	131			23:00	18	24				
11:15	148	140			23:15	17	20				
11:30	151	177			23:30	13	23				
11:45	177	590	191	639	1229	23:45	12	60	20	87	147

**Total Vol.** 7178 2015 **9193** 4070 6924 **10994**

	NB	SB	EB	WB	Combined
<b>Daily Totals</b>	11248	8939			<b>20187</b>

	AM			PM		
<b>Split %</b>	78.1%	21.9%	<b>45.5%</b>	37.0%	63.0%	<b>54.5%</b>
<b>Peak Hour</b>	07:45	11:30	<b>07:45</b>	12:30	16:15	<b>16:15</b>
<b>Volume</b>	1758	764	<b>2015</b>	835	1168	<b>1494</b>
<b>P.H.F.</b>	0.89	0.87	<b>0.90</b>	0.98	0.92	<b>0.92</b>

Towne Centre Drive (Between La Jolla Village Drive and Golden Haven Drive)

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	11	16			12:00	207	172				
00:15	11	15			12:15	187	151				
00:30	11	7			12:30	200	158				
00:45	8	41	9	47	88	12:45	184	778	139	620	1398
01:00	18	9			13:00	194	136				
01:15	8	9			13:15	219	133				
01:30	5	4			13:30	198	98				
01:45	8	39	0	22	61	13:45	199	810	119	486	1296
02:00	4	4			14:00	199	95				
02:15	2	5			14:15	172	120				
02:30	1	5			14:30	212	112				
02:45	1	8	0	14	22	14:45	184	767	113	440	1207
03:00	3	4			15:00	181	99				
03:15	3	4			15:15	146	101				
03:30	2	4			15:30	161	136				
03:45	6	14	8	20	34	15:45	130	618	117	453	1071
04:00	2	4			16:00	174	137				
04:15	2	5			16:15	191	177				
04:30	12	9			16:30	188	184				
04:45	8	24	14	32	56	16:45	170	723	181	679	1402
05:00	12	16			17:00	215	205				
05:15	17	30			17:15	202	244				
05:30	24	28			17:30	235	205				
05:45	32	85	46	120	205	17:45	205	857	244	898	1755
06:00	32	40			18:00	167	177				
06:15	21	46			18:15	145	155				
06:30	55	45			18:30	162	183				
06:45	81	189	48	179	368	18:45	153	627	141	656	1283
07:00	66	55			19:00	129	101				
07:15	105	90			19:15	113	104				
07:30	133	88			19:30	119	88				
07:45	114	418	105	338	756	19:45	125	486	91	384	870
08:00	165	121			20:00	108	87				
08:15	147	140			20:15	95	82				
08:30	151	121			20:30	100	87				
08:45	163	626	119	501	1127	20:45	96	399	71	327	726
09:00	167	110			21:00	121	45				
09:15	180	95			21:15	114	53				
09:30	125	83			21:30	90	68				
09:45	114	586	95	383	969	21:45	51	376	40	206	582
10:00	103	90			22:00	57	74				
10:15	95	88			22:15	47	47				
10:30	134	94			22:30	45	33				
10:45	117	449	107	379	828	22:45	24	173	34	188	361
11:00	109	100			23:00	32	29				
11:15	116	144			23:15	17	31				
11:30	145	147			23:30	27	18				
11:45	164	534	159	550	1084	23:45	37	113	13	91	204

<b>Total Vol.</b>	3013	2585	<b>5598</b>		6727	5428	<b>12155</b>	
					<b>Daily Totals</b>			
					NB	SB	EB	WB
					9740	8013	<b>17753</b>	

	<b>AM</b>				<b>PM</b>			
<b>Split %</b>	53.8%	46.2%	<b>31.5%</b>		55.3%	44.7%	<b>68.5%</b>	
<b>Peak Hour</b>	11:45	11:45	<b>11:45</b>		17:00	17:00	<b>17:00</b>	
<b>Volume</b>	758	640	<b>1398</b>		857	898	<b>1755</b>	
<b>P.H.F.</b>	0.92	0.93	<b>0.92</b>		0.94	0.92	<b>0.98</b>	

THURSDAY - NOVEMBER 17TH, 2016

CITY: UTC

PROJECT: PTD16-1118-03

TOWNE CENTRE N-O EASTGATE MALL

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	4	8			12:00	98	140			
00:15	4	6			12:15	83	92			
00:30	3	3			12:30	100	77			
00:45	1	12	3	20	12:45	135	416	79	388	
01:00	5	6			13:00	98	78			
01:15	2	3			13:15	98	49			
01:30	1	3			13:30	75	55			
01:45	1	9	2	14	13:45	79	350	72	254	
02:00	3	4			14:00	44	84			
02:15	2	2			14:15	39	78			
02:30	2	2			14:30	37	102			
02:45	3	10	2	10	14:45	44	164	99	363	
03:00	1	5			15:00	50	106			
03:15	2	2			15:15	33	106			
03:30	4	3			15:30	31	162			
03:45	0	7	1	11	15:45	22	136	136	510	
04:00	5	1			16:00	15	177			
04:15	5	6			16:15	19	141			
04:30	9	2			16:30	22	215			
04:45	26	45	4	13	16:45	19	75	188	721	
05:00	30	6			17:00	16	262			
05:15	47	13			17:15	18	199			
05:30	55	10			17:30	15	184			
05:45	96	228	6	35	17:45	16	65	159	804	
06:00	89	10			18:00	15	117			
06:15	108	9			18:15	13	102			
06:30	168	14			18:30	25	93			
06:45	169	534	19	52	18:45	22	75	66	378	
07:00	184	20			19:00	7	64			
07:15	151	19			19:15	11	32			
07:30	188	22			19:30	8	31			
07:45	195	718	28	89	19:45	2	28	21	148	
08:00	188	19			20:00	4	29			
08:15	155	22			20:15	8	14			
08:30	162	23			20:30	11	13			
08:45	177	682	20	84	20:45	6	29	18	74	
09:00	188	29			21:00	5	12			
09:15	136	28			21:15	4	8			
09:30	106	35			21:30	4	6			
09:45	103	533	31	123	21:45	5	18	4	30	
10:00	80	37			22:00	5	6			
10:15	72	30			22:15	7	8			
10:30	61	42			22:30	2	8			
10:45	57	270	45	154	22:45	2	16	5	27	
11:00	66	44			23:00	6	5			
11:15	70	35			23:15	4	8			
11:30	88	65			23:30	5	8			
11:45	95	319	88	232	23:45	8	23	5	26	
<b>Total Vol.</b>	<b>3367</b>	<b>837</b>			<b>4204</b>	<b>1395</b>	<b>3723</b>			<b>5118</b>

					Daily Totals				
					NB	SB	EB	WB	Combined
					4762	4560			9322

Split %	AM			PM		
	80.1%	19.9%	45.1%	27.3%	72.7%	54.9%
Peak Hour	07:30	11:45	07:30	12:30	16:30	16:30
Volume	726	397	817	431	864	939
P.H.F.	0.93	0.71	0.92	0.80	0.82	0.84

# National Data & Surveying Services Intersection Turning Movement Count

Location: Westerra Ct & Towne Center Dr  
 City: San Diego  
 Control: 1-Way Stop(NB)

Project ID: 21-040098-001  
 Date: 6/3/2021

## Data - Totals

NS/EW Streets:	Westerra Ct				Westerra Ct				Towne Center Dr				Towne Center Dr				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	10
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	5	12	0	0	18
7:30 AM	0	0	1	0	0	0	0	0	0	4	0	0	4	3	0	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	5	9	0	0	17
8:00 AM	0	0	2	0	0	0	0	0	0	4	0	0	4	9	0	0	19
8:15 AM	0	0	1	0	0	0	0	0	0	8	0	0	4	7	0	0	20
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	6	3	0	0	11
8:45 AM	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0	0	13
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	9	0	0	0	0	0	0	26	0	0	34	51	0	0	120
	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:30 AM - 08:30 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	4	0	0	0	0	0	0	19	0	0	17	28	0	0	68
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.850	0.778	0.000	0.000	0.850
			0.500							0.594				0.804			
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	4	0	0	0	0	0	0	4	0	0	0	1	0	0	9
4:15 PM	0	0	4	0	0	0	0	0	0	5	1	0	1	7	0	0	18
4:30 PM	0	0	5	0	0	0	0	0	0	9	0	0	0	0	0	0	14
4:45 PM	0	0	6	0	0	0	0	0	0	3	0	0	1	2	0	0	12
5:00 PM	0	0	2	0	0	0	0	0	0	11	0	0	2	0	0	0	15
5:15 PM	0	0	3	0	0	0	0	0	0	3	0	0	0	2	0	0	8
5:30 PM	0	0	2	0	0	0	0	0	0	4	0	0	2	6	0	0	14
5:45 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0	5
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	28	0	0	0	0	0	0	41	1	0	6	19	0	0	95
	0.00%	0.00%	100.00%	0.00%					0.00%	97.62%	2.38%	0.00%	24.00%	76.00%	0.00%	0.00%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	17	0	0	0	0	0	0	28	1	0	4	9	0	0	59
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.636	0.250	0.000	0.500	0.321	0.000	0.000	0.819
			0.708							0.659				0.406			







# National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Ct & Towne Center Dr  
 City: San Diego  
 Control: 1-Way Stop(NB)

Project ID: 21-040098-002  
 Date: 6/3/2021

## Data - Totals

NS/EW Streets:	Towne Center Ct				Towne Center Ct				Towne Center Dr				Towne Center Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	30
7:15 AM	1	0	0	0	0	0	0	0	0	4	1	0	5	16	2	1	30
7:30 AM	0	0	0	0	1	0	0	0	0	4	0	0	4	19	4	0	32
7:45 AM	0	0	1	0	0	0	0	0	0	4	0	0	4	17	1	1	28
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	3	23	2	2	34
8:15 AM	0	0	1	0	0	0	0	0	0	11	1	0	3	13	1	1	31
8:30 AM	0	0	2	0	1	0	0	0	0	10	0	0	7	12	2	0	34
8:45 AM	0	0	2	0	1	0	0	0	0	6	0	0	9	12	3	2	35
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	10.00%	0.00%	90.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	94.00%	6.00%	0.00%	22.11%	63.68%	9.47%	4.74%	254
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																
<b>PEAK HR VOL:</b>	0	0	5	0	2	0	0	0	0	31	1	0	22	60	8	5	134
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.625	0.000	0.500	0.000	0.000	0.000	0.000	0.705	0.250	0.000	0.611	0.652	0.667	0.625	0.957
			0.625				0.500				0.667				0.792		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	7	0	2	0	0	0	0	16	0	0	0	1	1	0	27
4:15 PM	0	0	4	0	2	0	0	0	1	19	0	0	2	8	1	0	37
4:30 PM	0	0	4	0	0	0	0	0	0	17	2	0	3	3	1	0	30
4:45 PM	1	0	3	0	3	0	0	0	0	11	0	0	2	1	1	0	22
5:00 PM	0	0	9	0	1	0	0	0	0	13	0	0	0	3	0	0	26
5:15 PM	0	0	5	0	0	0	0	0	0	13	0	0	0	2	2	0	22
5:30 PM	1	0	2	1	1	0	0	0	0	4	0	0	1	7	1	0	18
5:45 PM	0	0	5	0	0	0	0	0	0	7	1	0	0	1	0	0	14
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	4.76%	0.00%	92.86%	2.38%	100.00%	0.00%	0.00%	0.00%	0.96%	96.15%	2.88%	0.00%	19.51%	63.41%	17.07%	0.00%	196
<b>PEAK HR:</b>	04:00 PM - 05:00 PM																
<b>PEAK HR VOL:</b>	1	0	18	0	7	0	0	0	1	63	2	0	7	13	4	0	116
<b>PEAK HR FACTOR:</b>	0.250	0.000	0.643	0.000	0.583	0.000	0.000	0.000	0.250	0.829	0.250	0.000	0.583	0.406	1.000	0.000	0.784
			0.679				0.583				0.825				0.545		

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Towne Center Ct & Towne Center Dr  
**City:** San Diego  
**Control:** 1-Way Stop(NB)

**Project ID:** 21-040098-002  
**Date:** 6/3/2021

## Data - Bikes

NS/EW Streets:	Towne Center Ct				Towne Center Ct				Towne Center Dr				Towne Center Dr					
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	2	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	

<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	4	
<b>PEAK HR :</b>	04:00 PM - 05:00 PM																TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	

# National Data & Surveying Services **Intersection Turning**

## Movement Count

**Location:** Towne Center Ct & Towne Center Dr  
**City:** San Diego

**Project ID:** 21-040098-002  
**Date:** 6/3/2021

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Towne Center Ct		Towne Center Ct		Towne Center Dr		Towne Center Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	3	1	0	0	0	0	0	0	4
7:15 AM	3	1	0	0	0	0	0	0	4
7:30 AM	1	0	0	0	0	0	0	0	1
7:45 AM	2	1	0	1	0	0	0	0	4
8:00 AM	2	0	0	1	1	0	0	0	4
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	1	3	0	2	0	0	0	0	6
8:45 AM	0	2	0	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	EB 12	WB 8	EB 0	WB 5	NB 1	SB 0	NB 0	SB 0	TOTAL 26
<b>APPROACH %'s :</b>	60.00%	40.00%	0.00%	100.00%	100.00%	0.00%			
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	3	5	0	4	1	0	0	0	13
<b>PEAK HR FACTOR :</b>	0.375	0.417		0.500	0.250				0.542
	0.500		0.500		0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	1	1	0	6	0	4	1	1	14
4:30 PM	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	5	0	0	0	0	0	5
5:00 PM	0	0	0	2	0	0	0	0	2
5:15 PM	1	0	1	2	0	0	0	0	4
5:30 PM	0	0	1	1	0	0	0	0	2
5:45 PM	0	1	1	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	EB 3	WB 3	EB 8	WB 12	NB 0	SB 4	NB 1	SB 1	TOTAL 32
<b>APPROACH %'s :</b>	50.00%	50.00%	40.00%	60.00%	0.00%	100.00%	50.00%	50.00%	
<b>PEAK HR :</b>	04:00 PM - 05:00 PM								TOTAL
<b>PEAK HR VOL :</b>	2	2	5	7	0	4	1	1	22
<b>PEAK HR FACTOR :</b>	0.500	0.500	0.250	0.292		0.250	0.250	0.250	0.393
	0.500		0.500		0.250		0.250		

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

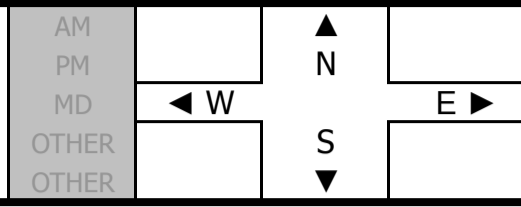
**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
TOWNE CENTER  
EASTGATE MALL

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

NOTES:

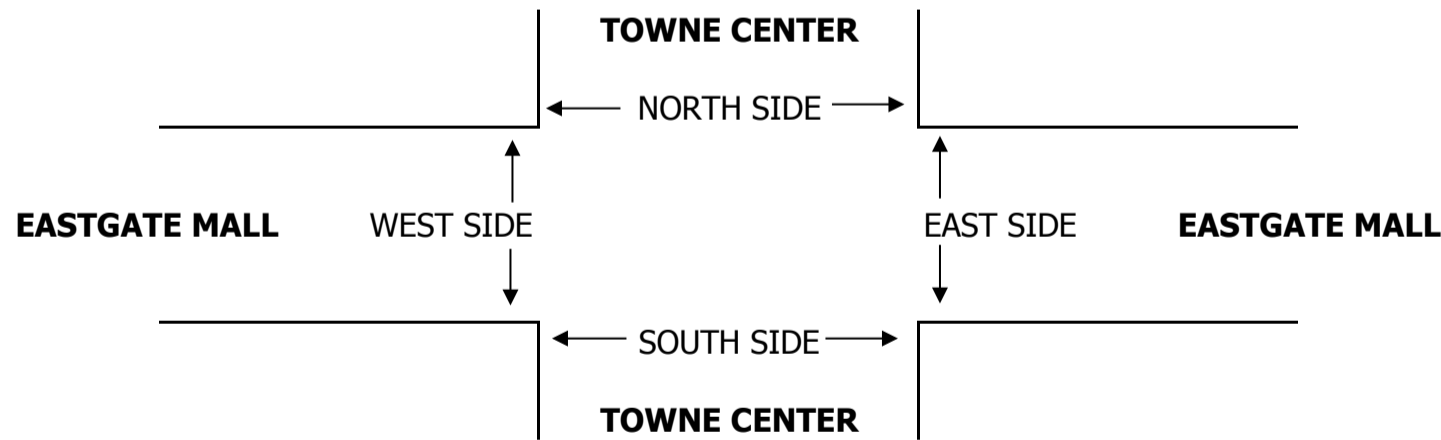


LANES:	NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	2	2	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

	NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	25	125	31	5	5	7	11	30	11	8	81	27	366
7:15 AM	60	138	26	4	10	7	14	36	24	7	120	37	483
7:30 AM	80	141	42	4	12	2	13	47	25	9	149	50	574
7:45 AM	111	132	55	2	16	9	16	44	25	14	146	49	619
8:00 AM	75	145	52	4	11	5	22	39	41	16	127	56	593
8:15 AM	66	120	45	5	13	3	24	56	24	11	113	59	539
8:30 AM	87	147	59	6	15	6	19	35	37	15	122	42	590
8:45 AM	78	153	48	5	12	7	13	44	21	14	131	46	572
VOLUMES	582	1,101	358	35	94	46	132	331	208	94	989	366	4,336
APPROACH %	29%	54%	18%	20%	54%	26%	20%	49%	31%	6%	68%	25%	
APP/DEPART	2,041	/	1,599	175	/	396	671	/	724	1,449	/	1,617	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	339	544	211	17	55	23	81	174	127	56	508	206	2,341
APPROACH %	31%	50%	19%	18%	58%	24%	21%	46%	33%	7%	66%	27%	
PEAK HR FACTOR		0.918			0.880			0.918			0.921		0.945
APP/DEPART	1,094	/	831	95	/	238	382	/	402	770	/	870	0
<b>PM</b>													
4:00 PM	27	22	13	31	140	23	5	115	29	27	78	5	515
4:15 PM	31	18	10	30	93	17	10	89	35	29	69	6	437
4:30 PM	32	11	15	46	121	24	3	98	37	32	57	8	484
4:45 PM	22	14	12	42	116	24	2	116	35	33	76	1	493
5:00 PM	48	8	18	67	173	33	12	95	45	42	67	5	613
5:15 PM	28	13	10	42	110	24	2	126	54	33	73	6	521
5:30 PM	47	17	13	45	123	27	4	110	49	40	53	5	533
5:45 PM	20	9	9	32	84	19	3	103	44	28	64	5	420
VOLUMES	255	112	100	335	960	191	41	852	328	264	537	41	4,016
APPROACH %	55%	24%	21%	23%	65%	13%	3%	70%	27%	31%	64%	5%	
APP/DEPART	467	/	194	1,486	/	1,552	1,221	/	1,287	842	/	983	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	145	52	53	196	522	108	20	447	183	148	269	17	2,160
APPROACH %	58%	21%	21%	24%	63%	13%	3%	69%	28%	34%	62%	4%	
PEAK HR FACTOR		0.812			0.756			0.893			0.952		0.881
APP/DEPART	250	/	89	826	/	853	650	/	696	434	/	522	0

NB	SB	EB	WB	TTL
1				1
2				2
		1		1
1		1		2
1				1
2				2
		2		2
8	0	5	0	13
1				1
5	1	1		6
2		1		3
3				3
8				8
3				3
4				4
1				1
26	1	3	0	30



	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>					
7:00 AM	2		1	1	4
7:15 AM	1	1	1	3	6
7:30 AM	1	1		2	4
7:45 AM		2		1	3
8:00 AM	5	4	3	6	18
8:15 AM	2	1		1	4
8:30 AM	3	4	3	3	13
8:45 AM		2	1	1	4
TOTAL	14	15	9	18	56
<b>PM</b>					
4:00 PM				1	1
4:15 PM			1	1	2
4:30 PM	3	1		5	9
4:45 PM	4	2	3	8	17
5:00 PM		3	1	2	6
5:15 PM		1	4	2	7
5:30 PM	3	1		7	11
5:45 PM		1		5	6
TOTAL	10	9	9	31	59

	PEDESTRIAN ACTIVATIONS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>					
7:00 AM					0
7:15 AM					0
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM					0
4:15 PM					0
4:30 PM					0
4:45 PM					0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
<b>AM</b>					
7:00 AM	1	2	1		4
7:15 AM	2	2	1		5
7:30 AM	1	1	1		3
7:45 AM		1		1	2
8:00 AM	1			1	2
8:15 AM	1	2	1		4
8:30 AM	1	1		1	3
8:45 AM	3	1			4
TOTAL	10	10	4	3	27
<b>PM</b>					
4:00 PM	1				1
4:15 PM	2				2
4:30 PM					0
4:45 PM	1	2			3
5:00 PM	3	2			5
5:15 PM	6	1			7
5:30 PM	1				1
5:45 PM	3	1			4
TOTAL	17	6	0	0	23

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
TOWNE CENTER  
EXECUTIVE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 2  
**CONTROL:** SIGNAL

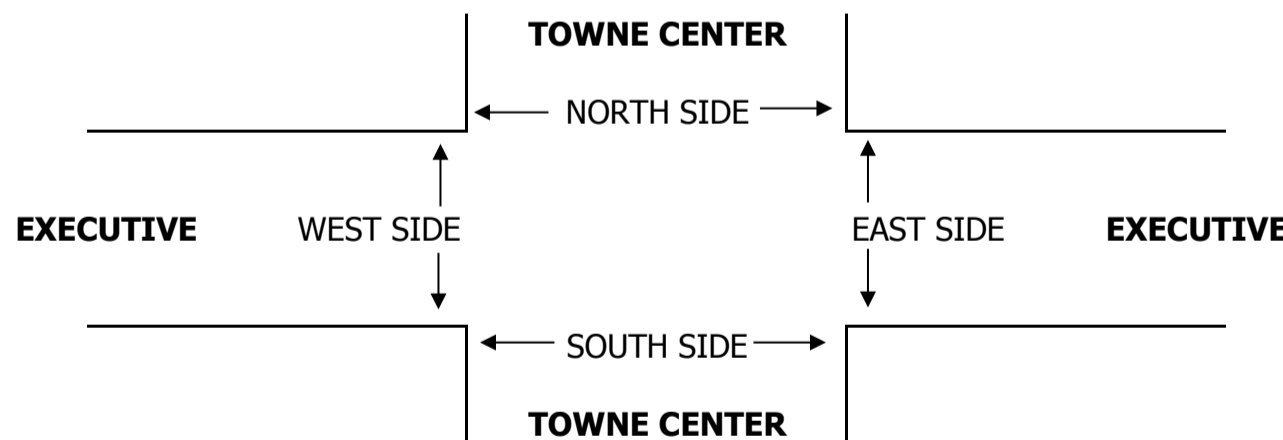
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	46	174	83	3	20	8	19	26	0	9	6	2	396
	7:15 AM	30	209	104	0	30	6	27	19	5	11	7	5	453
	7:30 AM	44	265	105	0	33	8	21	22	6	11	19	5	539
	7:45 AM	58	280	112	2	42	16	26	21	9	10	21	7	604
	8:00 AM	97	239	92	1	39	18	35	31	11	7	24	8	602
	8:15 AM	111	208	114	4	32	10	30	15	4	15	21	3	567
	8:30 AM	81	246	78	3	44	15	30	32	9	15	28	3	584
	8:45 AM	88	241	84	3	38	9	37	27	13	21	29	6	596
	VOLUMES	555	1,862	772	16	278	90	225	193	57	99	155	39	4,341
	APPROACH %	17%	58%	24%	4%	72%	23%	47%	41%	12%	34%	53%	13%	
APP/DEPART	3,189	/	2,126	384	/	434	475	/	981	293	/	800	0	
BEGIN PEAK HR		7:45 AM												
VOLUMES	347	973	396	10	157	59	121	99	33	47	94	21	2,357	
APPROACH %	20%	57%	23%	4%	69%	26%	48%	39%	13%	29%	58%	13%		
PEAK HR FACTOR		0.953			0.911			0.821			0.880		0.976	
APP/DEPART	1,716	/	1,115	226	/	237	253	/	505	162	/	500	0	
PM	4:00 PM	18	49	13	9	151	29	6	17	45	72	45	2	456
	4:15 PM	24	33	15	8	181	25	8	10	41	80	41	2	468
	4:30 PM	20	39	16	0	182	29	8	11	33	78	50	4	470
	4:45 PM	32	28	20	3	168	15	9	8	26	68	50	4	431
	5:00 PM	27	40	19	7	211	25	14	16	31	63	39	8	500
	5:15 PM	18	33	17	2	164	25	6	23	35	70	62	7	462
	5:30 PM	23	43	15	4	180	40	11	22	33	59	41	2	473
	5:45 PM	28	32	34	2	132	16	3	12	30	61	35	5	390
	VOLUMES	190	297	149	35	1,369	204	65	119	274	551	363	34	3,650
	APPROACH %	30%	47%	23%	2%	85%	13%	14%	26%	60%	58%	38%	4%	
APP/DEPART	636	/	396	1,608	/	2,194	458	/	303	948	/	757	0	
BEGIN PEAK HR		4:15 PM												
VOLUMES	103	140	70	18	742	94	39	45	131	289	180	18	1,869	
APPROACH %	33%	45%	22%	2%	87%	11%	18%	21%	61%	59%	37%	4%		
PEAK HR FACTOR		0.910			0.879			0.881			0.922		0.935	
APP/DEPART	313	/	197	854	/	1,162	215	/	133	487	/	377	0	

1	0	0	0	1
3	1	2	0	6
2	1	1	0	4
0	0	2	1	3
1	2	0	0	3
1	0	0	0	1
0	0	0	0	0
1	2	0	1	4
9	6	5	2	22
15	0	0	0	15
10	0	0	0	10
14	0	0	0	14
11	0	0	1	12
13	0	0	0	13
18	2	0	0	20
17	0	0	2	19
13	0	0	0	13
111	2	0	3	116



	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

AM	7:00 AM	0	1	1	0	2
	7:15 AM	1	4	1	3	9
	7:30 AM	1	2	1	2	6
	7:45 AM	2	3	8	1	14
	8:00 AM	4	2	4	3	13
	8:15 AM	1	3	3	0	7
	8:30 AM	4	0	3	5	12
	8:45 AM	2	0	2	3	7
	TOTAL	15	15	23	17	70
PM	4:00 PM	4	3	2	0	9
	4:15 PM	2	5	4	1	12
	4:30 PM	2	3	4	1	10
	4:45 PM	4	1	1	1	7
	5:00 PM	1	1	3	1	6
	5:15 PM	0	2	1	2	5
	5:30 PM	5	2	2	4	13
	5:45 PM	5	2	5	2	14
	TOTAL	23	19	22	12	76

	PEDESTRIAN ACTIVATIONS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL

# National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Dr & Towne Center Dwy  
 City: San Diego  
 Control: Signalized

Project ID: 21-040098-003  
 Date: 6/3/2021

## Data - Totals

NS/EW Streets:	Towne Center Dr				Towne Center Dr				Towne Center Dwy				Towne Center Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	222
7:15 AM	0	176	6	0	0	35	3	0	0	0	1	0	0	0	0	0	219
7:30 AM	0	183	7	0	0	23	0	0	0	0	6	0	0	0	0	0	285
7:45 AM	0	210	9	0	0	64	1	0	0	0	1	0	0	0	0	0	313
8:00 AM	0	244	16	0	0	47	1	0	0	0	2	0	3	0	0	0	286
8:15 AM	0	211	21	0	0	48	1	0	0	0	2	0	2	0	1	0	322
8:30 AM	0	232	13	0	0	71	0	0	0	0	3	0	3	0	0	0	313
8:45 AM	0	228	10	0	0	72	2	0	0	0	1	0	0	0	0	0	277
	0	199	7	0	0	65	1	0	0	0	2	0	2	1	0	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	1683	89	0	0	425	9	0	0	0	18	0	11	1	1	0	2237
	0.00%	94.98%	5.02%	0.00%	0.00%	97.93%	2.07%	0.00%	0.00%	0.00%	100.00%	0.00%	84.62%	7.69%	7.69%	0.00%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	915	60	0	0	239	4	0	0	0	8	0	8	0	1	0	1234
<b>PEAK HR FACTOR :</b>	0.000	0.938	0.714	0.000	0.000	0.826	0.500	0.000	0.000	0.000	0.667	0.000	0.667	0.000	0.250	0.000	0.958
		0.938				0.818					0.667				0.750		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	63	2	0	0	200	3	0	0	0	2	0	16	0	0	0	286
4:15 PM	0	66	1	0	0	156	2	0	0	0	3	0	15	0	2	0	245
4:30 PM	0	81	1	0	0	188	2	0	0	0	0	0	20	0	2	0	294
4:45 PM	0	66	1	0	0	180	4	0	0	0	1	0	17	0	1	0	270
5:00 PM	0	73	2	0	0	203	1	0	0	0	1	0	23	0	3	0	306
5:15 PM	0	80	2	0	0	174	2	0	0	0	1	0	21	0	1	0	281
5:30 PM	0	57	0	0	0	139	0	0	0	0	2	0	10	0	0	0	208
5:45 PM	0	82	1	0	0	123	2	0	0	0	2	0	9	0	1	0	220
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	568	10	0	0	1363	16	0	0	0	12	0	131	0	10	0	2110
	0.00%	98.27%	1.73%	0.00%	0.00%	98.84%	1.16%	0.00%	0.00%	0.00%	100.00%	0.00%	92.91%	0.00%	7.09%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	300	6	0	0	745	9	0	0	0	3	0	81	0	7	0	1151
<b>PEAK HR FACTOR :</b>	0.000	0.926	0.750	0.000	0.000	0.917	0.563	0.000	0.000	0.000	0.750	0.000	0.880	0.000	0.583	0.000	0.940
		0.933				0.924					0.750				0.846		

# National Data & Surveying Services Intersection Turning Movement Count

Location: Towne Center Dr & Towne Center Dwy  
 City: San Diego  
 Control: Signalized

Project ID: 21-040098-003  
 Date: 6/3/2021

## Data - Bikes

NS/EW Streets:	Towne Center Dr				Towne Center Dr				Towne Center Dwy				Towne Center Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000

# National Data & Surveying Services **Intersection Turning**

## Movement Count

**Location:** Towne Center Dr & Towne Center Dwy  
**City:** San Diego

**Project ID:** 21-040098-003  
**Date:** 6/3/2021

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Towne Center Dr		Towne Center Dr		Towne Center Dwy		Towne Center Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	1	3
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	2	1	0	3	0	1	0	7
8:15 AM	0	0	0	0	1	1	2	1	5
8:30 AM	0	0	0	0	1	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	2	1	0	5	4	3	5	20
	0.00%	100.00%	100.00%	0.00%	55.56%	44.44%	37.50%	62.50%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								
<b>PEAK HR VOL :</b>	0	2	1	0	5	2	3	2	15
<b>PEAK HR FACTOR :</b>		0.250	0.250	0.250	0.417	0.500	0.375	0.500	0.536
		0.250		0.250		0.583		0.417	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	1	2	3
4:15 PM	0	0	0	0	0	2	1	2	5
4:30 PM	0	0	0	0	0	2	0	1	3
4:45 PM	0	1	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	3	0	0	0	3
5:15 PM	0	0	0	0	0	0	1	2	3
5:30 PM	0	1	0	0	1	0	1	2	5
5:45 PM	0	0	0	0	2	0	2	5	9
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	2	0	0	6	4	7	14	33
	0.00%	100.00%			60.00%	40.00%	33.33%	66.67%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								
<b>PEAK HR VOL :</b>	0	1	0	0	3	2	2	3	11
<b>PEAK HR FACTOR :</b>		0.250			0.250	0.250	0.500	0.375	0.917
		0.250				0.417		0.417	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

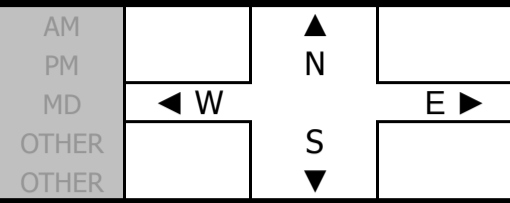
**DATE:**  
5/25/17  
THURSDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UTC  
TOWNE CENTER  
LA JOLLA VILLAGE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 3  
**CONTROL:** SIGNAL

NOTES:

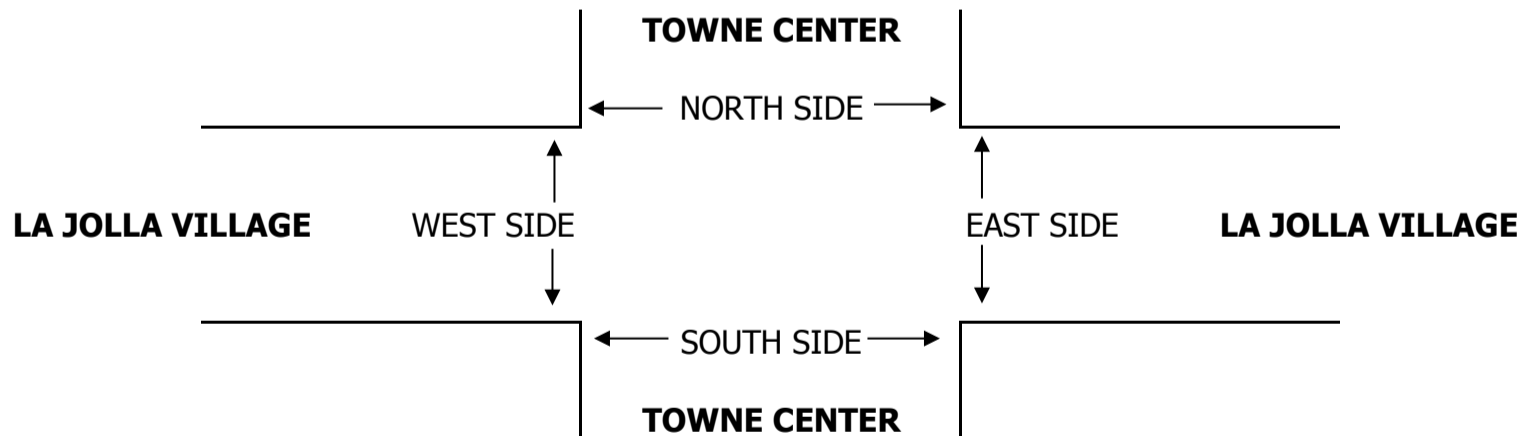


LANES:	NORTHBOUND TOWNE CENTER			SOUTHBOUND TOWNE CENTER			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	2	2	1	0	2	3	0	2	3	2	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	AM													
	7:00 AM	17	19	43	35	4	4	56	131	12	41	223	210	795
7:15 AM	20	28	52	39	5	3	35	180	11	81	256	261	971	
7:30 AM	33	44	64	44	6	7	66	260	20	61	285	278	1,168	
7:45 AM	29	38	59	49	11	13	97	225	18	78	365	316	1,298	
8:00 AM	33	46	73	39	7	4	69	223	34	81	312	291	1,212	
8:15 AM	40	41	84	61	8	7	69	233	22	100	355	256	1,276	
8:30 AM	22	51	71	33	8	6	76	256	33	87	363	264	1,270	
8:45 AM	38	45	86	35	9	9	63	234	35	76	340	262	1,232	
VOLUMES	232	312	532	335	58	53	531	1,742	185	605	2,499	2,138	9,222	
APPROACH %	22%	29%	49%	75%	13%	12%	22%	71%	8%	12%	48%	41%		
APP/DEPART	1,076	/	2,981	446	/	848	2,458	/	2,609	5,242	/	2,784	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	124	176	287	182	34	30	311	937	107	346	1,395	1,127	5,056	
APPROACH %	21%	30%	49%	74%	14%	12%	23%	69%	8%	12%	49%	39%		
PEAK HR FACTOR		0.889			0.809			0.928			0.945		0.974	
APP/DEPART	587	/	1,614	246	/	487	1,355	/	1,406	2,868	/	1,549	0	
PM	PM													
	4:00 PM	38	12	138	199	54	37	8	337	29	76	284	47	1,259
	4:15 PM	49	14	129	192	42	41	7	308	37	93	388	52	1,352
	4:30 PM	46	9	114	201	52	45	3	308	25	99	405	64	1,371
	4:45 PM	42	12	124	178	48	37	4	281	44	95	404	68	1,337
	5:00 PM	47	9	150	166	42	42	4	343	50	101	423	71	1,448
	5:15 PM	46	19	152	183	44	41	7	305	46	144	410	54	1,451
	5:30 PM	60	13	152	178	58	40	3	287	38	110	401	58	1,398
	5:45 PM	46	14	140	169	77	31	7	260	44	122	392	77	1,379
	VOLUMES	374	102	1,099	1,466	417	314	43	2,429	313	840	3,107	491	10,995
	APPROACH %	24%	6%	70%	67%	19%	14%	2%	87%	11%	19%	70%	11%	
	APP/DEPART	1,575	/	636	2,197	/	1,570	2,785	/	4,994	4,438	/	3,795	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	199	55	594	696	221	154	21	1,195	178	477	1,626	260	5,676
APPROACH %	23%	6%	70%	65%	21%	14%	2%	86%	13%	20%	69%	11%		
PEAK HR FACTOR		0.942			0.967			0.878			0.972		0.978	
APP/DEPART	848	/	336	1,071	/	876	1,394	/	2,485	2,363	/	1,979	0	

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
0	1	1	1	3
0	1	1	1	3



AM	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	2	1		4	7
7:15 AM	1	1			2
7:30 AM		1	1		2
7:45 AM	2	1	1	3	7
8:00 AM	1	4	1	1	7
8:15 AM	1		2	3	6
8:30 AM	1	2	1		4
8:45 AM		3	4	1	8
TOTAL	8	13	10	12	43
PM	PEDESTRIAN CROSSINGS				
	4:00 PM		1	2	3
	4:15 PM		1	5	6
	4:30 PM		3	2	5
	4:45 PM	3		3	6
	5:00 PM	5	2	3	10
	5:15 PM	1	1	3	5
	5:30 PM	3			3
	5:45 PM		2	6	8
TOTAL	12	10	0	24	46

AM	PEDESTRIAN ACTIVATIONS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM					0
7:15 AM					0
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
TOTAL	0	0	0	0	0
PM	PEDESTRIAN ACTIVATIONS				
	4:00 PM				0
	4:15 PM				0
	4:30 PM				0
	4:45 PM				0
	5:00 PM				0
	5:15 PM				0
	5:30 PM				0
	5:45 PM				0
TOTAL	0	0	0	0	0

AM	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM					0
7:15 AM					0
7:30 AM					0
7:45 AM					0
8:00 AM					0
8:15 AM					0
8:30 AM					0
8:45 AM					0
TOTAL	0	1	0	0	1
PM	BICYCLE CROSSINGS				
	4:00 PM				0
	4:15 PM				0
	4:30 PM		1		3
	4:45 PM		1	2	1
	5:00 PM	1			1
	5:15 PM			1	1
	5:30 PM	1		1	2
	5:45 PM			1	1
TOTAL	2	2	1	4	9

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

**LA JOLLA / UC  
JUDICIAL  
EASTGATE MALL**

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 11  
**CONTROL:** SIGNAL

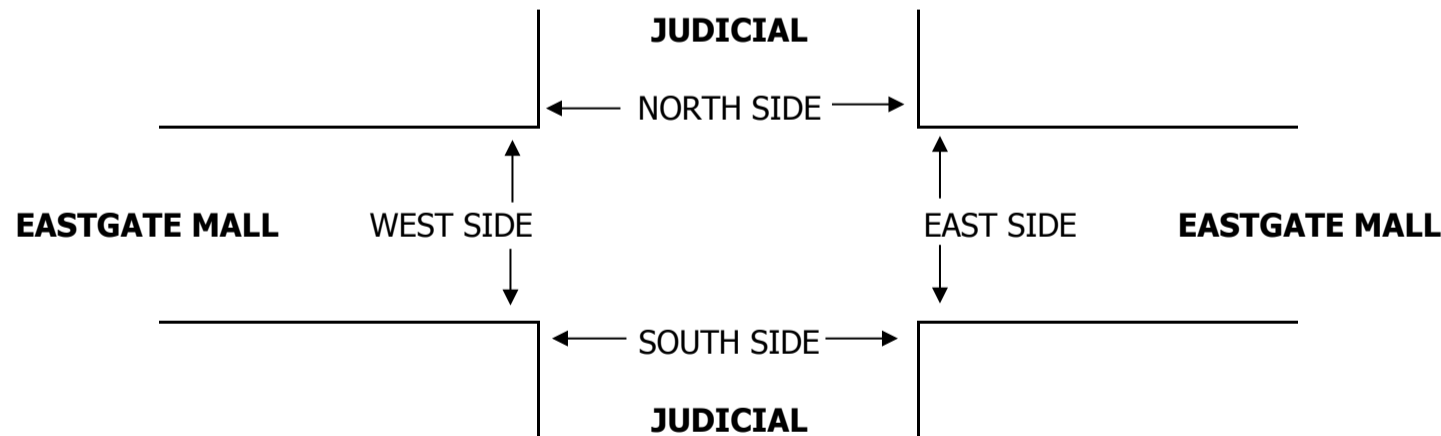
NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND JUDICIAL			SOUTHBOUND JUDICIAL			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	23	22	11	1	1	4	23	39	3	11	85	4	227
	7:15 AM	45	27	22	0	1	3	20	38	7	23	115	4	305
	7:30 AM	26	9	15	1	0	3	32	59	5	21	167	11	349
	7:45 AM	47	31	17	1	4	5	39	52	14	23	161	5	399
	8:00 AM	37	23	20	1	1	2	37	50	13	36	148	8	376
	8:15 AM	34	30	22	1	1	4	32	66	13	21	134	9	367
	8:30 AM	41	17	23	3	3	8	33	64	6	25	137	7	367
	8:45 AM	50	29	40	2	2	4	28	62	19	22	152	6	416
	VOLUMES	303	188	170	10	13	33	244	430	80	182	1,099	54	2,806
	APPROACH %	46%	28%	26%	18%	23%	59%	32%	57%	11%	14%	82%	4%	
APP/DEPART	661	/	486	56	/	275	754	/	610	1,335	/	1,435	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	162	99	105	7	7	18	130	242	51	104	571	30	1,526	
APPROACH %	44%	27%	29%	22%	22%	56%	31%	57%	12%	15%	81%	4%		
PEAK HR FACTOR	0.769													
APP/DEPART	366	/	259	32	/	162	423	/	354	705	/	751	0	
<b>PM</b>	4:00 PM	23	2	44	14	17	21	3	118	23	17	65	0	347
	4:15 PM	30	1	29	9	17	29	5	106	25	19	58	1	329
	4:30 PM	28	2	54	13	21	19	2	133	30	16	46	2	366
	4:45 PM	29	1	41	12	19	21	3	123	29	17	48	3	346
	5:00 PM	25	0	51	25	23	41	3	148	30	18	58	3	425
	5:15 PM	35	1	37	11	15	24	3	143	31	26	61	1	388
	5:30 PM	15	3	54	11	16	26	5	133	29	15	63	0	370
	5:45 PM	27	3	25	8	17	16	6	107	36	17	48	1	311
	VOLUMES	212	13	335	103	145	197	30	1,011	233	145	447	11	2,882
	APPROACH %	38%	2%	60%	23%	33%	44%	2%	79%	18%	24%	74%	2%	
APP/DEPART	560	/	54	445	/	523	1,274	/	1,449	603	/	856	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	104	5	183	59	73	112	14	547	119	76	230	7	1,529	
APPROACH %	36%	2%	63%	24%	30%	46%	2%	80%	18%	24%	73%	2%		
PEAK HR FACTOR	0.961													
APP/DEPART	292	/	26	244	/	268	680	/	789	313	/	446	0	

				0
3	1	1		5
		1		1
		1	1	0
3				5
				0
3				3
2		1		3
11	1	4	1	17
5				5
3				3
1				1
1				1
2			1	3
3			1	4
1		1		2
4		1	1	6
20	0	2	3	25



<b>AM</b>	7:00 AM	2				2
	7:15 AM	1	1	1	1	4
	7:30 AM		2	1	4	7
	7:45 AM	1		1		2
	8:00 AM	2	1		2	5
	8:15 AM	2	1	1	1	5
	8:30 AM	1	1	1	1	4
	8:45 AM	3	2	3	3	11
TOTAL	12	8	8	12	40	
<b>PM</b>	4:00 PM					0
	4:15 PM	1			2	3
	4:30 PM	3	1		1	5
	4:45 PM	4			1	5
	5:00 PM	1	2	2	1	6
	5:15 PM	2	1	3		6
	5:30 PM		2		1	3
	5:45 PM		1		1	2
TOTAL	11	7	5	7	30	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2				2
1	1	1	1	4
	2	1	4	7
1		1		2
2	1		2	5
2	1	1	1	5
1	1	1	1	4
3	2	3	3	11
12	8	8	12	40
				0
1			2	3
3	1		1	5
4			1	5
1	2	2	1	6
2	1	3		6
	2		1	3
	1		1	2
11	7	5	7	30

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	1	1	4
				0
				0
1				1
				0
1				1
2			2	4
1			3	4
6	1	1	6	14
				0
	1		2	3
1				1
	2			2
	2		3	5
2			4	6
			1	1
1			1	2
4	5	0	11	20

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
8/9/17  
WEDNESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA  
JUDITIAL  
EXECUTIVE DR

**PROJECT #:** PTD17-0811-02  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

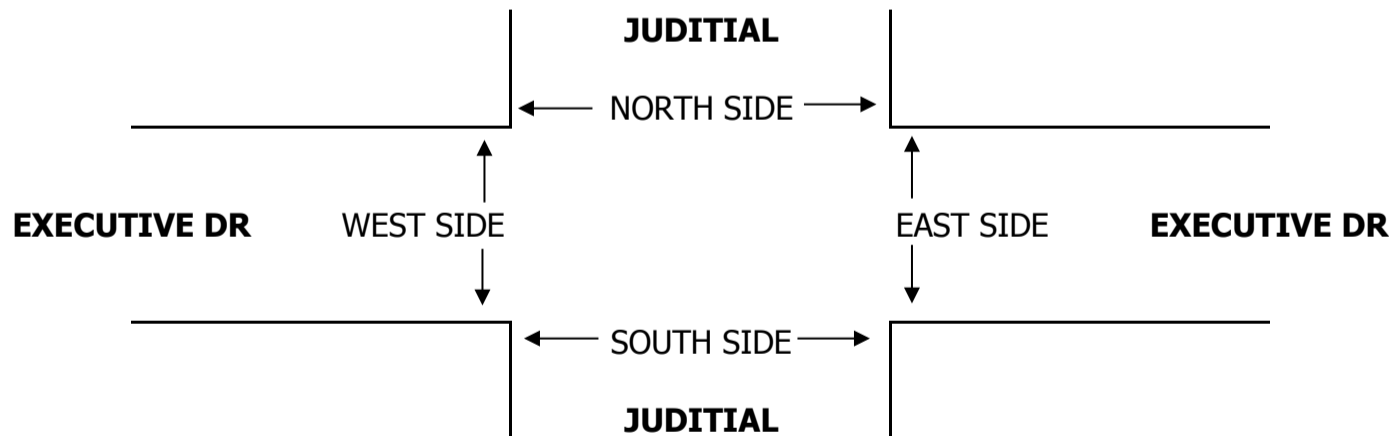
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	

LANES:	NORTHBOUND JUDITIAL			SOUTHBOUND JUDITIAL			EASTBOUND EXECUTIVE DR			WESTBOUND EXECUTIVE DR			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 0	WT 2	WR 0	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	9	44	35	9	5	3	25	46	14	3	1	1	195
7:15 AM	15	50	52	17	5	1	27	68	12	3	4	0	254	
7:30 AM	15	55	47	20	13	4	31	69	11	2	7	1	275	
7:45 AM	31	66	47	14	13	3	27	82	14	4	8	1	310	
8:00 AM	19	72	47	14	10	3	31	82	10	2	4	2	296	
8:15 AM	21	69	43	13	8	6	38	89	23	3	6	3	322	
8:30 AM	18	81	45	16	14	3	30	55	17	6	7	1	293	
8:45 AM	33	91	31	14	15	8	57	71	16	3	12	1	352	
VOLUMES	161	528	347	117	83	31	266	562	117	26	49	10	2,297	
APPROACH %	16%	51%	33%	51%	36%	13%	28%	59%	12%	31%	58%	12%		
APP/DEPART	1,036	/	804	231	/	226	945	/	1,026	85	/	241	0	
BEGIN PEAK HR		8:00 AM												
VOLUMES	91	313	166	57	47	20	156	297	66	14	29	7	1,263	
APPROACH %	16%	55%	29%	46%	38%	16%	30%	57%	13%	28%	58%	14%		
PEAK HR FACTOR		0.919			0.838			0.865			0.781		0.897	
APP/DEPART	570	/	476	124	/	127	519	/	520	50	/	140	0	
PM	4:00 PM	14	25	1	1	48	5	12	7	26	39	67	29	274
4:15 PM	11	13	2	2	44	13	9	6	16	31	39	19	205	
4:30 PM	9	12	6	6	50	13	6	3	27	49	68	22	271	
4:45 PM	15	17	1	5	69	12	5	6	19	33	69	27	278	
5:00 PM	15	26	4	1	70	13	9	6	55	55	80	26	360	
5:15 PM	16	23	1	1	58	16	15	6	46	27	63	12	284	
5:30 PM	14	21	2	0	46	8	8	12	30	33	69	18	261	
5:45 PM	18	19	4	4	45	6	8	15	50	22	48	11	250	
VOLUMES	112	156	21	20	430	86	72	61	269	289	503	164	2,183	
APPROACH %	39%	54%	7%	4%	80%	16%	18%	15%	67%	30%	53%	17%		
APP/DEPART	289	/	392	536	/	988	402	/	102	956	/	701	0	
BEGIN PEAK HR		4:30 PM												
VOLUMES	55	78	12	13	247	54	35	21	147	164	280	87	1,193	
APPROACH %	38%	54%	8%	4%	79%	17%	17%	10%	72%	31%	53%	16%		
PEAK HR FACTOR		0.806			0.913			0.725			0.825		0.828	
APP/DEPART	145	/	200	314	/	558	203	/	46	531	/	389	0	

		4	1	5
		8		8
	2	8		10
		9		9
	1	3		4
	1	4	1	6
	1	5	2	8
	2	12	1	15
0	7	53	5	65
1	1	1	2	5
1		5	1	7
1	3	2	1	7
2		1		3
		5	1	6
		4		4
		4	1	5
2	2	3		7
7	6	25	6	44



AM	7:00 AM				
	7:15 AM				
7:30 AM	1		1		
7:45 AM		5			
8:00 AM	3	2	3	3	
8:15 AM	2	1	2	1	
8:30 AM	2	1	5	3	
8:45 AM	1	6	4		
TOTAL	9	17	15	8	
PM	4:00 PM		3	1	1
4:15 PM	1	2			
4:30 PM	1	1			
4:45 PM		2	1	4	
5:00 PM		1		2	
5:15 PM				1	
5:30 PM	1	2	4	2	
5:45 PM		5	2	4	
TOTAL	3	16	8	14	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	1			1
	1		1	2
1		1		2
	5			5
3	2	3	3	11
2	1	2	1	6
2	1	5	3	11
1	6	4		11
9	17	15	8	49
	3	1	1	5
1	2			3
1	1			2
	2	1	4	7
	1		2	3
			1	1
1	2	4	2	9
	5	2	4	11
3	16	8	14	41

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
	1		2	3
			1	1
			0	0
			1	1
		1		1
		1	2	3
	1		1	2
0	2	2	7	11
		2		2
				0
				0
			1	1
				0
1		3		4
				0
1	0	5	1	7

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Judicial Dr & Judicial Dwy  
**City:** San Diego  
**Control:** Signalized

**Project ID:** 21-040098-004  
**Date:** 6/3/2021

## Data - Totals

NS/EW Streets:	Judicial Dr				Judicial Dr				Judicial Dwy				Judicial Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	2	0	0	1	2	0	0	0	2	0	0	0	1	0	0	53
7:15 AM	0	55	0	5	1	10	4	2	0	0	0	0	0	0	1	0	78
7:30 AM	1	32	0	7	1	9	4	0	0	0	0	0	0	0	2	0	56
7:45 AM	0	53	0	7	0	14	3	0	0	0	0	0	0	0	0	0	77
8:00 AM	1	47	0	7	2	9	2	3	0	0	0	0	0	0	1	0	72
8:15 AM	0	46	0	13	0	17	1	2	0	0	0	0	0	0	1	0	80
8:30 AM	2	51	1	15	1	14	1	1	0	0	1	0	0	0	0	0	87
8:45 AM	1	55	0	9	0	9	1	0	0	0	0	0	1	0	1	0	77
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	6	369	1	69	5	91	19	10	0	0	2	0	1	0	7	0	580
	1.35%	82.92%	0.22%	15.51%	4.00%	72.80%	15.20%	8.00%	0.00%	0.00%	100.00%	0.00%	12.50%	0.00%	87.50%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	4	199	1	44	3	49	5	6	0	0	1	0	1	0	3	0	316
<b>PEAK HR FACTOR :</b>	0.500	0.905	0.250	0.733	0.375	0.721	0.625	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.750	0.000	0.908
		0.899				0.788					0.250				0.500		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	18	0	8	0	46	0	0	1	0	6	0	0	0	0	0	79
4:15 PM	0	14	0	11	1	28	1	0	2	0	3	0	0	0	0	0	60
4:30 PM	0	6	0	12	0	49	0	1	4	0	2	0	1	0	2	0	77
4:45 PM	0	29	0	6	1	38	0	1	1	0	1	0	0	0	1	0	78
5:00 PM	0	21	0	5	0	58	0	0	2	0	1	0	0	0	0	0	87
5:15 PM	0	24	1	9	0	57	1	1	1	0	3	0	0	0	0	0	97
5:30 PM	0	18	1	6	0	47	0	0	1	0	3	0	0	0	0	0	76
5:45 PM	0	14	0	1	0	45	1	0	0	0	0	0	0	0	0	0	61
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	144	2	58	2	368	3	3	12	0	19	0	1	0	3	0	615
	0.00%	70.59%	0.98%	28.43%	0.53%	97.87%	0.80%	0.80%	38.71%	0.00%	61.29%	0.00%	25.00%	0.00%	75.00%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	80	1	32	1	202	1	3	8	0	7	0	1	0	3	0	339
<b>PEAK HR FACTOR :</b>	0.000	0.690	0.250	0.667	0.250	0.871	0.250	0.750	0.500	0.000	0.583	0.000	0.250	0.000	0.375	0.000	0.874
		0.807				0.877					0.625				0.333		

# National Data & Surveying Services Intersection Turning Movement Count

Location: Judicial Dr & Judicial Dwy  
 City: San Diego  
 Control: Signalized

Project ID: 21-040098-004  
 Date: 6/3/2021

## Data - Bikes

NS/EW Streets:	Judicial Dr				Judicial Dr				Judicial Dwy				Judicial Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>PEAK HR FACTOR :</b>	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	8
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375

# National Data & Surveying Services Intersection Turning Movement Count

Location: Judicial Dr & Judicial Dwy  
City: San Diego

Project ID: 21-040098-004  
Date: 6/3/2021

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Judicial Dr		Judicial Dr		Judicial Dwy		Judicial Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	3	5
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	3	1	1	1	6
8:30 AM	0	0	0	1	1	1	2	0	5
8:45 AM	0	0	0	0	1	3	1	0	5
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	1	7	5	5	5	23
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	1	5	5	4	2	17
<b>PEAK HR FACTOR :</b>				0.250	0.417	0.417	0.500	0.500	0.708
				0.250	0.625	0.625	0.750	0.750	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	2	0	0	1	3	2	2	10
4:15 PM	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	0	0	1	0	1	0	2
4:45 PM	1	0	0	0	1	2	0	1	5
5:00 PM	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	4	1	2	2	9
5:45 PM	0	0	0	0	1	0	2	2	5
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	2	0	0	9	6	9	9	36
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	1	0	0	0	2	2	2	2	9
<b>PEAK HR FACTOR :</b>	0.250				0.500	0.250	0.500	0.500	0.450
		0.250			0.333	0.333	1.000	1.000	

# National Data & Surveying Services Intersection Turning Movement Count

Location: Easter Way & Eastgate Mall  
 City: San Diego  
 Control: Signalized

Project ID: 21-040098-005  
 Date: 6/3/2021

## Data - Totals

NS/EW Streets:	Easter Way				Easter Way				Eastgate Mall				Eastgate Mall				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	4	0	5	0	1	2	0	0	0	2	0	0	132
7:15 AM	0	0	0	0	9	0	17	0	4	35	0	0	0	114	1	0	180
7:30 AM	0	0	0	0	9	0	7	0	8	80	0	1	0	113	3	0	221
7:45 AM	0	0	0	0	12	0	11	0	2	70	0	0	0	91	7	0	193
8:00 AM	0	0	0	0	8	0	8	0	7	77	0	0	0	100	7	0	207
8:15 AM	0	0	0	0	6	0	18	0	3	85	0	0	0	117	7	0	236
8:30 AM	0	0	0	0	8	0	12	0	7	71	0	0	0	109	4	0	211
8:45 AM	0	0	0	0	9	0	11	0	7	62	0	3	0	123	1	0	216
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	65	0	89	0	41	507	0	4	0	857	33	0	1596
					42.21%	0.00%	57.79%	0.00%	7.43%	91.85%	0.00%	0.72%	0.00%	96.29%	3.71%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	31	0	49	0	24	295	0	3	0	449	19	0	870
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.861	0.000	0.681	0.000	0.857	0.868	0.000	0.250	0.000	0.913	0.679	0.000	0.922
							0.833				0.915				0.944		
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	3	0	9	0	11	85	0	1	0	80	10	0	199
4:15 PM	0	0	0	0	5	0	10	0	6	91	0	1	0	69	8	0	190
4:30 PM	0	0	0	0	4	0	10	0	21	107	0	0	0	85	11	0	238
4:45 PM	0	0	0	0	3	0	11	0	14	88	0	0	0	79	10	0	205
5:00 PM	0	0	0	0	15	0	16	0	14	98	0	0	0	94	7	0	244
5:15 PM	0	0	0	0	10	0	11	0	17	95	0	0	0	74	17	0	224
5:30 PM	0	0	0	0	6	0	13	0	19	99	0	1	0	65	10	0	213
5:45 PM	0	0	0	0	11	0	14	0	9	77	0	1	0	58	13	0	183
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	57	0	94	0	111	740	0	4	0	604	86	0	1696
					37.75%	0.00%	62.25%	0.00%	12.98%	86.55%	0.00%	0.47%	0.00%	87.54%	12.46%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	32	0	48	0	66	388	0	0	0	332	45	0	911
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.533	0.000	0.750	0.000	0.786	0.907	0.000	0.000	0.000	0.883	0.662	0.000	0.933
							0.645				0.887				0.933		

# National Data & Surveying Services Intersection Turning Movement Count

Location: Easter Way & Eastgate Mall  
 City: San Diego  
 Control: Signalized

Project ID: 21-040098-005  
 Date: 6/3/2021

## Data - Bikes

NS/EW Streets:	Easter Way				Easter Way				Eastgate Mall				Eastgate Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	10	0	0	8	0	0	0	1	0	0	19
					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	6	0	0	7	0	0	0	0	0	0	13
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.813
					0.750				0.875								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	3	1	0	0	0	2	0	0	7
5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	2	0	0	6
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	0	0	6	0	9	6	0	0	0	9	0	0	30
					0.00%	0.00%	100.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	0	0	3	0	5	3	0	0	0	5	0	0	16
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.417	0.375	0.000	0.000	0.000	0.625	0.000	0.000	0.571
					0.375				0.500				0.625				



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Easter Way & Eastgate Mall  
**City:** San Diego

**Project ID:** 21-040098-005  
**Date:** 6/3/2021

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Easter Way		Easter Way		Eastgate Mall		Eastgate Mall		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	1	0	1	4
8:00 AM	0	0	0	0	0	1	0	1	2
8:15 AM	0	1	0	0	0	3	1	2	7
8:30 AM	0	0	0	0	0	1	0	1	2
8:45 AM	1	0	0	0	0	1	0	0	2
<b>TOTAL VOLUMES :</b>	EB 2	WB 2	EB 0	WB 0	NB 1	SB 7	NB 1	SB 5	<b>TOTAL</b> 18
<b>APPROACH %'s :</b>	50.00%	50.00%			12.50%	87.50%	16.67%	83.33%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	1	0	0	0	6	1	4	13
<b>PEAK HR FACTOR :</b>	0.250	0.250				0.500	0.250	0.500	0.464
	0.500				0.500		0.417		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	1	0	2	5
4:30 PM	0	0	0	0	1	0	1	0	2
4:45 PM	2	0	0	0	2	1	1	0	6
5:00 PM	1	0	0	0	2	2	3	0	8
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	1	2	0	0	1	1	0	0	5
5:45 PM	3	0	0	0	0	0	1	0	4
<b>TOTAL VOLUMES :</b>	EB 7	WB 2	EB 0	WB 0	NB 8	SB 5	NB 7	SB 2	<b>TOTAL</b> 31
<b>APPROACH %'s :</b>	77.78%	22.22%			61.54%	38.46%	77.78%	22.22%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								<b>TOTAL</b>
<b>PEAK HR VOL :</b>	3	0	0	0	5	3	6	0	17
<b>PEAK HR FACTOR :</b>	0.375				0.625	0.375	0.500		0.531
	0.375				0.500		0.500		

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
GENESEE  
EASTGATE MALL

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 9  
**CONTROL:** SIGNAL

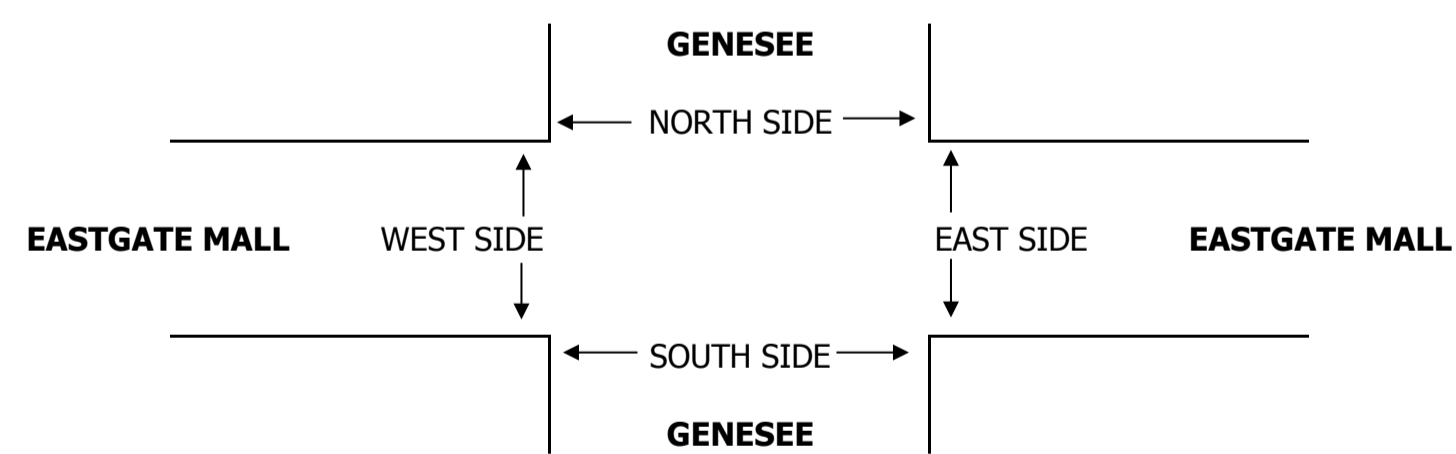
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			TOTAL
	NL 1	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

<b>AM</b>	7:00 AM	9	105	19	22	70	7	2	19	4	12	31	74	374
	7:15 AM	16	96	11	47	55	13	5	24	6	11	43	115	442
	7:30 AM	5	71	10	71	102	45	12	26	14	24	76	117	573
	7:45 AM	13	62	9	69	97	39	28	33	22	13	68	105	558
	8:00 AM	9	69	12	58	88	12	20	47	24	12	71	124	546
	8:15 AM	6	73	8	61	78	5	7	35	6	19	80	128	506
	8:30 AM	8	88	8	55	97	6	3	36	3	18	37	124	483
	8:45 AM	0	85	11	37	89	7	8	38	5	19	73	119	491
	VOLUMES	66	649	88	420	676	134	85	258	84	128	479	906	3,973
	APPROACH %	8%	81%	11%	34%	55%	11%	20%	60%	20%	8%	32%	60%	
APP/DEPART	803	/	1,640	1,230	/	888	427	/	766	1,513	/	679	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	33	275	39	259	365	101	67	141	66	68	295	474	2,183	
APPROACH %	10%	79%	11%	36%	50%	14%	24%	51%	24%	8%	35%	57%		
PEAK HR FACTOR		0.964			0.831			0.753			0.922		0.952	
APP/DEPART	347	/	816	725	/	499	274	/	439	837	/	429	0	
<b>PM</b>	4:00 PM	6	82	23	89	227	12	3	37	11	21	51	63	625
	4:15 PM	13	72	23	75	201	22	3	38	15	9	46	58	575
	4:30 PM	8	70	11	97	247	14	2	33	8	29	46	60	625
	4:45 PM	6	68	22	106	248	20	2	33	11	23	47	67	653
	5:00 PM	2	76	27	109	215	14	3	39	8	37	47	72	649
	5:15 PM	4	73	22	102	224	27	7	43	15	41	38	59	655
	5:30 PM	3	68	21	102	229	11	3	40	4	32	30	67	610
	5:45 PM	0	62	29	96	187	15	7	24	5	35	25	63	548
	VOLUMES	42	571	178	776	1,778	135	30	287	77	227	330	509	4,940
	APPROACH %	5%	72%	23%	29%	66%	5%	8%	73%	20%	21%	31%	48%	
APP/DEPART	791	/	1,110	2,689	/	2,082	394	/	1,241	1,066	/	507	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	20	287	82	414	934	75	14	148	42	130	178	258	2,582	
APPROACH %	5%	74%	21%	29%	66%	5%	7%	73%	21%	23%	31%	46%		
PEAK HR FACTOR		0.926			0.951			0.785			0.907		0.985	
APP/DEPART	389	/	559	1,423	/	1,106	204	/	644	566	/	273	0	

2	2			4
5	3	2	1	11
	1	1		2
6	20	6		32
4	18	3		25
2	5	2		9
2	2			4
	6			6
21	57	14	1	93



<b>AM</b>	7:00 AM	7		1	4	12
	7:15 AM	11		2	2	15
	7:30 AM	8	4		5	17
	7:45 AM	13	2		6	21
	8:00 AM	7	2	2	3	14
	8:15 AM	8	12	1	4	25
	8:30 AM	10	8	1	5	24
	8:45 AM	9	11	1	4	25
	TOTAL	73	39	8	33	153
<b>PM</b>	4:00 PM	9	4	1	7	21
	4:15 PM	7	3		4	14
	4:30 PM	12	5		8	25
	4:45 PM	6	1		2	9
	5:00 PM	5	7		4	16
	5:15 PM	11			4	15
	5:30 PM	11	3	2	8	24
	5:45 PM	6	1		2	9
	TOTAL	67	24	3	39	133

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7		1	4	12
11		2	2	15
8	4		5	17
13	2		6	21
7	2	2	3	14
8	12	1	4	25
10	8	1	5	24
9	11	1	4	25
73	39	8	33	153

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
1	2			3
	2			2
		4		4
4		4	2	10
		1		1
				0
				0
5	4	9	2	20
1			3	4
2				2
1	1		2	4
3	2		3	8
3			2	5
	2		3	5
	3		2	5
2	2			4
12	10	0	15	37

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

**LA JOLLA / UC  
GENESEEE  
EXECUTIVE**

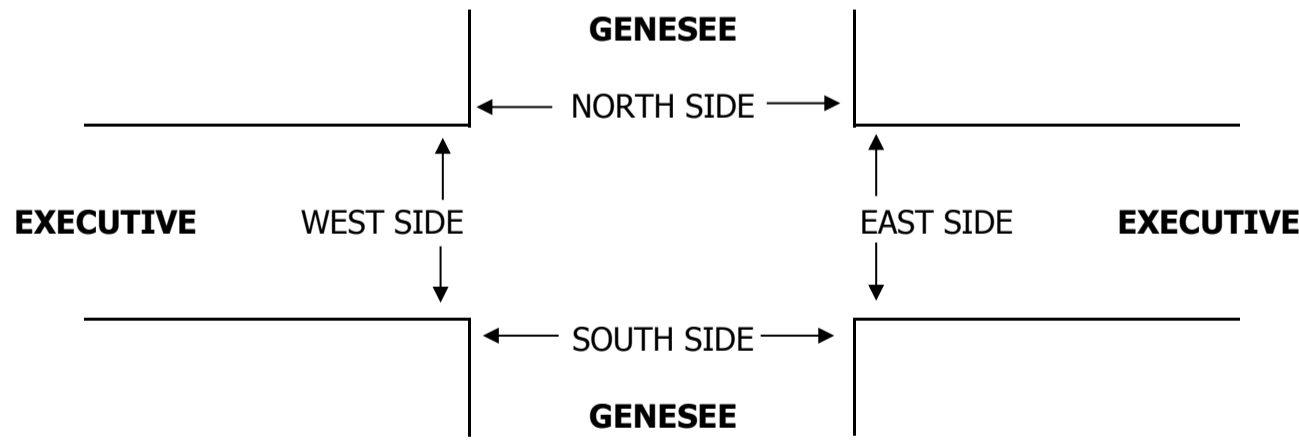
**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 44  
**CONTROL:** SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND GENESEEE			SOUTHBOUND GENESEEE			EASTBOUND EXECUTIVE			WESTBOUND EXECUTIVE			TOTAL
	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	27	122	67	15	53	12	3	18	13	6	14	20	370	0	0	0	0	0
	7:15 AM	33	107	68	9	60	5	1	17	1	4	12	14	331	2	1	0	0	3
	7:30 AM	28	63	44	15	112	8	5	30	5	8	20	17	355	0	0	0	0	0
	7:45 AM	20	55	25	13	121	7	6	33	3	9	42	24	358	0	0	0	0	0
	8:00 AM	16	66	31	14	97	13	0	35	4	16	51	22	365	0	1	1	0	2
	8:15 AM	17	55	22	18	65	12	3	31	14	19	70	44	370	0	0	0	0	0
	8:30 AM	10	70	30	11	84	7	4	39	10	16	47	25	353	1	1	0	0	2
	8:45 AM	18	65	28	11	84	12	7	41	9	20	64	22	381	0	2	1	0	3
	VOLUMES	169	603	315	106	676	76	29	244	59	98	320	188	2,883	3	5	2	0	10
	APPROACH %	16%	55%	29%	12%	79%	9%	9%	73%	18%	16%	53%	31%						
APP/DEPART	1,087	/	820	858	/	833	332	/	665	606	/	565	0						
BEGIN PEAK HR		8:00 AM																	
VOLUMES	61	256	111	54	330	44	14	146	37	71	232	113	1,469						
APPROACH %	14%	60%	26%	13%	77%	10%	7%	74%	19%	17%	56%	27%							
PEAK HR FACTOR		0.947			0.863			0.864			0.782		0.964						
APP/DEPART	428	/	383	428	/	438	197	/	311	416	/	337	0						
<b>PM</b>	4:00 PM	5	82	13	27	219	12	8	20	28	29	27	21	491	0	2	0	0	2
	4:15 PM	4	89	12	27	244	16	9	8	7	31	49	13	509	0	3	0	0	3
	4:30 PM	9	66	9	13	219	14	9	17	18	28	55	9	466	0	3	0	0	3
	4:45 PM	6	71	10	27	259	18	6	12	10	20	44	17	500	0	2	0	0	2
	5:00 PM	12	68	19	13	243	19	8	25	19	38	56	18	538	1	1	0	0	2
	5:15 PM	5	71	9	25	217	16	10	27	13	42	54	20	509	1	3	0	0	4
	5:30 PM	9	64	15	24	226	26	3	32	15	28	41	19	502	1	6	0	0	7
	5:45 PM	5	68	9	20	233	7	6	16	12	27	41	18	462	0	3	0	0	3
	VOLUMES	55	579	96	176	1,860	128	59	157	122	243	367	135	3,977	3	23	0	0	26
	APPROACH %	8%	79%	13%	8%	86%	6%	17%	46%	36%	33%	49%	18%						
APP/DEPART	730	/	773	2,164	/	2,225	338	/	429	745	/	550	0						
BEGIN PEAK HR		4:45 PM																	
VOLUMES	32	274	53	89	945	79	27	96	57	128	195	74	2,049						
APPROACH %	9%	76%	15%	8%	85%	7%	15%	53%	32%	32%	49%	19%							
PEAK HR FACTOR		0.907			0.915			0.865			0.856		0.952						
APP/DEPART	359	/	375	1,113	/	1,130	180	/	238	397	/	306	0						



<b>AM</b>	7:00 AM	2	2	1	1	6
	7:15 AM	1	1	3	0	5
	7:30 AM	0	6	2	2	10
	7:45 AM	2	0	3	1	6
	8:00 AM	2	1	2	0	5
	8:15 AM	2	5	2	0	9
	8:30 AM	5	1	3	4	13
	8:45 AM	5	0	4	1	10
	TOTAL	19	16	20	9	64
	<b>PM</b>	4:00 PM	0	3	3	0
4:15 PM		2	0	7	2	11
4:30 PM		4	1	13	0	18
4:45 PM		3	2	7	1	13
5:00 PM		6	0	6	2	14
5:15 PM		3	1	5	0	9
5:30 PM		4	2	6	0	12
5:45 PM		4	1	4	0	9
TOTAL		26	10	51	5	92

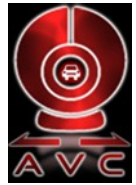
PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	2	1	1	6
1	1	3	0	5
0	6	2	2	10
2	0	3	1	6
2	1	2	0	5
2	5	2	0	9
5	1	3	4	13
5	0	4	1	10
19	16	20	9	64
0	3	3	0	6
2	0	7	2	11
4	1	13	0	18
3	2	7	1	13
6	0	6	2	14
3	1	5	0	9
4	2	6	0	12
4	1	4	0	9
26	10	51	5	92

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	2	2
0	0	0	3	3
0	2	0	1	3
1	0	0	4	5
2	1	0	6	9
3	0	0	3	6
0	1	1	2	4
1	2	0	2	5
7	6	1	23	37
0	0	1	2	3
0	0	1	0	1
2	0	3	1	6
1	0	2	1	4
0	0	1	1	2
0	0	3	1	4
0	0	5	0	5
0	0	0	1	1
3	0	16	7	26

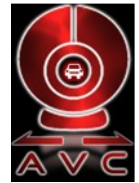
# Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** Executive Square @ Genesee Avenue  
**Date of Count:** Tuesday, May 12, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345





**Location:** Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	5	55	0	2	1	2	36	264	29	10	0	2	406
7:15 AM	5	65	2	2	0	3	30	295	33	8	4	4	451
7:30 AM	3	107	1	0	0	1	31	370	48	7	0	2	570
7:45 AM	6	122	4	4	1	4	36	404	73	5	1	6	666
8:00 AM	4	82	4	0	2	2	49	360	47	11	1	3	565
8:15 AM	3	70	0	2	0	0	61	362	78	10	0	1	587
8:30 AM	5	102	3	3	1	3	62	357	82	10	1	3	632
8:45 AM	5	92	2	4	2	3	43	344	52	10	1	4	562
<b>Total</b>	<b>36</b>	<b>695</b>	<b>16</b>	<b>17</b>	<b>7</b>	<b>18</b>	<b>348</b>	<b>2,756</b>	<b>442</b>	<b>71</b>	<b>8</b>	<b>25</b>	<b>4,439</b>

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	18	376	11	9	4	9	208	1,483	280	36	3	13	2,450
PHF	0.75	0.77	0.69	0.56	0.50	0.56	0.84	0.92	0.85	0.82	0.75	0.54	0.92
Movement PHF		<b>0.77</b>			<b>0.61</b>			<b>0.96</b>			<b>0.87</b>		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	6	384	1	3	3	30	6	105	5	29	3	10	585
4:15 PM	0	318	2	7	1	20	0	118	9	26	1	4	506
4:30 PM	4	396	0	3	0	23	1	120	9	39	0	4	599
4:45 PM	4	354	0	6	4	22	3	102	13	40	1	8	557
5:00 PM	0	322	1	1	2	40	4	106	8	57	0	10	551
5:15 PM	5	363	3	5	4	42	4	97	5	36	1	7	572
5:30 PM	2	309	3	5	5	31	5	85	10	34	1	10	500
5:45 PM	4	306	0	4	2	19	2	118	19	41	0	2	517
<b>Total</b>	<b>25</b>	<b>2752</b>	<b>10</b>	<b>34</b>	<b>21</b>	<b>227</b>	<b>25</b>	<b>851</b>	<b>78</b>	<b>302</b>	<b>7</b>	<b>55</b>	<b>4,387</b>

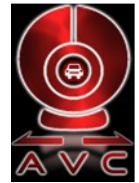
PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	1435	4	15	10	127	12	425	35	172	2	29	2279
PHF	0.65	0.906	0.333	0.625	0.625	0.756	0.75	0.885	0.673	0.754	0.5	0.725	0.95
Movement PHF		<b>0.91</b>			<b>0.75</b>			<b>0.91</b>			<b>0.76</b>		0.95

# U-Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-1536



**Location:** Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	1	0	2
8:45 AM	0	0	3	0	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	1	0	2
PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.25

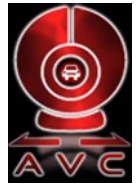
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	1	0	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	1	2
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>8</b>

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	0	2	0	4
PHF	0.75	#DIV/0!	#DIV/0!	0.25	0.50
Movement PHF	0.75	#DIV/0!	#DIV/0!	0.25	0.50

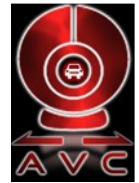
# Bike Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** Executive Square @ Genesee Avenue  
**Date of Count:** Tuesday, May 12, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345





**Location:** Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
7:15 AM	0	2	0	0	0	0	0	8	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	9	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
8:00 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
8:15 AM	0	2	0	0	0	0	0	5	1	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.80**

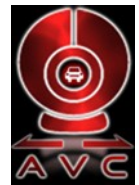
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	0	0	0	28	0	0	0	0	32
PHF	#####	0.50	#####	#####	#####	#####	#####	0.78	#####	#####	#####	#####	0.80
Movement PHF		0.50		#DIV/0!				0.78		#DIV/0!			0.80

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	6	0	0	0	0	0	1	0	0	0	0	7
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	8	0	0	0	0	0	2	0	0	0	0	10
5:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	4	0	0	0	0	0	5	0	0	0	0	9
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.65**

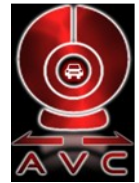
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	0	0	0	0	0	9	0	0	0	0	26
PHF	#####	0.531	#####	#####	#####	#####	#####	0.45	#####	#####	#####	#####	0.65
Movement PHF		0.53		#DIV/0!				0.45		#DIV/0!			0.65





**Location:** Executive Square @ Genesee Avenue  
**Date of Count:** Tuesday, May 12, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345





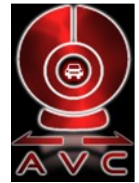
**Location:** Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	5	221	2	2	2	32	53	127	57	23	1	2	527
11:15 AM	12	195	1	3	2	6	28	145	29	21	2	6	450
11:30 AM	10	225	7	5	0	6	30	143	42	32	2	3	505
11:45 AM	9	231	5	10	0	10	37	133	28	40	0	6	509
12:00 PM	4	230	4	3	0	62	32	236	31	24	0	6	632
12:15 PM	2	223	2	8	1	75	45	160	18	25	3	3	565
12:30 PM	7	211	5	2	0	43	12	285	3	24	0	6	598
12:45 PM	6	218	2	3	2	43	28	233	22	25	0	2	584
<b>Total</b>	<b>55</b>	<b>1754</b>	<b>28</b>	<b>36</b>	<b>7</b>	<b>277</b>	<b>265</b>	<b>1,462</b>	<b>230</b>	<b>214</b>	<b>8</b>	<b>34</b>	<b>4,370</b>

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	882	13	16	3	223	117	914	74	98	3	17	2379
PHF	0.68	0.959	0.65	0.5	0.375	0.743	0.65	0.802	0.597	0.98	0.25	0.708	0.94
Movement PHF	0.96			0.72			0.92			0.95			0.94



**Location:** Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound	Westbound	Northbound	Eastbound	
	U-Turn	U-Turn	U-Turn	U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	2	0	2
11:30 AM	0	0	2	0	2
11:45 AM	1	0	2	0	3
12:00 PM	0	0	0	1	1
12:15 PM	0	0	2	0	2
12:30 PM	1	0	1	0	2
12:45 PM	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>12</b>

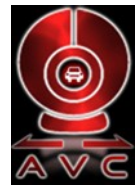
PM Intersection Peak Hour :

**12:00 PM - 1:00 PM**

Intersection PHF :

**0.63**

	North Leg	East Leg	South Leg	West Leg	
	EB	SB	EB	SB	TOTAL
Volume	1	0	3	1	5
PHF	0.25	#DIV/0!	0.375	0.25	0.63
Movement PHF	0.25	#DIV/0!	0.38	0.25	0.63



**Location:** Executive Square @ Genesee Avenue

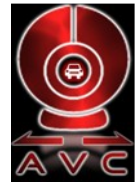
**Date of Count:** Tuesday, May 12, 2015

**Analysts:** LV/CD

**Weather:** Sunny

**AVC Proj No:** 15-0345





**Location:** Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
12:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	4	0	0	0	0	0	9	0	0	0	0	13

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	6	0	0	0	0	9
PHF	#####	0.375	#####	#####	#####	#####	#####	0.5	#####	#####	#####	#####	0.56
Movement PHF		0.38		#DIV/0!				0.50			#DIV/0!		0.56

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/25/17  
THURSDAY

**LOCATION:** LA JOLLA / UTC  
NORTH & SOUTH: GENESEE  
EAST & WEST: LA JOLLA VILLAGE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 20  
**CONTROL:** SIGNAL

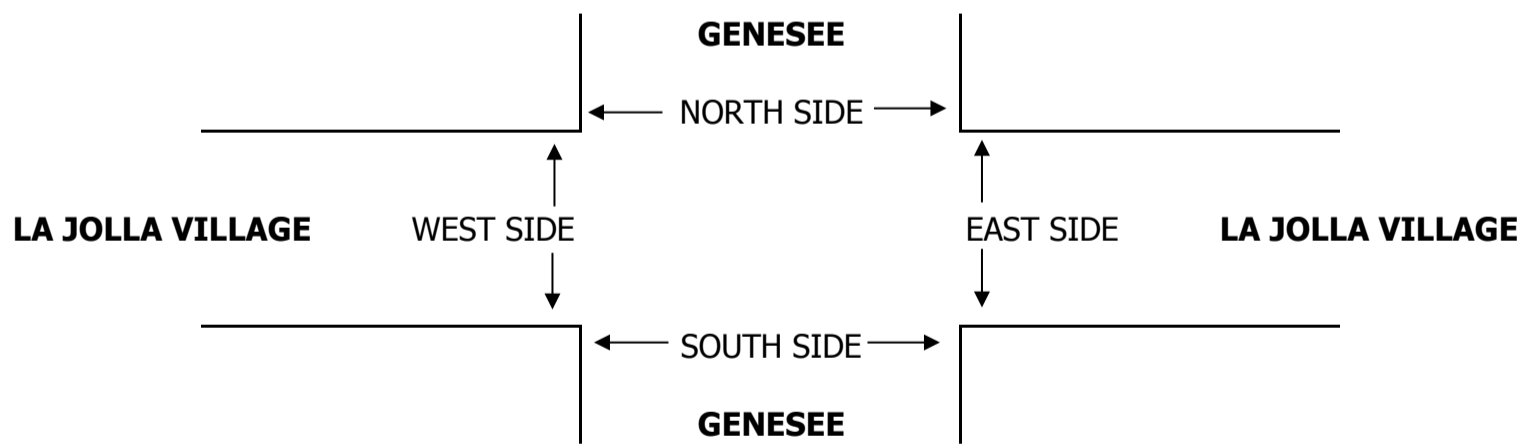
NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

LANES:	NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			TOTAL
	NL 2	NT 3	NR 0	SL 2	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	28	146	24	31	28	15	60	139	20	29	133	61	714
	7:15 AM	33	173	35	29	36	9	92	188	22	25	140	55	837
	7:30 AM	55	196	35	71	37	23	74	235	15	21	151	70	983
	7:45 AM	54	223	36	62	58	28	103	244	20	23	209	65	1,125
	8:00 AM	48	189	25	56	41	25	76	279	14	18	221	52	1,044
	8:15 AM	73	236	34	34	33	26	84	262	22	35	185	83	1,107
	8:30 AM	40	213	31	51	38	21	98	303	30	29	189	46	1,089
	8:45 AM	49	203	35	59	42	27	61	259	19	33	184	89	1,060
	VOLUMES	380	1,579	255	393	313	174	648	1,909	162	213	1,412	521	7,959
	APPROACH %	17%	71%	12%	45%	36%	20%	24%	70%	6%	10%	66%	24%	
APP/DEPART	2,214	/	2,748	880	/	688	2,719	/	2,557	2,146	/	1,966	0	
BEGIN PEAK HR		7:45 AM												
VOLUMES	215	861	126	203	170	100	361	1,088	86	105	804	246	4,365	
APPROACH %	18%	72%	10%	43%	36%	21%	24%	71%	6%	9%	70%	21%		
PEAK HR FACTOR		0.876			0.799			0.890			0.953		0.970	
APP/DEPART	1,202	/	1,468	473	/	361	1,535	/	1,417	1,155	/	1,119	0	
PM	4:00 PM	26	48	35	75	175	89	26	184	38	79	320	35	1,130
	4:15 PM	34	51	36	76	197	70	25	176	40	99	401	53	1,258
	4:30 PM	30	41	29	72	201	87	27	170	45	72	391	46	1,211
	4:45 PM	41	40	37	78	190	69	40	177	38	104	413	38	1,265
	5:00 PM	28	55	38	59	128	67	30	188	39	84	423	33	1,172
	5:15 PM	35	37	34	62	143	78	34	174	33	98	465	32	1,225
	5:30 PM	29	43	38	49	178	68	38	191	46	81	398	37	1,196
	5:45 PM	26	40	41	68	166	67	34	177	53	93	393	34	1,192
	VOLUMES	249	355	288	539	1,378	595	254	1,437	332	710	3,204	308	9,649
	APPROACH %	28%	40%	32%	21%	55%	24%	13%	71%	16%	17%	76%	7%	
APP/DEPART	892	/	917	2,512	/	2,420	2,023	/	2,264	4,222	/	4,048	0	
BEGIN PEAK HR		4:15 PM												
VOLUMES	133	187	140	285	716	293	122	711	162	359	1,628	170	4,906	
APPROACH %	29%	41%	30%	22%	55%	23%	12%	71%	16%	17%	75%	8%		
PEAK HR FACTOR		0.950			0.899			0.968			0.972		0.970	
APP/DEPART	460	/	479	1,294	/	1,237	995	/	1,136	2,157	/	2,054	0	

				0
		3		3
1		5	1	7
2		6		8
		3	1	4
		5		5
		5		5
		5		5
3	0	32	2	37
1		4		4
		6		7
		3	2	5
1		13		14
1		5	1	7
		2	4	6
1		10	2	13
1		12		13
5	0	55	9	69



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	7	1	5	13
	13		4	17
	8		2	10
	11	1	11	23
	18		4	22
	8		8	16
	7	1	4	12
	6		5	11
0	78	3	43	124
1	18		14	33
	12		10	22
1	29		21	51
	17		7	24
	24	1	14	39
	27		15	42
1	12		5	18
1	21	3	15	40
4	160	4	101	269

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
		2		2
	1	1	1	3
			1	1
	2	6		8
	3	2		5
	1	1		2
				0
		3		3
0	7	15	2	24
			1	1
			4	4
				0
		1	2	3
		1	2	3
		1	4	5
			4	4
		1	3	4
0	0	4	20	24

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

**LA JOLLA / UC  
REGENTS  
EASTGATE MALL**

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 8  
**CONTROL:** SIGNAL

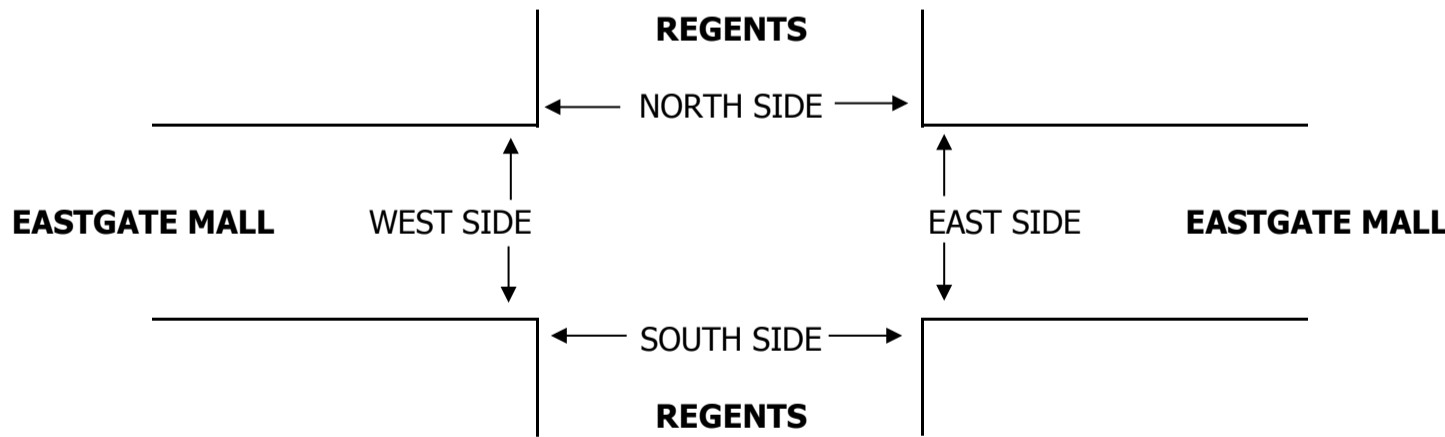
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			TOTAL
	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	65	61	29	5	17	0	0	3	12	13	10	11	226
	7:15 AM	85	84	44	4	15	1	0	8	6	23	15	15	300
	7:30 AM	94	97	74	9	33	1	0	3	16	34	27	27	415
	7:45 AM	80	105	120	16	36	0	0	4	17	44	27	52	501
	8:00 AM	95	103	82	5	24	1	0	6	11	41	31	41	440
	8:15 AM	98	102	47	6	28	2	1	3	9	26	33	33	388
	8:30 AM	98	98	37	4	24	1	2	8	9	8	24	10	323
	8:45 AM	101	105	60	3	31	0	0	8	11	18	27	37	401
	VOLUMES	716	755	493	52	208	6	3	43	91	207	194	226	2,994
	APPROACH %	36%	38%	25%	20%	78%	2%	2%	31%	66%	33%	31%	36%	
APP/DEPART	1,964	/	984	266	/	506	137	/	588	627	/	916	0	
BEGIN PEAK HR		7:30 AM												
VOLUMES	367	407	323	36	121	4	1	16	53	145	118	153	1,744	
APPROACH %	33%	37%	29%	22%	75%	2%	1%	23%	76%	35%	28%	37%		
PEAK HR FACTOR		0.899			0.774			0.833			0.846		0.870	
APP/DEPART	1,097	/	561	161	/	319	70	/	375	416	/	489	0	
<b>PM</b>	4:00 PM	12	42	11	14	84	1	1	20	98	51	2	6	342
	4:15 PM	13	21	15	10	83	0	0	11	70	44	7	8	282
	4:30 PM	26	34	13	7	83	0	1	20	111	49	10	12	366
	4:45 PM	14	37	20	9	79	0	1	14	95	50	6	11	336
	5:00 PM	9	25	21	7	98	1	0	29	116	63	9	13	391
	5:15 PM	7	18	18	10	69	0	1	29	92	45	13	4	306
	5:30 PM	8	27	14	6	92	0	0	24	76	50	7	12	316
	5:45 PM	10	35	8	7	91	0	0	13	56	21	4	5	250
	VOLUMES	99	239	120	70	679	2	4	160	714	373	58	71	2,589
	APPROACH %	22%	52%	26%	9%	90%	0%	0%	18%	81%	74%	12%	14%	
APP/DEPART	458	/	314	751	/	1,766	878	/	350	502	/	159	0	
BEGIN PEAK HR		4:30 PM												
VOLUMES	56	114	72	33	329	1	3	92	414	207	38	40	1,399	
APPROACH %	23%	47%	30%	9%	91%	0%	1%	18%	81%	73%	13%	14%		
PEAK HR FACTOR		0.829			0.856			0.878			0.838		0.895	
APP/DEPART	242	/	157	363	/	950	509	/	197	285	/	95	0	

					0
					0
					0
1					1
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



<b>AM</b>	7:00 AM	1		3	2	4
	7:15 AM			2	2	4
	7:30 AM	1	5	8	1	15
	7:45 AM	1		2		3
	8:00 AM	1	6	5		12
	8:15 AM		3	4	1	8
	8:30 AM	1		4	2	7
	8:45 AM			4	3	7
	TOTAL	5	14	32	9	60
	<b>PM</b>	4:00 PM	2	1	2	
4:15 PM			1	2	3	6
4:30 PM				7	2	9
4:45 PM				3		3
5:00 PM		4	4	1	2	11
5:15 PM		4	2	1		7
5:30 PM		4		2		6
5:45 PM				3		3
TOTAL		14	8	21	7	50

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1		3	2	4
		2	2	4
1	5	8	1	15
1		2		3
1	6	5		12
	3	4	1	8
1		4	2	7
		4	3	7
5	14	32	9	60

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
2	1	1	1	5
4				4
		3	1	4
2		2		4
2	1	1		4
2	1	1		4
1	2			3
		1		1
	1			1
			2	2
			1	1
	1			1
2	4	2	1	9
	4	3	1	8
1				1
3	10	5	6	24





# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:  
**8/9/17**  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

**LA JOLLA**  
**REGENTS**  
**REGENTS PARK ROW**

PROJECT #:  
LOCATION #:  
CONTROL:

**PTD17-0811-02**  
**9**  
**SIGNAL**

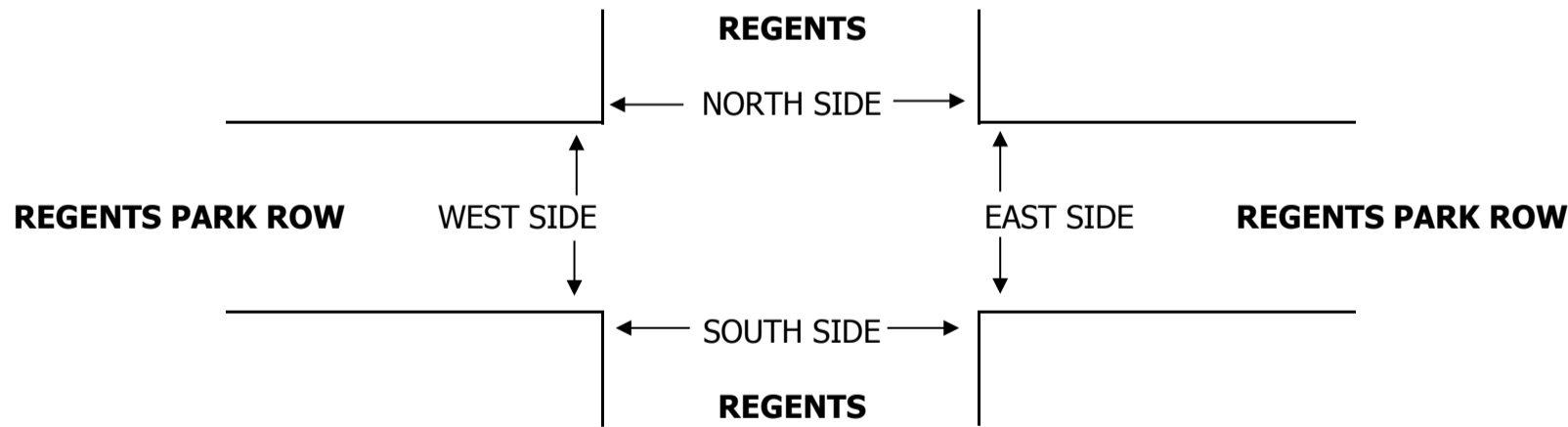
NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND REGENTS PARK ROW			WESTBOUND REGENTS PARK ROW			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	15	142	51	7	28	2	0	0	8	11	0	17	281
	7:15 AM	29	141	53	7	34	7	6	1	17	20	0	15	330
	7:30 AM	22	161	72	11	61	6	3	1	34	18	0	26	415
	7:45 AM	44	192	75	6	75	10	15	2	36	17	4	18	494
	8:00 AM	38	181	62	5	67	6	12	2	38	31	3	14	459
	8:15 AM	35	159	62	7	52	9	6	1	52	22	3	14	422
	8:30 AM	22	178	57	7	55	5	14	2	52	21	1	12	426
	8:45 AM	24	202	62	5	71	6	9	3	43	16	0	13	454
	VOLUMES	229	1,356	494	55	443	51	65	12	280	156	11	129	3,281
	APPROACH %	11%	65%	24%	10%	81%	9%	18%	3%	78%	53%	4%	44%	
APP/DEPART	2,079	/	1,550	549	/	879	357	/	561	296	/	291	0	
BEGIN PEAK HR		<b>7:45 AM</b>												
VOLUMES	<b>139</b>	<b>710</b>	<b>256</b>	<b>25</b>	<b>249</b>	<b>30</b>	<b>47</b>	<b>7</b>	<b>178</b>	<b>91</b>	<b>11</b>	<b>58</b>	1,801	
APPROACH %	13%	64%	23%	8%	82%	10%	20%	3%	77%	57%	7%	36%		
PEAK HR FACTOR		<b>0.888</b>			<b>0.835</b>			<b>0.853</b>			<b>0.833</b>		0.911	
APP/DEPART	1,105	/	815	304	/	518	232	/	288	160	/	180	0	
<b>PM</b>	4:00 PM	26	41	31	14	214	9	5	1	48	34	2	10	435
	4:15 PM	29	53	24	7	255	7	4	0	24	47	5	13	468
	4:30 PM	38	51	26	7	244	11	1	2	46	41	4	13	484
	4:45 PM	34	62	23	8	264	16	3	1	49	49	1	8	518
	5:00 PM	20	43	18	7	259	10	4	5	60	37	4	17	484
	5:15 PM	18	66	23	10	270	8	3	2	27	46	8	13	494
	5:30 PM	28	72	22	9	241	10	6	1	28	44	2	13	476
	5:45 PM	32	69	25	12	217	18	7	0	27	40	2	6	455
	VOLUMES	225	457	192	74	1,964	89	33	12	309	338	28	93	3,814
	APPROACH %	26%	52%	22%	3%	92%	4%	9%	3%	87%	74%	6%	20%	
APP/DEPART	874	/	583	2,127	/	2,611	354	/	278	459	/	342	0	
BEGIN PEAK HR		<b>4:30 PM</b>												
VOLUMES	<b>110</b>	<b>222</b>	<b>90</b>	<b>32</b>	<b>1,037</b>	<b>45</b>	<b>11</b>	<b>10</b>	<b>182</b>	<b>173</b>	<b>17</b>	<b>51</b>	1,980	
APPROACH %	26%	53%	21%	3%	93%	4%	5%	5%	90%	72%	7%	21%		
PEAK HR FACTOR		<b>0.887</b>			<b>0.967</b>			<b>0.736</b>			<b>0.899</b>		0.956	
APP/DEPART	422	/	284	1,114	/	1,392	203	/	132	241	/	172	0	

			1	1
			1	1
			1	1
			1	1
				0
				0
				0
				0
0	0	0	4	4
0	0	0	7	7



<b>AM</b>	7:00 AM	2		1	1	4
	7:15 AM	2		4	8	14
	7:30 AM	5		6	6	17
	7:45 AM	<b>3</b>		<b>3</b>	<b>2</b>	8
	8:00 AM	<b>5</b>		<b>7</b>	<b>1</b>	13
	8:15 AM	<b>5</b>		<b>7</b>	<b>11</b>	23
	8:30 AM	<b>6</b>		<b>6</b>	<b>13</b>	25
	8:45 AM	<b>5</b>		<b>9</b>	<b>4</b>	18
	TOTAL	33	0	43	46	122
	<b>PM</b>	4:00 PM	<b>7</b>		<b>1</b>	<b>10</b>
4:15 PM		<b>5</b>		<b>5</b>	<b>4</b>	14
4:30 PM		<b>11</b>		<b>2</b>	<b>7</b>	20
4:45 PM		<b>8</b>		<b>3</b>	<b>8</b>	19
5:00 PM		<b>3</b>		<b>4</b>	<b>11</b>	18
5:15 PM		<b>8</b>		<b>9</b>	<b>3</b>	20
5:30 PM		<b>5</b>		<b>4</b>	<b>7</b>	16
5:45 PM		<b>7</b>		<b>6</b>	<b>7</b>	20
TOTAL		54	0	34	57	145

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2		1	1	4
2		4	8	14
5		6	6	17
<b>3</b>		<b>3</b>	<b>2</b>	8
<b>5</b>		<b>7</b>	<b>1</b>	13
<b>5</b>		<b>7</b>	<b>11</b>	23
<b>6</b>		<b>6</b>	<b>13</b>	25
<b>5</b>		<b>9</b>	<b>4</b>	18
33	0	43	46	122
<b>7</b>		<b>1</b>	<b>10</b>	18
<b>5</b>		<b>5</b>	<b>4</b>	14
<b>11</b>		<b>2</b>	<b>7</b>	20
<b>8</b>		<b>3</b>	<b>8</b>	19
<b>3</b>		<b>4</b>	<b>11</b>	18
<b>8</b>		<b>9</b>	<b>3</b>	20
<b>5</b>		<b>4</b>	<b>7</b>	16
<b>7</b>		<b>6</b>	<b>7</b>	20
54	0	34	57	145

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
		3	1	4
		5	3	8
		4		4
		<b>5</b>		5
		<b>6</b>	<b>4</b>	10
	<b>1</b>	<b>8</b>	<b>1</b>	10
		<b>5</b>		5
		<b>11</b>		11
0	1	47	9	57
<b>1</b>		<b>2</b>	<b>2</b>	5
		<b>1</b>	<b>1</b>	2
<b>1</b>		<b>1</b>	<b>4</b>	6
		<b>1</b>	<b>2</b>	3
		<b>1</b>	<b>1</b>	2
			<b>1</b>	1
		<b>1</b>	<b>1</b>	2
		<b>1</b>	<b>3</b>	4
2	0	8	15	25

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/25/17  
THURSDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UTC  
REGENTS  
LA JOLLA VILLAGE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 19  
**CONTROL:** SIGNAL

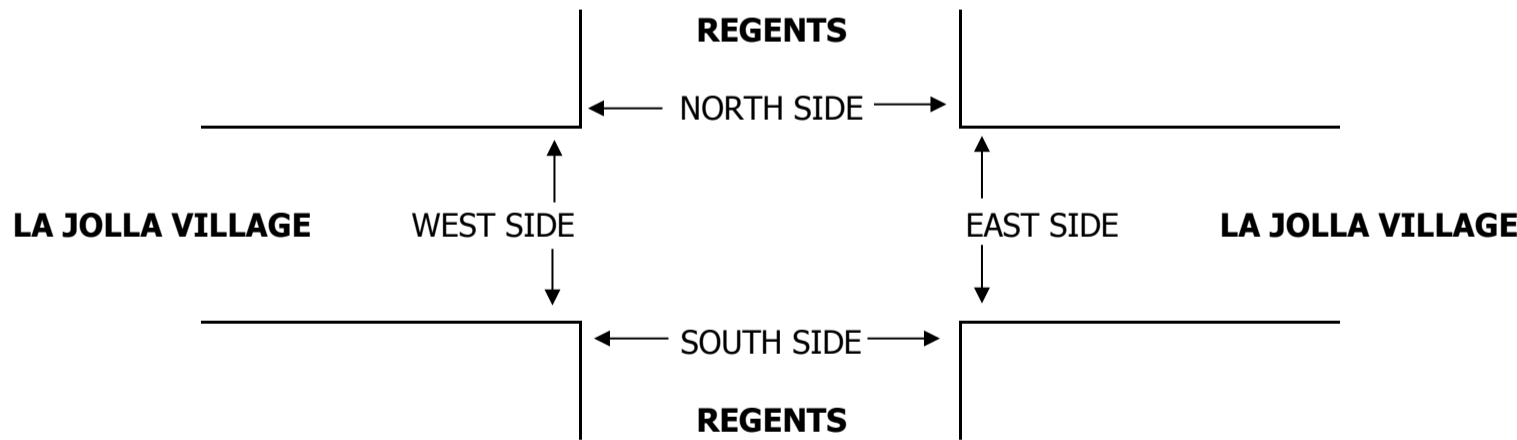
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	1	1	2	1	2	3	0	2	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	51	88	30	20	33	48	180	235	20	12	118	30	865
	7:15 AM	60	79	25	21	51	46	193	238	25	11	124	25	898
	7:30 AM	66	129	31	23	28	68	187	256	13	13	113	29	956
	7:45 AM	77	115	37	30	33	61	181	268	15	18	135	31	1,001
	8:00 AM	69	94	42	37	28	86	164	262	24	19	149	35	1,009
	8:15 AM	76	110	35	24	22	74	187	314	19	9	179	32	1,081
	8:30 AM	71	91	51	26	22	70	127	299	16	15	135	26	949
	8:45 AM	87	100	46	21	25	56	174	306	21	14	189	33	1,072
	VOLUMES	557	806	297	202	242	509	1,393	2,178	153	111	1,142	241	7,831
	APPROACH %	34%	49%	18%	21%	25%	53%	37%	58%	4%	7%	76%	16%	
APP/DEPART	1,660	/	2,440	953	/	506	3,724	/	2,677	1,494	/	2,208	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	303	395	174	108	97	286	652	1,181	80	57	652	126	4,111	
APPROACH %	35%	45%	20%	22%	20%	58%	34%	62%	4%	7%	78%	15%		
PEAK HR FACTOR	0.936													
APP/DEPART	872	/	1,173	491	/	234	1,913	/	1,463	835	/	1,241	0	
<b>PM</b>	4:00 PM	32	37	16	44	174	167	54	213	27	31	370	33	1,198
	4:15 PM	43	38	14	30	192	157	50	209	23	70	409	29	1,264
	4:30 PM	44	40	18	41	181	151	55	268	33	61	419	38	1,349
	4:45 PM	50	37	20	36	195	168	51	239	40	70	509	40	1,455
	5:00 PM	47	35	18	39	175	163	52	244	51	62	520	27	1,433
	5:15 PM	37	39	25	28	181	136	51	206	45	95	502	28	1,373
	5:30 PM	33	33	21	30	168	141	68	235	41	78	518	33	1,399
	5:45 PM	38	31	16	28	177	138	51	205	44	66	464	27	1,285
	VOLUMES	324	290	148	276	1,443	1,221	432	1,819	304	533	3,711	255	10,756
	APPROACH %	43%	38%	19%	9%	49%	42%	17%	71%	12%	12%	82%	6%	
APP/DEPART	762	/	977	2,940	/	2,280	2,555	/	2,243	4,499	/	5,256	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	167	144	84	133	719	608	222	924	177	305	2,049	128	5,660	
APPROACH %	42%	36%	21%	9%	49%	42%	17%	70%	13%	12%	83%	5%		
PEAK HR FACTOR	0.923													
APP/DEPART	395	/	494	1,460	/	1,201	1,323	/	1,141	2,482	/	2,824	0	

0	1	2	4	7
0	0	1	3	4
0	0	0	5	5
0	0	1	4	5
0	0	1	1	2
0	0	3	5	8
0	0	0	5	5
1	0	2	12	15
1	1	10	39	51
1	0	2	7	10
0	1	1	15	17
0	0	1	8	9
0	0	2	10	12
0	0	1	16	17
0	0	3	15	18
1	1	0	9	11
1	0	1	8	10
3	2	11	88	104



<b>AM</b>	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
<b>PM</b>	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
8	5	11	0	24
5	6	12	0	23
3	9	5	0	17
4	6	9	0	19
2	2	8	0	12
12	5	9	0	26
2	9	8	0	19
5	7	4	0	16
41	49	66	0	156
7	1	1	0	9
4	6	5	0	15
12	4	3	0	19
8	6	11	0	25
6	2	3	0	11
14	5	26	0	45
9	5	19	0	33
10	4	11	0	25
70	33	79	0	182

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	6	7
0	0	2	7	9
1	0	2	3	6
0	0	4	2	6
0	0	0	2	2
1	0	1	3	5
0	0	2	6	8
0	1	0	0	1
2	1	12	29	44
0	0	0	1	1
0	0	5	0	5
0	0	7	4	11
0	0	6	2	8
0	0	6	1	7
0	0	8	3	11
0	0	12	2	14
0	0	9	3	12
0	0	53	16	69

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

**LA JOLLA / UC**  
**REGENTS**  
**GENESEEE**

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 43  
**CONTROL:** SIGNAL

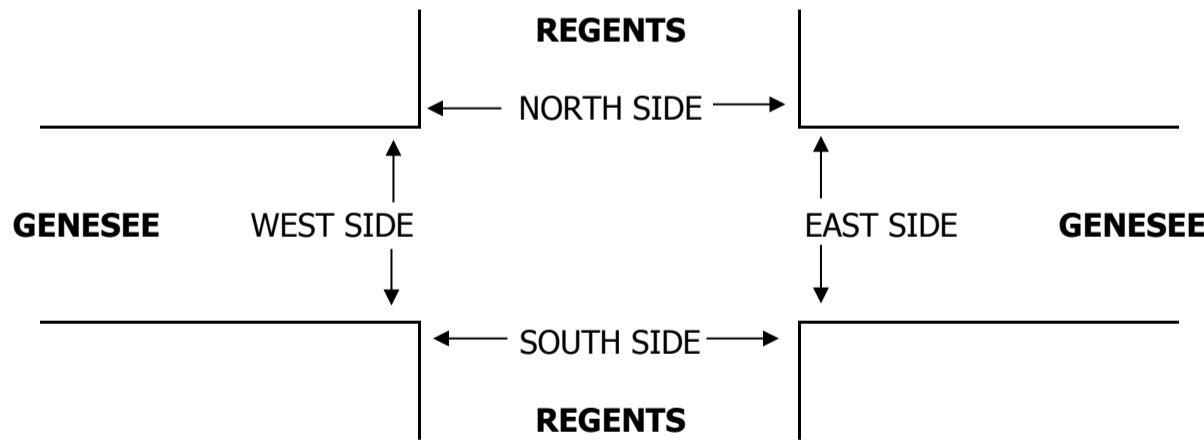
NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND REGENTS			SOUTHBOUND REGENTS			EASTBOUND GENESEEE			WESTBOUND GENESEEE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	X	0.5	X	X	X	X	3	1	1	3	X	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	1	X	

<b>AM</b>	7:00 AM	24		8					102	20	6	192		352
	7:15 AM	34		10					136	19	3	206		408
	7:30 AM	44		12					215	33	8	213		525
	7:45 AM	78		23					189	35	7	219		551
	8:00 AM	70		18					168	33	8	235		532
	8:15 AM	55		11					151	33	8	229		487
	8:30 AM	50		8					147	29	5	223		462
	8:45 AM	57		5					121	21	14	228		446
	VOLUMES	412	0	95	0	0	0	0	1,229	223	59	1,745	0	3,763
	APPROACH %	81%	0%	19%	0%	0%	0%	0%	85%	15%	3%	97%	0%	
APP/DEPART	507	/	0	0	/	282	1,452	/	1,324	1,804	/	2,157	0	
BEGIN PEAK HR		7:30 AM												
VOLUMES	247	0	64	0	0	0	0	723	134	31	896	0	2,095	
APPROACH %	79%	0%	21%	0%	0%	0%	0%	84%	16%	3%	97%	0%		
PEAK HR FACTOR		0.770				0.000			0.864		0.954		0.951	
APP/DEPART	311	/	0	0	/	165	857	/	787	927	/	1,143	0	
<b>PM</b>	4:00 PM	28		7					348	31	6	141		561
	4:15 PM	20		13					305	63	4	120		525
	4:30 PM	23		16					336	40	6	118		539
	4:45 PM	28		18					356	44	8	135		589
	5:00 PM	24		13					342	51	3	154		587
	5:15 PM	28		17					310	40	2	140		537
	5:30 PM	32		17					339	43	3	135		569
	5:45 PM	23		15					242	39	2	134		455
	VOLUMES	206	0	116	0	0	0	0	2,578	351	34	1,077	0	4,362
	APPROACH %	64%	0%	36%	0%	0%	0%	0%	88%	12%	3%	97%	0%	
APP/DEPART	322	/	0	0	/	385	2,929	/	2,694	1,111	/	1,283	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	112	0	65	0	0	0	0	1,347	178	16	564	0	2,282	
APPROACH %	63%	0%	37%	0%	0%	0%	0%	88%	12%	3%	97%	0%		
PEAK HR FACTOR		0.903				0.000			0.953		0.924		0.969	
APP/DEPART	177	/	0	0	/	194	1,525	/	1,412	580	/	676	0	

0	0	1	6	7
0	0	1	18	19
0	0	0	14	14
0	0	2	13	15
0	0	4	12	16
0	0	5	8	13
0	0	3	8	11
0	0	2	4	6
0	0	18	83	101



<b>AM</b>	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
<b>PM</b>	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	1	0	1
0	0	5	0	5
1	0	16	0	17
0	0	7	0	7
0	0	12	0	12
0	0	12	0	12
3	0	12	0	15
1	0	13	0	14
5	0	78	0	83
2	0	3	0	5
0	0	1	0	1
0	0	17	0	17
0	0	8	0	8
0	0	10	0	10
0	0	5	0	5
0	0	9	0	9
0	0	9	0	9
2	0	62	0	64

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
1	3	0	0	4
1	2	0	0	3
0	5	1	0	6
1	10	2	0	13
0	7	1	0	8
3	31	4	0	38
1	1	1	0	3
1	1	0	0	2
2	1	1	0	4
4	1	2	0	7
4	1	3	0	8
0	3	0	0	3
2	0	0	0	2
1	0	1	0	2
15	8	8	0	31

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

**LA JOLLA / UC  
CAMPUS POINT  
GENESEEE**

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 42  
**CONTROL:** SIGNAL

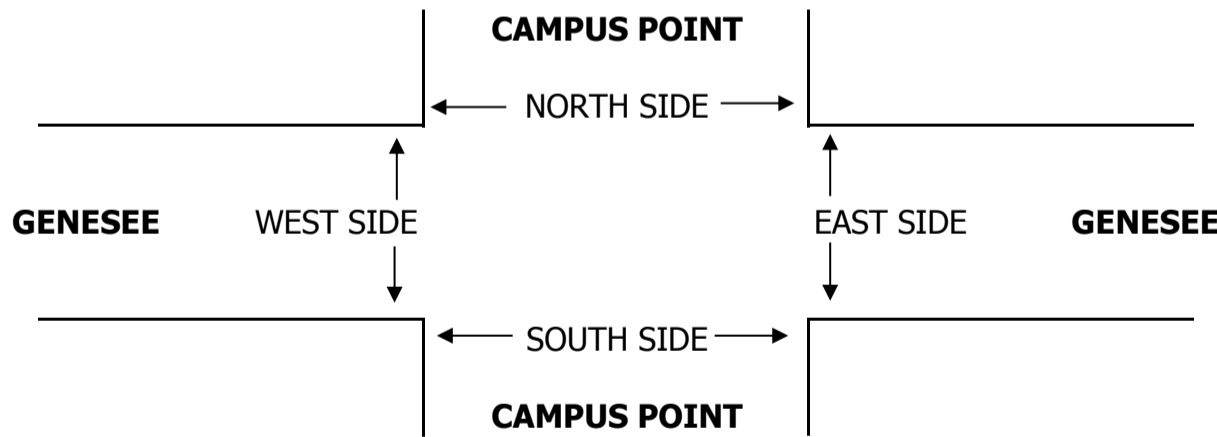
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND CAMPUS POINT			SOUTHBOUND CAMPUS POINT			EASTBOUND GENESEEE			WESTBOUND GENESEEE			TOTAL
	NL 1.5	NT 0.5	NR 1	SL 1.5	ST 0.5	SR 2	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	30	2	22	5	1	8	109	99	131	61	109	41	618
	7:15 AM	26	7	22	9	2	11	94	127	144	65	131	53	691
	7:30 AM	87	5	64	7	4	13	84	199	127	61	153	50	854
	7:45 AM	54	8	42	7	1	7	80	176	144	55	197	58	829
	8:00 AM	36	5	23	12	0	8	120	107	145	49	185	84	774
	8:15 AM	35	9	31	11	1	20	102	128	123	39	144	92	735
	8:30 AM	51	8	32	10	3	10	109	139	116	55	156	74	763
	8:45 AM	39	4	36	7	2	19	97	101	131	56	152	82	726
	VOLUMES	358	48	272	68	14	96	795	1,076	1,061	441	1,227	534	5,990
	APPROACH %	53%	7%	40%	38%	8%	54%	27%	37%	36%	20%	56%	24%	
APP/DEPART	678	/	1,377	178	/	1,516	2,932	/	1,416	2,202	/	1,681	0	
BEGIN PEAK HR		7:30 AM												
VOLUMES	212	27	160	37	6	48	386	610	539	204	679	284	3,192	
APPROACH %	53%	7%	40%	41%	7%	53%	25%	40%	35%	17%	58%	24%		
PEAK HR FACTOR		0.639			0.711			0.936			0.917		0.934	
APP/DEPART	399	/	697	91	/	749	1,535	/	807	1,167	/	939	0	
<b>PM</b>	4:00 PM	85	1	83	90	6	84	15	214	44	44	106	10	782
	4:15 PM	100	0	89	76	14	92	23	212	55	34	94	12	801
	4:30 PM	97	2	102	85	12	82	10	195	55	53	104	7	804
	4:45 PM	100	3	82	63	7	83	17	263	45	52	105	9	829
	5:00 PM	97	3	84	75	21	96	6	213	41	32	129	14	811
	5:15 PM	80	4	94	68	10	69	8	210	39	35	128	11	756
	5:30 PM	63	1	78	49	14	63	11	230	56	31	126	10	732
	5:45 PM	71	5	49	37	8	29	12	189	44	33	130	5	612
	VOLUMES	693	19	661	543	92	598	102	1,726	379	314	922	78	6,127
	APPROACH %	50%	1%	48%	44%	7%	48%	5%	78%	17%	24%	70%	6%	
APP/DEPART	1,373	/	199	1,233	/	785	2,207	/	2,930	1,314	/	2,213	0	
BEGIN PEAK HR		4:15 PM												
VOLUMES	394	8	357	299	54	353	56	883	196	171	432	42	3,245	
APPROACH %	52%	1%	47%	42%	8%	50%	5%	78%	17%	27%	67%	7%		
PEAK HR FACTOR		0.944			0.919			0.873			0.921		0.979	
APP/DEPART	759	/	106	706	/	421	1,135	/	1,539	645	/	1,179	0	

0	0	0	0	0
1	0	0	1	2
0	0	0	2	2
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
1	0	0	7	8
2	0	0	4	6



<b>AM</b>	7:00 AM	0	0	0	1	1
	7:15 AM	0	2	0	0	2
	7:30 AM	0	1	0	4	5
	7:45 AM	0	0	0	4	4
	8:00 AM	0	1	0	1	2
	8:15 AM	0	0	0	5	5
	8:30 AM	1	0	0	4	5
	8:45 AM	2	3	0	6	11
	TOTAL	3	7	0	25	35
<b>PM</b>	4:00 PM	1	1	0	9	11
	4:15 PM	2	0	0	5	7
	4:30 PM	0	0	0	5	5
	4:45 PM	1	0	0	2	3
	5:00 PM	0	1	0	6	7
	5:15 PM	0	2	0	4	6
	5:30 PM	0	0	0	4	4
	5:45 PM	0	0	0	2	2
	TOTAL	4	4	0	37	45

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	1	1
0	2	0	0	2
0	1	0	4	5
0	0	0	4	4
0	1	0	1	2
0	0	0	5	5
1	0	0	4	5
2	3	0	6	11
3	7	0	25	35
1	1	0	9	11
2	0	0	5	7
0	0	0	5	5
1	0	0	2	3
0	1	0	6	7
0	2	0	4	6
0	0	0	4	4
0	0	0	2	2
4	4	0	37	45

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	3	3
1	4	0	0	5
1	2	1	2	6
1	2	0	5	8
3	3	0	2	8
0	0	0	2	2
2	2	0	3	7
2	0	0	8	10
10	13	1	25	49
2	1	0	0	3
0	0	0	0	0
0	0	1	4	5
1	1	2	1	5
0	0	1	2	3
1	2	0	3	6
1	0	0	1	2
0	2	0	3	5
5	6	4	14	29

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:  
8/9/17  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA  
GENESEE  
SCRIPPS HOSPITAL

PROJECT #:  
LOCATION #:  
CONTROL:

PTD17-0811-02  
5  
SIGNAL

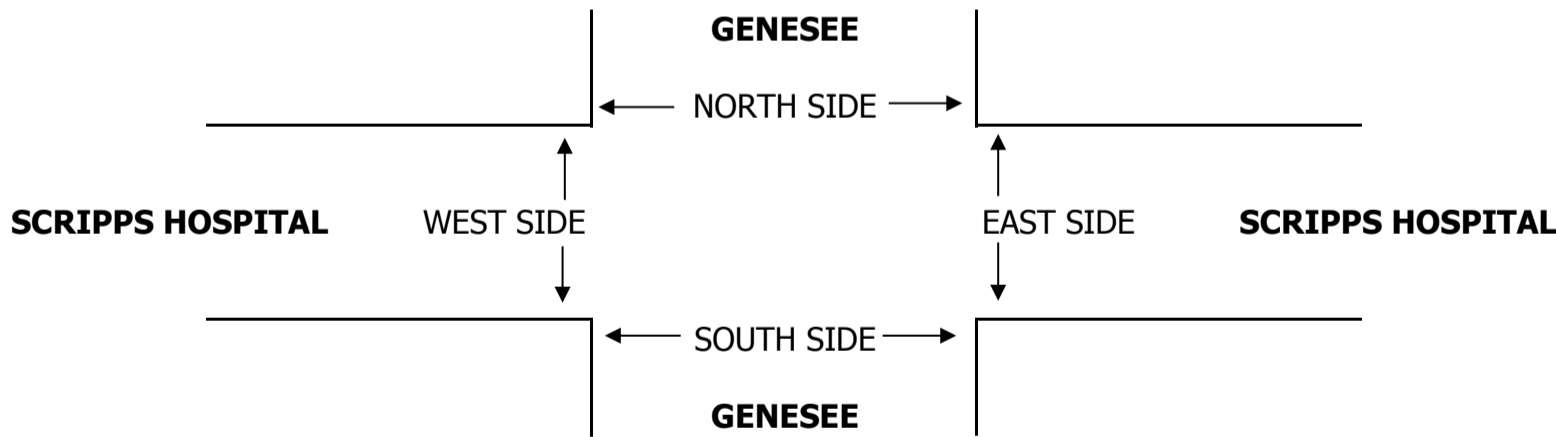
NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND SCRIPPS HOSPITAL			WESTBOUND SCRIPPS HOSPITAL			TOTAL
	NL 1	NT 3	NR X	SL X	ST 3	SR 1	EL 2	ET X	ER 1	WL X	WT X	WR X	

U-TURNS				
NB X	SB 1	EB X	WB X	TTL

<b>AM</b>	7:00 AM	35	108			272	151	35		20				621
	7:15 AM	20	140			320	146	34		16				676
	7:30 AM	29	229			324	148	65		31				826
	7:45 AM	36	222			323	136	52		18				787
	8:00 AM	37	169			305	125	38		21				695
	8:15 AM	35	171			312	139	23		13				693
	8:30 AM	33	157			331	136	29		13				699
	8:45 AM	40	259			336	112	33		11				791
	VOLUMES	265	1,455	0	0	2,523	1,093	309	0	143	0	0	0	5,788
	APPROACH %	15%	85%	0%	0%	70%	30%	68%	0%	32%	0%	0%	0%	
APP/DEPART	1,720	/	1,764	3,616	/	2,666	452	/	0	0	/	1,358	0	
BEGIN PEAK HR		7:30 AM												
VOLUMES	137	791	0	0	1,264	548	178	0	83	0	0	0	3,001	
APPROACH %	15%	85%	0%	0%	70%	30%	68%	0%	32%	0%	0%	0%		
PEAK HR FACTOR		0.899			0.960			0.680			0.000		0.908	
APP/DEPART	928	/	969	1,812	/	1,347	261	/	0	0	/	685	0	
<b>PM</b>	4:00 PM	15	249			237	34	71		37				643
	4:15 PM	13	244			243	33	84		32				649
	4:30 PM	8	255			236	35	77		37				648
	4:45 PM	13	250			241	25	79		34				642
	5:00 PM	11	249			244	30	89		31				654
	5:15 PM	6	228			245	23	71		22				595
	5:30 PM	7	200			281	31	48		27				594
	5:45 PM	12	202			297	22	59		28				620
	VOLUMES	85	1,877	0	0	2,024	233	578	0	248	0	0	0	5,045
	APPROACH %	4%	96%	0%	0%	90%	10%	70%	0%	30%	0%	0%	0%	
APP/DEPART	1,962	/	2,455	2,257	/	2,272	826	/	0	0	/	318	0	
BEGIN PEAK HR		4:15 PM												
VOLUMES	45	998	0	0	964	123	329	0	134	0	0	0	2,593	
APPROACH %	4%	96%	0%	0%	89%	11%	71%	0%	29%	0%	0%	0%		
PEAK HR FACTOR		0.991			0.985			0.965			0.000		0.991	
APP/DEPART	1,043	/	1,327	1,087	/	1,098	463	/	0	0	/	168	0	

	1			1
				0
	1			1
	2			2
	2			2
	2			2
				0
0	10	0	0	10
1				1
	1			1
1				1
3	1			4
2	1			3
1	2			3
	1			1
	1			1
8	7	0	0	15



<b>AM</b>	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
TOTAL					
<b>PM</b>	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
TOTAL					

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
	1		2	3
	1			1
	2		4	6
				0
	1			1
				0
0	5	0	6	11
			1	1
	2		3	5
	1		2	3
				0
	1			1
				0
	2		1	3
	1			1
0	7	0	7	14

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
			3	3
				0
		2		2
			4	4
		2	1	3
		5	1	6
		2		2
		6		6
0	0	17	9	26
			1	1
				0
				0
			1	1
				0
				0
			1	1
0	0	0	3	3

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
I-5 NB RAMPS  
GENESEE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 41  
**CONTROL:** SIGNAL

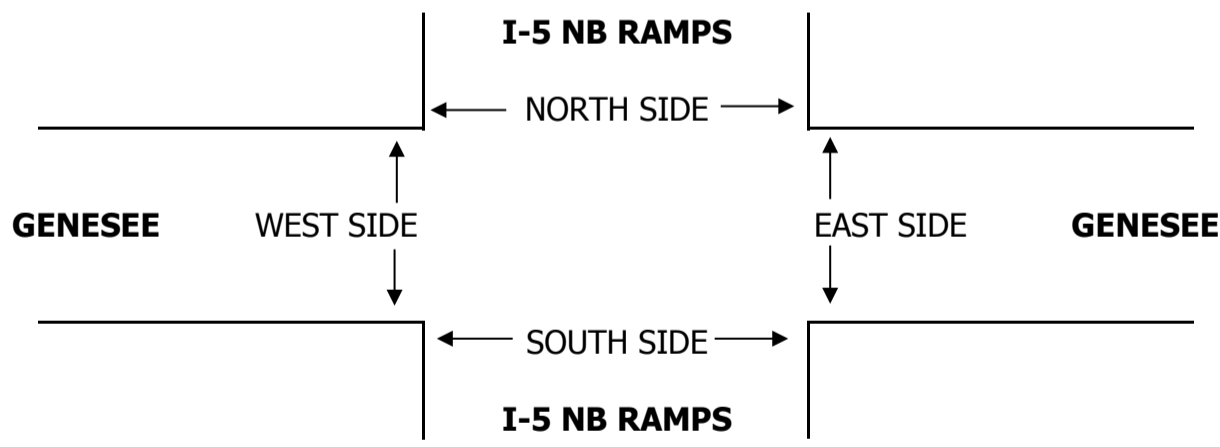
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND I-5 NB RAMPS			SOUTHBOUND I-5 NB RAMPS			EASTBOUND GENESEE			WESTBOUND GENESEE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	X	1.5	X	X	X	1	2	X	X	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

<b>AM</b>	7:00 AM	256		154			40	289			99	54	892	
	7:15 AM	226		179			41	306			106	60	918	
	7:30 AM	259		156			41	346			135	117	1,054	
	7:45 AM	262		172			44	348			152	134	1,112	
	8:00 AM	274		165			39	324			126	133	1,061	
	8:15 AM	249		166			46	303			124	81	969	
	8:30 AM	268		135			56	311			134	181	1,085	
	8:45 AM	242		160			54	304			111	182	1,053	
	VOLUMES	2,036	0	1,287	0	0	0	361	2,531	0	0	987	942	8,144
	APPROACH %	61%	0%	39%	0%	0%	0%	12%	88%	0%	0%	51%	49%	
APP/DEPART	3,323	/	1,303	0	/	0	2,892	/	3,818	1,929	/	3,023	0	
BEGIN PEAK HR		7:45 AM												
VOLUMES	1,053	0	638	0	0	0	185	1,286	0	0	536	529	4,227	
APPROACH %	62%	0%	38%	0%	0%	0%	13%	87%	0%	0%	50%	50%		
PEAK HR FACTOR		0.963				0.000		0.938			0.845		0.950	
APP/DEPART	1,691	/	714	0	/	0	1,471	/	1,924	1,065	/	1,589	0	
<b>PM</b>	4:00 PM	58		61			176	199			120	191	805	
	4:15 PM	71		64			165	241			116	197	854	
	4:30 PM	56		39			203	222			118	206	844	
	4:45 PM	69		61			201	248			132	203	914	
	5:00 PM	54		45			185	211			153	195	843	
	5:15 PM	75		37			192	204			125	206	839	
	5:30 PM	63		50			203	246			112	199	873	
	5:45 PM	59		38			118	214			134	184	747	
	VOLUMES	505	0	395	0	0	0	1,443	1,785	0	0	1,010	1,581	6,719
	APPROACH %	56%	0%	44%	0%	0%	0%	45%	55%	0%	0%	39%	61%	
APP/DEPART	900	/	3,024	0	/	0	3,228	/	2,180	2,591	/	1,515	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	261	0	193	0	0	0	781	909	0	0	522	803	3,469	
APPROACH %	57%	0%	43%	0%	0%	0%	46%	54%	0%	0%	39%	61%		
PEAK HR FACTOR		0.873				0.000		0.941			0.952		0.949	
APP/DEPART	454	/	1,584	0	/	0	1,690	/	1,102	1,325	/	783	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



<b>AM</b>	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
	TOTAL	
<b>PM</b>	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
	TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1				1
	1			1
	2			2
2	1			3
	1			1
1	1			2
	2			2
	1			1
4	9	0	0	13
1				1
				0
				0
				0
2				2
	2			2
	2			2
	3			3
3	7	0	0	10

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
I-5 SB RAMPS  
GENESEEE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 40  
**CONTROL:** SIGNAL

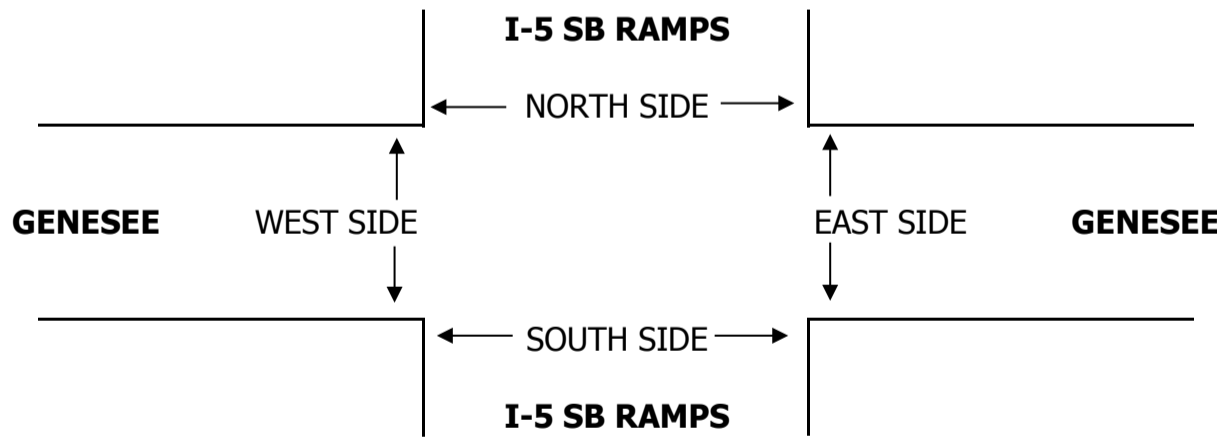
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND I-5 SB RAMPS			SOUTHBOUND I-5 SB RAMPS			EASTBOUND GENESEEE			WESTBOUND GENESEEE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.5	0	1.5	X	2	1	2	2	X	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM			255		236		71	30	31	308		931
	7:15 AM			258		219		88	36	29	333		963
7:30 AM			289		214		115	43	68	313		1,042	
7:45 AM			265		177		116	33	40	340		971	
8:00 AM			255		236		101	49	45	336		1,022	
8:15 AM			235	1	274		126	36	31	344		1,047	
8:30 AM			241		245		121	35	30	357		1,029	
8:45 AM			235		266		118	56	30	333		1,038	
VOLUMES	0	0	0	2,033	1	1,867	0	856	318	304	2,664	0	8,043
APPROACH %	0%	0%	0%	52%	0%	48%	0%	73%	27%	10%	90%	0%	
APP/DEPART	0	/	0	3,901	/	623	1,174	/	2,889	2,968	/	4,531	0
BEGIN PEAK HR		8:00 AM											
VOLUMES	0	0	0	966	1	1,021	0	466	176	136	1,370	0	4,136
APPROACH %	0%	0%	0%	49%	0%	51%	0%	73%	27%	9%	91%	0%	
PEAK HR FACTOR		0.000			0.975			0.922			0.973		0.988
APP/DEPART	0	/	0	1,988	/	313	642	/	1,432	1,506	/	2,391	0
PM	4:00 PM			112		82		260	168	60	115		797
	4:15 PM			150	3	138		278	132	51	131		883
4:30 PM			124	2	164		281	129	44	124		868	
4:45 PM			147	3	162		300	120	44	150		926	
5:00 PM			128	2	148		282	90	53	149		852	
5:15 PM			115	2	153		292	112	50	162		886	
5:30 PM			143		208		311	101	46	127		936	
5:45 PM			130	1	192		233	96	36	126		814	
VOLUMES	0	0	0	1,049	13	1,247	0	2,237	948	384	1,084	0	6,962
APPROACH %	0%	0%	0%	45%	1%	54%	0%	70%	30%	26%	74%	0%	
APP/DEPART	0	/	0	2,309	/	1,345	3,185	/	3,286	1,468	/	2,331	0
BEGIN PEAK HR		4:45 PM											
VOLUMES	0	0	0	533	7	671	0	1,185	423	193	588	0	3,600
APPROACH %	0%	0%	0%	44%	1%	55%	0%	74%	26%	25%	75%	0%	
PEAK HR FACTOR		0.000			0.863			0.957			0.921		0.962
APP/DEPART	0	/	0	1,211	/	623	1,608	/	1,718	781	/	1,259	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0		0



AM	7:00 AM				0
	7:15 AM				0
7:30 AM				1	1
7:45 AM	1			1	2
8:00 AM		1			1
8:15 AM					0
8:30 AM					0
8:45 AM					0
TOTAL	1	1	0	2	4
PM	4:00 PM				0
	4:15 PM				0
4:30 PM					0
4:45 PM					0
5:00 PM					0
5:15 PM					0
5:30 PM					0
5:45 PM					0
TOTAL	0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
			1	1
1			1	2
	1			1
				0
				0
				0
1	1	0	2	4
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
	1		1	2
2	3		2	7
	1		2	3
				0
1		1	1	3
1	1		1	3
	1		1	2
1	1		1	3
5	8	1	9	23
1			1	2
3			1	4
1			3	4
		1		1
				0
4			2	6
			3	3
6		4	4	14
15	0	5	14	34

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/25/17  
THURSDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UTC  
LEBON  
LA JOLLA VILLAGE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 18  
**CONTROL:** SIGNAL

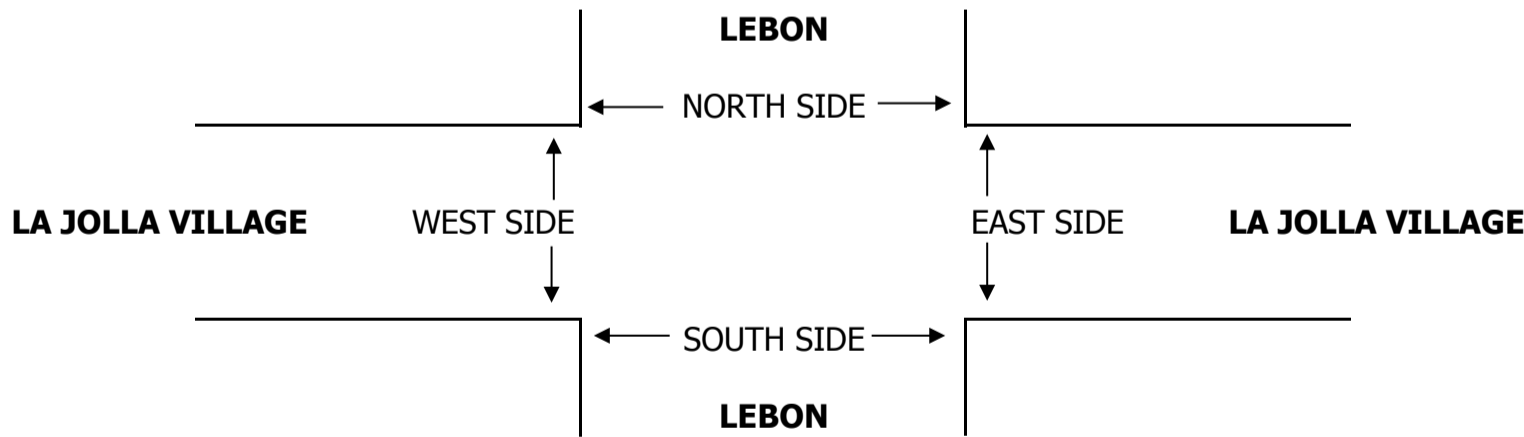
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND LEBON			SOUTHBOUND LEBON			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	0.5	1.5	0.5	0.5	1	1	3	1	2	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	65	0	28	1	0	5	0	333	37	11	163	0	643
	7:15 AM	87	3	36	2	2	4	1	377	48	18	215	0	793
	7:30 AM	121	1	36	1	1	6	2	439	50	8	210	0	875
	7:45 AM	113	3	51	0	0	3	0	467	39	26	374	0	1,076
	8:00 AM	112	0	46	0	0	4	4	405	57	31	280	0	939
	8:15 AM	118	0	45	2	2	4	0	428	66	22	304	2	993
	8:30 AM	143	1	54	4	4	4	0	404	42	18	253	1	928
	8:45 AM	144	1	52	1	1	3	3	441	49	22	302	1	1,020
	VOLUMES	903	9	348	11	10	33	10	3,294	388	156	2,101	4	7,267
	APPROACH %	72%	1%	28%	20%	19%	61%	0%	89%	11%	7%	93%	0%	
APP/DEPART	1,260	/	23	54	/	554	3,692	/	3,653	2,261	/	3,037	0	
PM	4:00 PM	88	4	18	1	1	1	3	235	84	101	508	4	1,048
	4:15 PM	97	4	23	0	0	3	3	305	62	89	532	3	1,121
	4:30 PM	115	2	22	1	0	1	6	319	88	89	584	6	1,233
	4:45 PM	108	6	35	0	1	2	4	306	111	105	606	5	1,289
	5:00 PM	100	2	23	3	0	0	2	348	109	109	585	4	1,285
	5:15 PM	110	2	33	0	2	2	2	287	98	102	552	2	1,192
	5:30 PM	93	2	28	1	1	4	4	306	103	104	555	4	1,205
	5:45 PM	111	2	32	2	2	3	5	304	101	108	490	2	1,162
	VOLUMES	822	24	214	8	7	16	29	2,410	756	807	4,412	30	9,535
	APPROACH %	78%	2%	20%	26%	23%	52%	1%	75%	24%	15%	84%	1%	
APP/DEPART	1,060	/	83	31	/	1,570	3,195	/	2,632	5,249	/	5,250	0	
BEGIN PEAK HR		7:45 AM												
VOLUMES	486	4	196	6	6	15	4	1,704	204	97	1,211	3	3,936	
APPROACH %	71%	1%	29%	22%	22%	56%	0%	89%	11%	7%	92%	0%		
PEAK HR FACTOR		0.866				0.563			0.945			0.819		0.914
APP/DEPART	686	/	11	27	/	307	1,912	/	1,906	1,311	/	1,712	0	
BEGIN PEAK HR		4:30 PM												
VOLUMES	433	12	113	4	3	5	14	1,260	406	405	2,327	17	4,999	
APPROACH %	78%	2%	20%	33%	25%	42%	1%	75%	24%	15%	85%	1%		
PEAK HR FACTOR		0.936				0.750			0.915			0.960		0.970
APP/DEPART	558	/	43	12	/	814	1,680	/	1,377	2,749	/	2,765	0	

0	0	3	0	3
0	0	6	0	6
0	0	3	5	8
0	0	3	2	5
0	0	1	3	4
0	0	4	2	6
0	0	2	2	4
0	0	2	2	4
0	0	24	16	40
0	0			
0	0	4	2	6
0	0	3	4	7
1	0	6	2	9
0	0	8	1	9
0	0	7	1	8
1	0	4	4	9
0	0	2	3	5
0	0	2	2	4
2	0	36	19	57



AM	7:00 AM	5	3	0	5	13
	7:15 AM	9	8	0	8	25
	7:30 AM	3	29	0	27	59
	7:45 AM	8	4	0	8	20
	8:00 AM	7	5	0	3	15
	8:15 AM	2	6	0	6	14
	8:30 AM	3	7	0	6	16
	8:45 AM	2	13	0	11	26
	TOTAL	39	75	0	74	188
	PM	4:00 PM	1	4	0	7
4:15 PM		2	4	0	6	12
4:30 PM		5	6	0	8	19
4:45 PM		2	3	0	9	14
5:00 PM		1	3	0	9	13
5:15 PM		0	3	0	6	9
5:30 PM		5	8	0	5	18
5:45 PM		2	4	0	8	14
TOTAL		18	35	0	58	111

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	3	0	5	13
9	8	0	8	25
3	29	0	27	59
8	4	0	8	20
7	5	0	3	15
2	6	0	6	14
3	7	0	6	16
2	13	0	11	26
39	75	0	74	188
1	4	0	7	12
2	4	0	6	12
5	6	0	8	19
2	3	0	9	14
1	3	0	9	13
0	3	0	6	9
5	8	0	5	18
2	4	0	8	14
18	35	0	58	111

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
1	0	0	1	2
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/25/17  
THURSDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UTC  
I-805 NB RAMPS  
LA JOLLA VILLAGE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 24  
**CONTROL:** SIGNAL

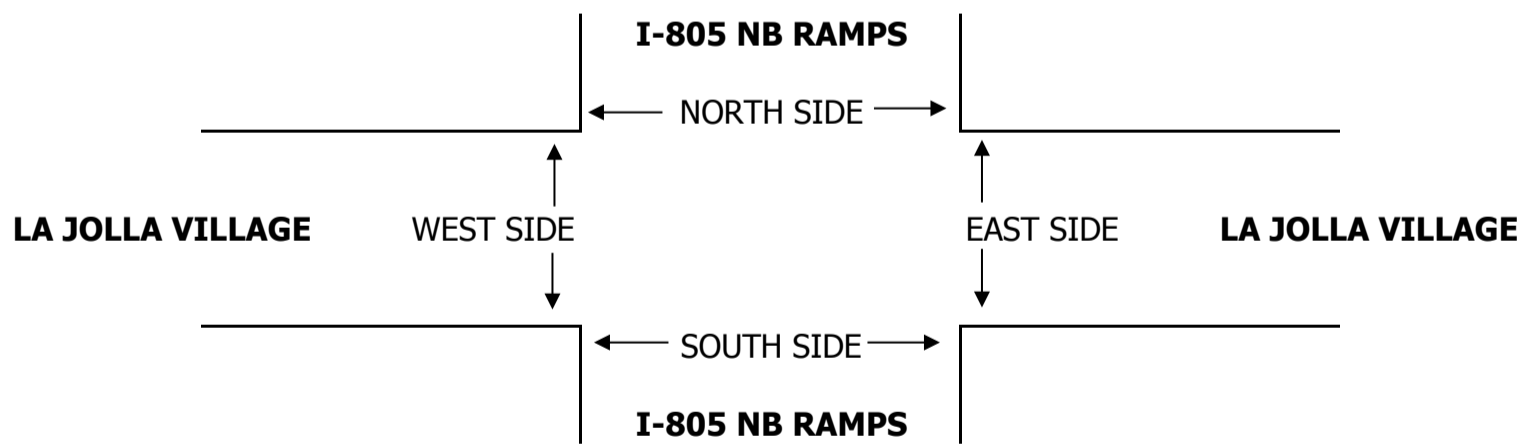
NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND I-805 NB RAMPS			SOUTHBOUND I-805 NB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	X	2	X	X	X	X	3	1	X	4	1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	228		97					194	78		287	150	1,034
	7:15 AM	209		112					225	100		266	144	1,056
	7:30 AM	246		85					244	128		296	118	1,117
	7:45 AM	226		94					234	141		308	133	1,136
	8:00 AM	215		75					273	143		330	119	1,155
	8:15 AM	193		49					228	170		296	110	1,046
	8:30 AM	237		66					234	139		326	117	1,119
	8:45 AM	190		70					246	179		323	159	1,167
	VOLUMES	1,744	0	648	0	0	0	0	1,878	1,078	0	2,432	1,050	8,830
	APPROACH %	73%	0%	27%	0%	0%	0%	0%	64%	36%	0%	70%	30%	
APP/DEPART	2,392	/	1,050	0	/	1,078	2,956	/	2,526	3,482	/	4,176	0	
BEGIN PEAK HR		8:00 AM												
VOLUMES	835	0	260	0	0	0	0	981	631	0	1,275	505	4,487	
APPROACH %	76%	0%	24%	0%	0%	0%	0%	61%	39%	0%	72%	28%		
PEAK HR FACTOR		0.903				0.000		0.948			0.923		0.961	
APP/DEPART	1,095	/	505	0	/	631	1,612	/	1,241	1,780	/	2,110	0	
PM	4:00 PM	110		32					222	270		389	200	1,223
	4:15 PM	122		42					210	252		364	194	1,184
	4:30 PM	128		32					221	245		379	174	1,179
	4:45 PM	141		34					232	245		401	185	1,238
	5:00 PM	102		35					241	262		434	179	1,253
	5:15 PM	97		33					245	282		507	197	1,361
	5:30 PM	135		30					220	270		424	165	1,244
	5:45 PM	125		30					203	243		391	148	1,140
	VOLUMES	960	0	268	0	0	0	0	1,794	2,069	0	3,289	1,442	9,822
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	46%	54%	0%	70%	30%	
APP/DEPART	1,228	/	1,442	0	/	2,069	3,863	/	2,062	4,731	/	4,249	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	475	0	132	0	0	0	0	938	1,059	0	1,766	726	5,096	
APPROACH %	78%	0%	22%	0%	0%	0%	0%	47%	53%	0%	71%	29%		
PEAK HR FACTOR		0.867				0.000		0.947			0.885		0.936	
APP/DEPART	607	/	726	0	/	1,059	1,997	/	1,070	2,492	/	2,241	0	

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL					0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					1
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL					1

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	1	0	0	1

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	1	0	0	1
				0
				0
				0
				0
				0
				0
1	0	0	0	1

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/25/17  
THURSDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UTC  
I-805 SB RAMPS  
LA JOLLA VILLAGE

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 23  
**CONTROL:** SIGNAL

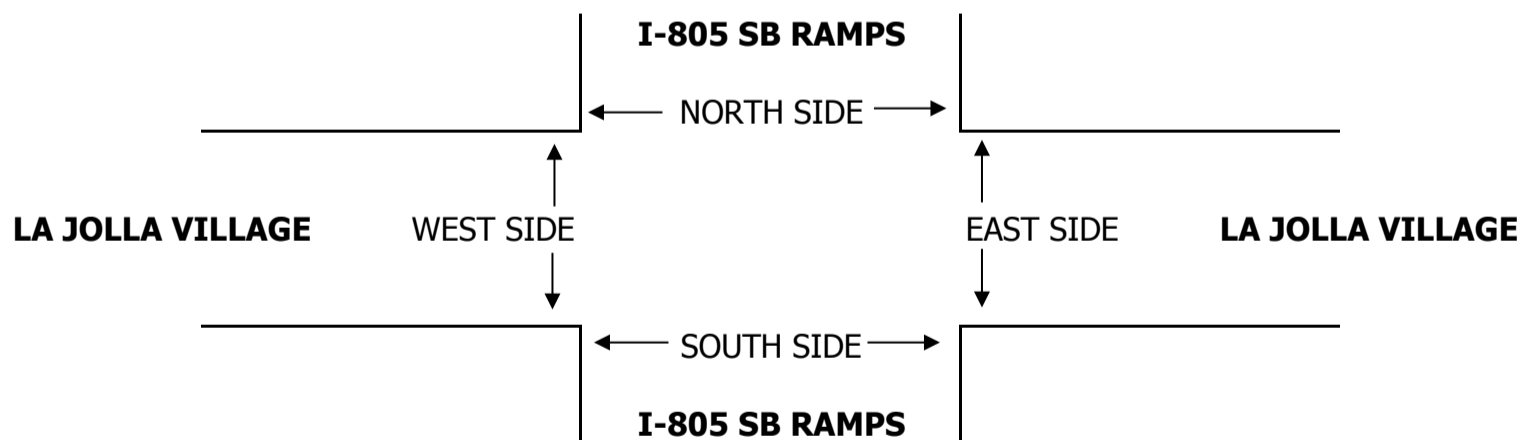
NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	E ▶	S ▼
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LANES:	NORTHBOUND I-805 SB RAMPS			SOUTHBOUND I-805 SB RAMPS			EASTBOUND LA JOLLA VILLAGE			WESTBOUND LA JOLLA VILLAGE			TOTAL
	NL X	NT X	NR X	SL 2	ST X	SR 2	EL X	ET 3	ER 2	WL X	WT 3	WR 1	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

<b>AM</b>	7:00 AM				128		176		146	63		353	91	957
	7:15 AM				98		240		179	72		406	111	1,106
	7:30 AM				141		301		220	119		395	85	1,261
	7:45 AM				126		386		231	130		483	112	1,468
	8:00 AM				182		362		234	106		390	113	1,387
	8:15 AM				131		382		287	111		415	108	1,434
	8:30 AM				164		375		274	116		412	129	1,470
	8:45 AM				135		364		287	109		453	132	1,480
	VOLUMES	0	0	0	1,105	0	2,586	0	1,858	826	0	3,307	881	10,563
	APPROACH %	0%	0%	0%	30%	0%	70%	0%	69%	31%	0%	79%	21%	
APP/DEPART	0	/	881	3,691	/	826	2,684	/	2,963	4,188	/	5,893	0	
BEGIN PEAK HR		8:00 AM												
VOLUMES	0	0	0	612	0	1,483	0	1,082	442	0	1,670	482	5,771	
APPROACH %	0%	0%	0%	29%	0%	71%	0%	71%	29%	0%	78%	22%		
PEAK HR FACTOR		0.000			0.963			0.957			0.920		0.975	
APP/DEPART	0	/	482	2,095	/	442	1,524	/	1,694	2,152	/	3,153	0	
<b>PM</b>	4:00 PM				39		135		444	224		320	144	1,306
	4:15 PM				40		190		430	200		378	130	1,368
	4:30 PM				34		221		432	171		371	159	1,388
	4:45 PM				26		148		452	181		432	137	1,376
	5:00 PM				43		172		480	164		409	139	1,407
	5:15 PM				39		185		494	177		425	150	1,470
	5:30 PM				41		194		474	158		408	139	1,414
	5:45 PM				30		149		450	166		394	140	1,329
	VOLUMES	0	0	0	292	0	1,394	0	3,656	1,441	0	3,137	1,138	11,058
	APPROACH %	0%	0%	0%	17%	0%	83%	0%	72%	28%	0%	73%	27%	
APP/DEPART	0	/	1,138	1,686	/	1,441	5,097	/	3,948	4,275	/	4,531	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	0	0	0	149	0	699	0	1,900	680	0	1,674	565	5,667	
APPROACH %	0%	0%	0%	18%	0%	82%	0%	74%	26%	0%	75%	25%		
PEAK HR FACTOR		0.000			0.902			0.961			0.973		0.964	
APP/DEPART	0	/	565	848	/	680	2,580	/	2,049	2,239	/	2,373	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



<b>AM</b>	7:00 AM			
	7:15 AM			
	7:30 AM			
	7:45 AM			
	8:00 AM			
	8:15 AM			
	8:30 AM			
	8:45 AM			
	TOTAL			
<b>PM</b>	4:00 PM			
	4:15 PM			
	4:30 PM			
	4:45 PM			
	5:00 PM			
	5:15 PM			
	5:30 PM			
	5:45 PM			
	TOTAL			

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	1	0	1
1	0	0	0	1

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
EASTGATE DR  
EASTGATE MALL

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 12  
**CONTROL:** SIGNAL

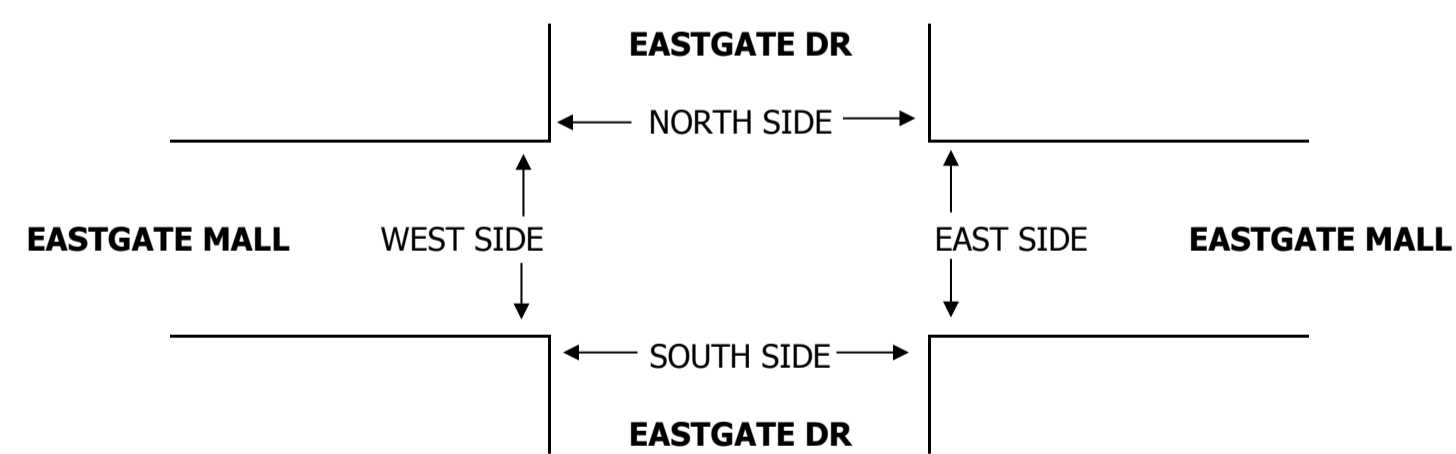
NOTES:  <p style="text-align: center; color: blue;">INCLUDE BIKE / PED</p>	AM PM MD OTHER OTHER	▲ N  S ▼	◀ W E ▶
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LANES:	NORTHBOUND EASTGATE DR			SOUTHBOUND EASTGATE DR			EASTBOUND EASTGATE MALL			WESTBOUND EASTGATE MALL			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM				8		1	6	29			112	16	172
	7:15 AM				15		0	4	28			170	9	226
	7:30 AM				16		2	3	47			222	15	305
	7:45 AM				13		4	4	41			227	15	304
	8:00 AM				11		5	2	47			227	13	305
	8:15 AM				14		3	3	45			215	10	290
	8:30 AM				20		4	7	41			212	7	291
	8:45 AM				13		3	3	44			199	13	275
	VOLUMES	0	0	0	110	0	22	32	322	0	0	1,584	98	2,168
	APPROACH %	0%	0%	0%	83%	0%	17%	9%	91%	0%	0%	94%	6%	
APP/DEPART	0	/	130	132	/	0	354	/	432	1,682	/	1,606	0	
BEGIN PEAK HR		7:30 AM												
VOLUMES	0	0	0	54	0	14	12	180	0	0	891	53	1,204	
APPROACH %	0%	0%	0%	79%	0%	21%	6%	94%	0%	0%	94%	6%		
PEAK HR FACTOR		0.000			0.944			0.960			0.975		0.987	
APP/DEPART	0	/	65	68	/	0	192	/	234	944	/	905	0	
PM	4:00 PM				16		7	1	216			52	12	304
	4:15 PM				10		9	1	157			40	7	224
	4:30 PM				13		2	1	219			36	4	275
	4:45 PM				11		3	6	241			30	2	293
	5:00 PM				20		6	3	274			38	3	344
	5:15 PM				10		3	2	208			41	1	265
	5:30 PM				10		3	4	218			43	5	283
	5:45 PM				8		2	3	173			35	2	223
	VOLUMES	0	0	0	98	0	35	21	1,706	0	0	315	36	2,211
	APPROACH %	0%	0%	0%	74%	0%	26%	1%	99%	0%	0%	90%	10%	
APP/DEPART	0	/	57	133	/	0	1,727	/	1,804	351	/	350	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	0	0	0	51	0	15	15	941	0	0	152	11	1,185	
APPROACH %	0%	0%	0%	77%	0%	23%	2%	98%	0%	0%	93%	7%		
PEAK HR FACTOR		0.000			0.635			0.863			0.849		0.861	
APP/DEPART	0	/	26	66	/	0	956	/	992	163	/	167	0	

				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
1				1
1				1
2				2
1				1
1				1
				0
6	0	0	0	6
				0
1				1
3				3
1				1
1				1
				0
				0
1				1
7	0	0	0	7

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1				1
2				2
				0
				0
				0
				0
2				2
1				1
6	0	0	0	6
				0
				0
				0
				0
				0
0	0	0	0	0

# National Data & Surveying Services Intersection Turning Movement Count

Location: Olson Dr & Eastgate Mall  
 City: San Diego  
 Control: 1-Way Stop(SB)

Project ID: 21-040098-006  
 Date: 6/3/2021

## Data - Totals

NS/EW Streets:	Olson Dr				Olson Dr				Eastgate Mall				Eastgate Mall				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	12	0	1	0	1	23	0	0	0	65	25	0	127
7:15 AM	0	0	0	0	7	0	0	0	4	30	0	0	0	90	17	0	148
7:30 AM	0	0	0	0	7	0	2	0	2	38	0	0	0	89	29	0	167
7:45 AM	0	0	0	0	16	0	3	0	2	48	0	0	0	86	26	0	181
8:00 AM	0	0	0	0	6	0	0	0	2	45	0	1	0	87	21	0	162
8:15 AM	0	0	0	0	23	0	1	0	2	43	0	0	0	66	33	0	168
8:30 AM	0	0	0	0	19	0	1	0	1	37	0	0	0	81	31	0	170
8:45 AM	0	0	0	0	31	0	1	0	0	38	0	0	0	93	18	0	181
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	93.08%	0.00%	6.92%	0.00%	4.42%	95.27%	0.00%	0.32%	0.00%	76.66%	23.34%	0.00%	1304
<b>PEAK HR:</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	79	0	3	0	5	163	0	1	0	327	103	0	681
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.637	0.000	0.750	0.000	0.625	0.906	0.000	0.250	0.000	0.879	0.780	0.000	0.941
					0.641				0.880				0.960				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	22	0	2	0	0	87	0	0	0	43	16	0	170
4:15 PM	0	0	0	0	12	0	3	0	0	81	0	0	0	32	17	1	146
4:30 PM	0	0	0	0	22	0	1	0	1	78	0	0	0	32	16	0	150
4:45 PM	0	0	0	0	12	0	1	0	0	79	0	0	0	37	10	0	139
5:00 PM	0	0	0	0	19	0	3	0	2	98	0	0	0	37	19	0	178
5:15 PM	0	0	0	0	17	0	3	0	0	117	0	0	0	40	26	0	203
5:30 PM	0	0	0	0	19	0	1	0	1	95	0	0	0	36	10	0	162
5:45 PM	0	0	0	0	20	0	0	0	0	82	0	0	0	29	14	0	145
<b>TOTAL VOLUMES:</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s:</b>	0	0	0	0	91.08%	0.00%	8.92%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	68.92%	30.84%	0.24%	1293
<b>PEAK HR:</b>	05:00 PM - 06:00 PM																TOTAL
<b>PEAK HR VOL:</b>	0	0	0	0	75	0	7	0	3	392	0	0	0	142	69	0	688
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.938	0.000	0.583	0.000	0.375	0.838	0.000	0.000	0.000	0.888	0.663	0.000	0.847
					0.932				0.844				0.799				

# National Data & Surveying Services Intersection Turning Movement Count

Location: Olson Dr & Eastgate Mall  
 City: San Diego  
 Control: 1-Way Stop(SB)

Project ID: 21-040098-006  
 Date: 6/3/2021

## Data - Bikes

NS/EW Streets:	Olson Dr				Olson Dr				Eastgate Mall				Eastgate Mall				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	7
<b>PEAK HR :</b>	05:00 PM - 06:00 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	1.000



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Eastgate Mall & Autoport Mall  
**City:** San Diego  
**Control:** 1-Way Stop(WB)

**Project ID:** 21-040098-007  
**Date:** 6/3/2021

## Data - Totals

NS/EW Streets:	Eastgate Mall				Eastgate Mall				Autoport Mall				Autoport Mall				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	98	11	0	3	37	0	0	0	0	0	0	0	0	1	0	150
7:15 AM	0	117	12	0	1	48	0	0	0	0	0	0	4	0	4	0	186
7:30 AM	0	121	13	2	6	50	0	0	0	0	0	0	3	0	3	0	198
7:45 AM	0	119	18	0	3	62	0	0	0	0	0	0	4	0	1	0	207
8:00 AM	0	110	15	0	2	56	0	0	0	0	0	0	4	0	4	0	191
8:15 AM	0	109	11	1	3	68	0	0	0	0	0	0	2	0	1	0	195
8:30 AM	0	118	19	0	5	56	0	0	0	0	0	0	4	0	4	0	206
8:45 AM	0	120	20	0	2	66	0	0	0	0	0	0	3	0	3	0	214
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	912	119	3	25	443	0	0	0	0	0	0	24	0	21	0	1547
	0.00%	88.20%	11.51%	0.29%	5.34%	94.66%	0.00%	0.00%					53.33%	0.00%	46.67%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	457	65	1	12	246	0	0	0	0	0	0	13	0	12	0	806
<b>PEAK HR FACTOR :</b>	0.000	0.952	0.813	0.250	0.600	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.750	0.000	0.942
		0.934				0.908								0.781			
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	61	5	0	2	116	0	0	0	0	0	0	5	0	5	0	194
4:15 PM	0	52	7	0	3	99	0	0	0	0	0	0	5	0	4	0	170
4:30 PM	0	57	16	1	2	106	0	0	0	0	0	0	11	0	3	0	196
4:45 PM	0	55	6	2	5	93	0	0	0	0	0	0	6	0	4	0	171
5:00 PM	0	56	14	1	6	125	0	0	0	0	0	0	13	0	4	0	219
5:15 PM	0	52	10	1	5	137	0	0	0	0	0	0	4	0	9	0	218
5:30 PM	0	44	6	1	1	120	0	0	0	0	0	0	6	0	4	0	182
5:45 PM	0	46	2	0	4	109	0	0	0	0	0	0	2	0	7	0	170
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	423	66	6	28	905	0	0	0	0	0	0	52	0	40	0	1520
	0.00%	85.45%	13.33%	1.21%	3.00%	97.00%	0.00%	0.00%					56.52%	0.00%	43.48%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	220	46	5	18	461	0	0	0	0	0	0	34	0	20	0	804
<b>PEAK HR FACTOR :</b>	0.000	0.965	0.719	0.625	0.750	0.841	0.000	0.000	0.000	0.000	0.000	0.000	0.654	0.000	0.556	0.000	0.918
		0.916				0.843								0.794			

# National Data & Surveying Services Intersection Turning Movement Count

Location: Eastgate Mall & Autoport Mall  
 City: San Diego  
 Control: 1-Way Stop(WB)

Project ID: 21-040098-007  
 Date: 6/3/2021

## Data - Bikes

NS/EW Streets:	Eastgate Mall				Eastgate Mall				Autoport Mall				Autoport Mall				TOTAL	
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL	
<b>PEAK HR VOL :</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
	0.250				0.250													
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	0	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	7	
	0.00%	50.00%	0.00%	50.00%	60.00%	40.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	0	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL	
<b>PEAK HR VOL :</b>	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
	0.250				0.500													



# National Data & Surveying Services **Intersection Turning** Movement Count

**Location:** Eastgate Mall & Autoport Mall  
**City:** San Diego

**Project ID:** 21-040098-007  
**Date:** 6/3/2021

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Eastgate Mall		Eastgate Mall		Autoport Mall		Autoport Mall		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	1	1	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	5	3	0	0	8
	08:00 AM - 09:00 AM				62.50%	37.50%			
<b>PEAK HR :</b>	08:00 AM - 09:00 AM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	3	1	0	0	4
<b>PEAK HR FACTOR :</b>					0.750	0.250			0.500

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	3	2	0	0	5
	04:30 PM - 05:30 PM				60.00%	40.00%			
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	2	2	0	0	4
<b>PEAK HR FACTOR :</b>					0.250	0.250			0.500

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

**DATE:**  
5/23/17  
TUESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

LA JOLLA / UC  
EASTGATE MALL  
MIRAMAR

**PROJECT #:** PTD17-0526-01  
**LOCATION #:** 26  
**CONTROL:** SIGNAL

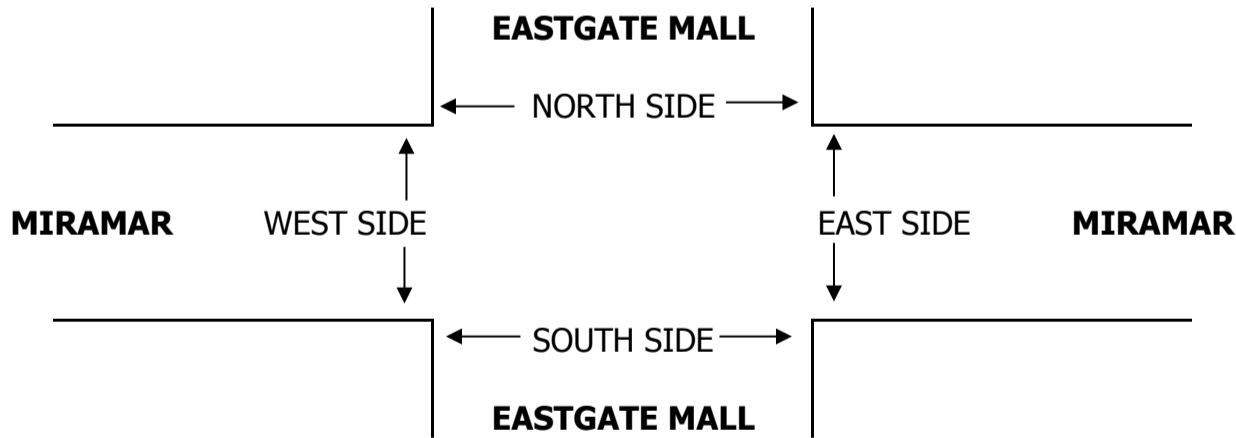
NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	

LANES:	NORTHBOUND EASTGATE MALL			SOUTHBOUND EASTGATE MALL			EASTBOUND MIRAMAR			WESTBOUND MIRAMAR			TOTAL
	NL X	NT X	NR X	SL 1.5	ST X	SR 0.5	EL 2	ET 3	ER X	WL X	WT 3	WR 1	

U-TURNS				
NB X	SB X	EB X	WB 1	TTL

AM	7:00 AM				22		26	59	464			350	120	1,041
	7:15 AM				26		35	58	495			419	183	1,216
	7:30 AM				31		35	63	443			450	219	1,241
	7:45 AM				49		27	57	488			524	232	1,377
	8:00 AM				30		43	62	440			440	214	1,229
	8:15 AM				39		31	73	435			420	200	1,198
	8:30 AM				55		45	55	443			526	202	1,326
	8:45 AM				35		28	61	440			485	201	1,250
	VOLUMES	0	0	0	287	0	270	488	3,648	0	0	3,614	1,571	9,878
	APPROACH %	0%	0%	0%	52%	0%	48%	12%	88%	0%	0%	70%	30%	
APP/DEPART	0	/	2,059	557	/	0	4,136	/	3,935	5,185	/	3,884	0	
BEGIN PEAK HR		7:45 AM												
VOLUMES	0	0	0	173	0	146	247	1,806	0	0	1,910	848	5,130	
APPROACH %	0%	0%	0%	54%	0%	46%	12%	88%	0%	0%	69%	31%		
PEAK HR FACTOR		0.000			0.798			0.942			0.912		0.931	
APP/DEPART	0	/	1,095	319	/	0	2,053	/	1,979	2,758	/	2,056	0	
PM	4:00 PM				165		101	32	364			551	53	1,266
	4:15 PM				133		66	35	450			609	28	1,321
	4:30 PM				181		76	37	405			560	31	1,290
	4:45 PM				191		71	31	413			616	34	1,356
	5:00 PM				206		89	30	457			689	32	1,503
	5:15 PM				209		73	29	404			668	36	1,419
	5:30 PM				157		62	28	514			635	38	1,434
	5:45 PM				168		75	21	414			552	33	1,263
	VOLUMES	0	0	0	1,410	0	613	243	3,421	0	0	4,880	285	10,852
	APPROACH %	0%	0%	0%	70%	0%	30%	7%	93%	0%	0%	94%	6%	
APP/DEPART	0	/	528	2,023	/	0	3,664	/	4,831	5,165	/	5,493	0	
BEGIN PEAK HR		4:45 PM												
VOLUMES	0	0	0	763	0	295	118	1,788	0	0	2,608	140	5,712	
APPROACH %	0%	0%	0%	72%	0%	28%	6%	94%	0%	0%	95%	5%		
PEAK HR FACTOR		0.000			0.897			0.879			0.953		0.950	
APP/DEPART	0	/	258	1,058	/	0	1,906	/	2,551	2,748	/	2,903	0	

0	0	1	0	1
0	0	0	0	0
0	0	3	0	3
0	0	2	0	2
0	0	1	0	1
0	0	1	0	1
0	0	2	0	2
0	0	2	0	2
0	0	0	1	1
0	0	10	1	11
0	0	2	1	3
0	0	5	0	5
0	0	1	1	2
0	0	1	2	3
0	0	3	0	3
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	16	4	20



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1
0	1	0	0	1
0	0	0	0	0
0	1	4	0	5

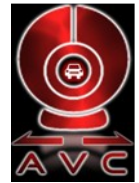
# Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** Miramar Road @ Miramar Mall  
**Date of Count:** Wednesday, May 13, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345





**Location:** Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	23	7	11	561		493	20	1,115
7:15 AM	17	8	7	764		733	24	1,553
7:30 AM	13	10	15	745		559	19	1,361
7:45 AM	12	6	18	809		629	19	1,493
8:00 AM	10	5	15	669		592	24	1,315
8:15 AM	7	7	15	697		472	12	1,210
8:30 AM	13	8	17	777		469	11	1,295
8:45 AM	17	12	15	730		439	18	1,231
<b>Total</b>	<b>112</b>	<b>63</b>	<b>113</b>	<b>5,752</b>		<b>4,386</b>	<b>147</b>	<b>10,573</b>

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	52	29	55	2,987		2,513	86	5,722
PHF	0.76	0.73	0.76	0.92		0.86	0.90	0.92
Movement PHF		<b>0.81</b>		<b>0.92</b>		<b>0.86</b>		0.92

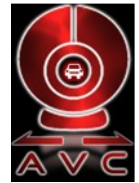
PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	22	27	17	694		475	4	1,239
4:15 PM	20	16	23	683		532	8	1,282
4:30 PM	21	20	13	713		621	5	1,393
4:45 PM	18	20	22	636		479	13	1,188
5:00 PM	26	16	15	829		571	5	1,462
5:15 PM	24	18	15	628		571	4	1,260
5:30 PM	22	20	15	689		444	3	1,193
5:45 PM	14	9	6	589		513	5	1,136
<b>Total</b>	<b>167</b>	<b>146</b>	<b>126</b>	<b>5,461</b>		<b>4,206</b>	<b>47</b>	<b>10,153</b>

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	85	72	73	2861		2203	31	5325
PHF	0.82	0.9	0.793	0.863		0.887	0.596	0.91
Movement PHF		<b>0.93</b>		<b>0.87</b>		<b>0.89</b>		0.91

# U-Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-1536



**Location:** Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	6		4	10
7:15 AM	0	12		2	14
7:30 AM	0	3		7	10
7:45 AM	0	3		2	5
8:00 AM	0	6		6	12
8:15 AM	0	5		2	7
8:30 AM	0	3		2	5
8:45 AM	0	0		2	2
<b>Total</b>	<b>0</b>	<b>38</b>		<b>27</b>	<b>65</b>

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.73**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	24		17	41
PHF	#DIV/0!	0.50		0.61	0.73
Movement PHF	#DIV/0!	0.50		0.61	0.73

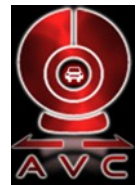
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	0		0	0
4:15 PM	1	1		0	2
4:30 PM	0	0		0	0
4:45 PM	2	0		0	2
5:00 PM	0	0		0	0
5:15 PM	0	0		0	0
5:30 PM	0	0		0	0
5:45 PM	1	0		0	1
<b>Total</b>	<b>4</b>	<b>1</b>		<b>0</b>	<b>5</b>

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	3	1		0	4
PHF	0.38	0.25		#DIV/0!	0.50
Movement PHF	0.38	0.25		#DIV/0!	0.50

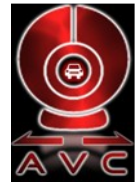
# Bike Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** Miramar Road @ Miramar Mall  
**Date of Count:** Wednesday, May 13, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345





**Location:** Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	1		3	0	4
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	1	1		1	0	3
8:30 AM	0	0	0	1		1	1	3
8:45 AM	0	0	0	0		2	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>		<b>10</b>	<b>1</b>	<b>18</b>

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.69**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	1	3		7	0	11
PHF	#####	#####	0.25	0.75		0.58	#####	0.69
Movement PHF	#DIV/0!		0.50			0.58		0.69

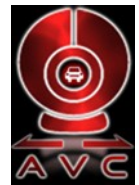
PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	0	1	0	2		1	0	4
4:15 PM	0	0	0	1		2	0	3
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	2		2	0	4
5:00 PM	0	0	0	1		1	0	2
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	1	0		2	0	3
5:45 PM	0	0	0	3		1	0	4
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>		<b>11</b>	<b>0</b>	<b>23</b>

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	6		5	0	12
PHF	#####	0.25	#####	0.75		0.625	#####	0.75
Movement PHF	0.25		0.75			0.63		0.75

# Turn Count Summary

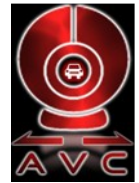
Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** Miramar Road @ Miramar Place  
**Date of Count:** Wednesday, May 13, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345







**Location:** Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	15	20	26	513		476	30	1,080
7:15 AM	25	30	34	713		700	53	1,555
7:30 AM	2	4	15	702		555	16	1,294
7:45 AM	11	12	17	768		610	28	1,446
8:00 AM	10	7	22	700		577	26	1,342
8:15 AM	8	10	17	657		455	29	1,176
8:30 AM	19	22	29	779		466	14	1,329
8:45 AM	21	39	22	713		434	16	1,245
<b>Total</b>	<b>111</b>	<b>144</b>	<b>182</b>	<b>5,545</b>		<b>4,273</b>	<b>212</b>	<b>10,467</b>

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	48	53	88	2,883		2,442	123	5,637
PHF	0.48	0.44	0.65	0.94		0.87	0.58	0.91
Movement PHF		<b>0.46</b>		<b>0.95</b>		<b>0.85</b>		0.91

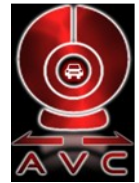
PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	13	25	11	670		482	20	1,221
4:15 PM	19	26	13	709		538	11	1,316
4:30 PM	16	19	8	762		633	7	1,445
4:45 PM	3	25	17	708		493	6	1,252
5:00 PM	18	29	9	773		585	2	1,416
5:15 PM	9	9	13	688		574	14	1,307
5:30 PM	6	16	14	748		455	9	1,248
5:45 PM	8	14	12	641		518	4	1,197
<b>Total</b>	<b>92</b>	<b>163</b>	<b>97</b>	<b>5,699</b>		<b>4,278</b>	<b>73</b>	<b>10,402</b>

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.94**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	56	99	47	2952		2249	26	5429
PHF	0.74	0.853	0.691	0.955		0.888	0.591	0.94
Movement PHF		<b>0.82</b>		<b>0.96</b>		<b>0.89</b>		0.94

# U-Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-1536



**Location:** Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	11		0	11
7:15 AM	0	5		0	5
7:30 AM	0	7		1	8
7:45 AM	0	9		0	9
8:00 AM	0	1		0	1
8:15 AM	0	6		0	6
8:30 AM	0	4		0	4
8:45 AM	0	1		1	2
<b>Total</b>	<b>0</b>	<b>44</b>		<b>2</b>	<b>46</b>

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.64**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	22		1	23
PHF	#DIV/0!	0.61		0.25	0.64
Movement PHF	#DIV/0!	0.61		0.25	0.64

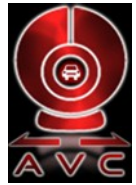
PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	2		0	2
4:15 PM	0	2		0	2
4:30 PM	0	2		1	3
4:45 PM	0	3		0	3
5:00 PM	0	1		0	1
5:15 PM	0	3		1	4
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
<b>Total</b>	<b>0</b>	<b>13</b>		<b>2</b>	<b>15</b>

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	8		1	9
PHF	#DIV/0!	0.666666667		0.25	0.75
Movement PHF	#DIV/0!	0.67		0.25	0.75

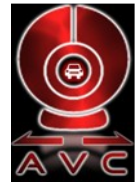
# Bike Turn Count Summary

Accurate Video Counts Inc  
 info@accuratevideocounts.com  
 (619) 987-5136



**Location:** Miramar Road @ Miramar Place  
**Date of Count:** Wednesday, May 13, 2015  
**Analysts:** LV/CD  
**Weather:** Sunny  
**AVC Proj No:** 15-0345





**Location:** Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	0		3	0	3
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	0	0		1	0	1
8:30 AM	1	0	0	0		1	0	2
8:45 AM	0	0	0	0		2	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>		<b>10</b>	<b>0</b>	<b>14</b>

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	0	2		6	0	8
PHF	#####	#####	#####	0.50		0.50	#####	0.67
Movement PHF	#DIV/0!		0.50			0.50		0.67

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	0	0	0	2		2	0	4
4:15 PM	0	0	0	0		1	1	2
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	0		2	0	2
5:00 PM	0	1	0	1		1	0	3
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	0	1		2	0	3
5:45 PM	0	0	0	0		1	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>		<b>11</b>	<b>1</b>	<b>18</b>

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	2		7	0	10
PHF	#####	0.25	#####	0.5		0.875	#####	0.83
Movement PHF	0.25		0.50			0.88		0.83

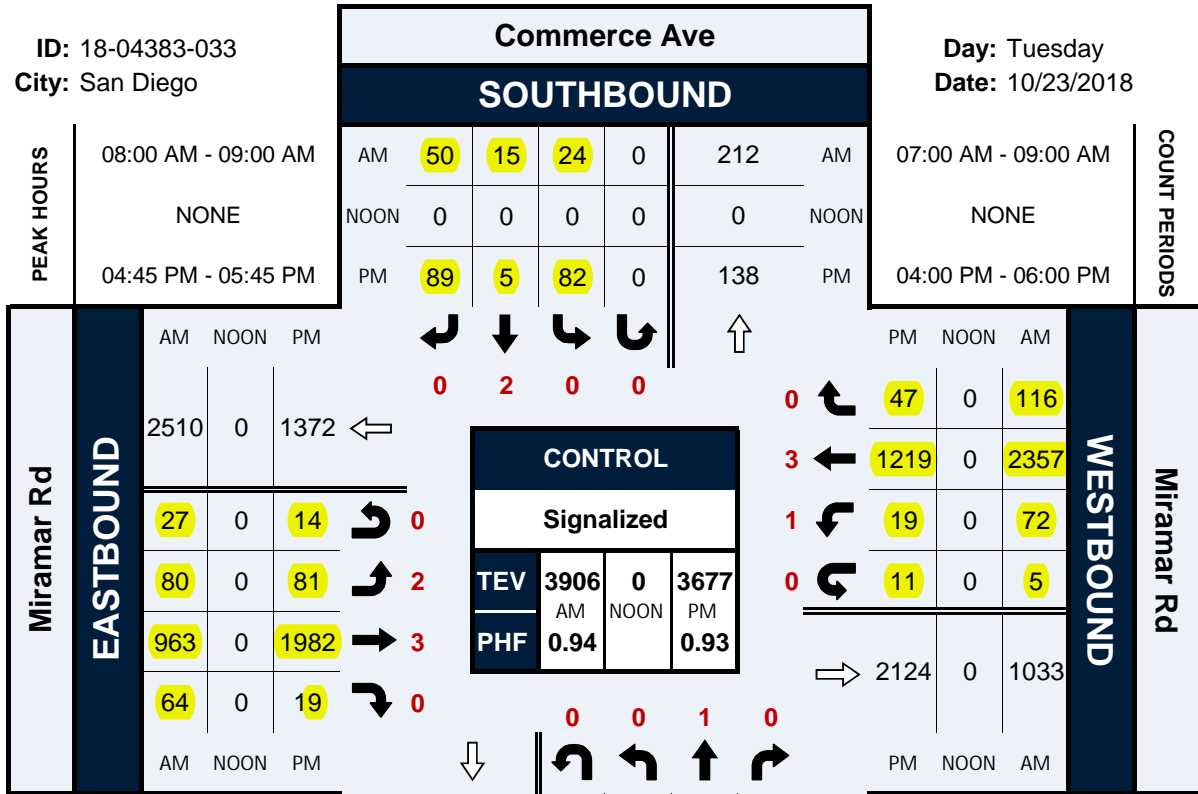


# Commerce Ave & Miramar Rd

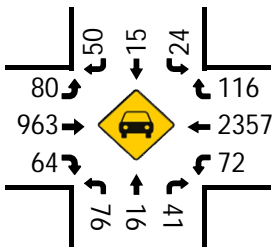
## Peak Hour Turning Movement Count

ID: 18-04383-033  
City: San Diego

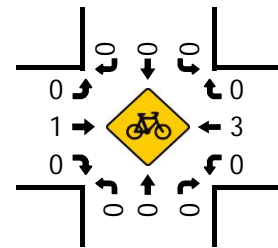
Day: Tuesday  
Date: 10/23/2018



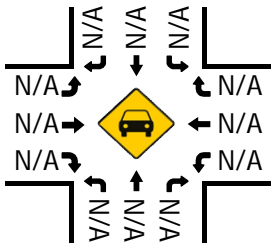
Total Vehicles (AM)



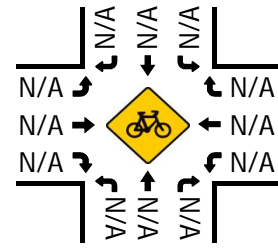
Bikes (AM)



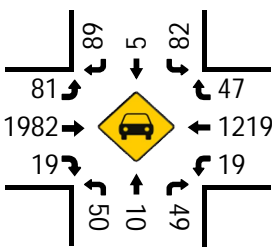
Total Vehicles (Noon)



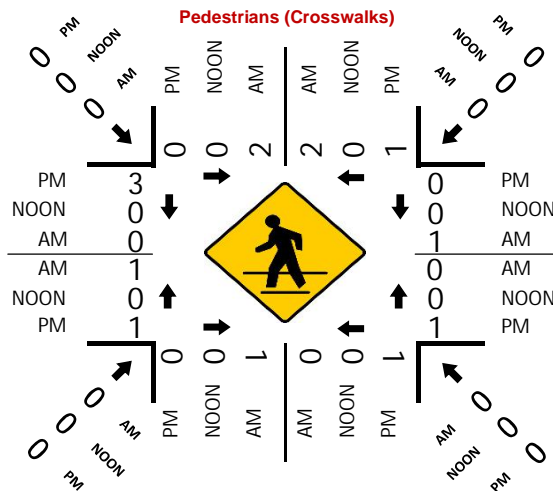
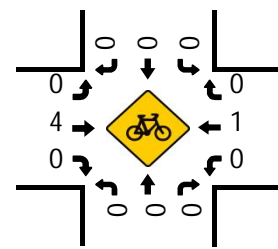
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



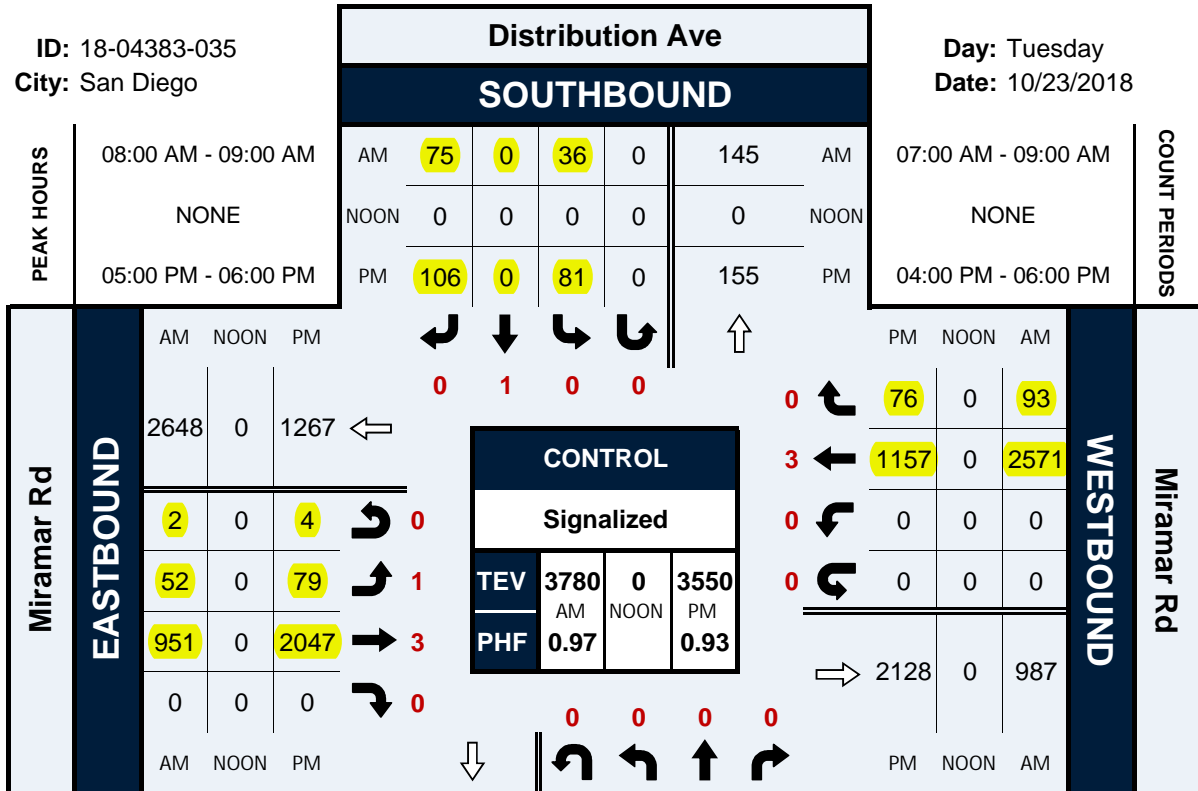


# Distribution Ave & Miramar Rd

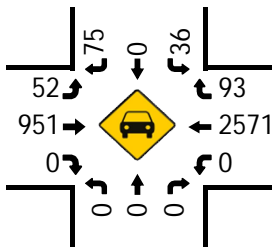
## Peak Hour Turning Movement Count

ID: 18-04383-035  
City: San Diego

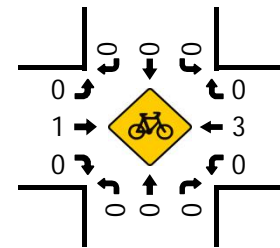
Day: Tuesday  
Date: 10/23/2018



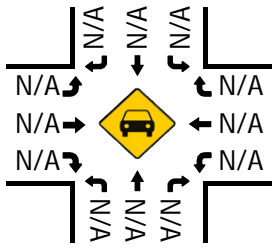
Total Vehicles (AM)



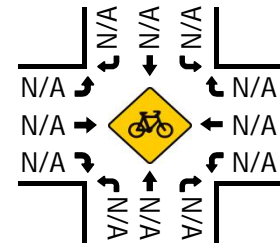
Bikes (AM)



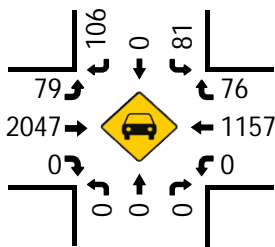
Total Vehicles (Noon)



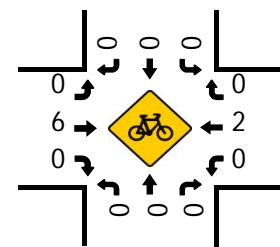
Bikes (NOON)



Total Vehicles (PM)

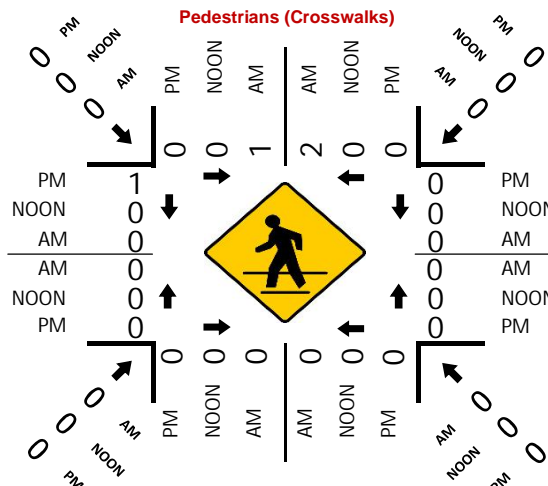


Bikes (PM)



### NORTHBOUND

### Distribution Ave



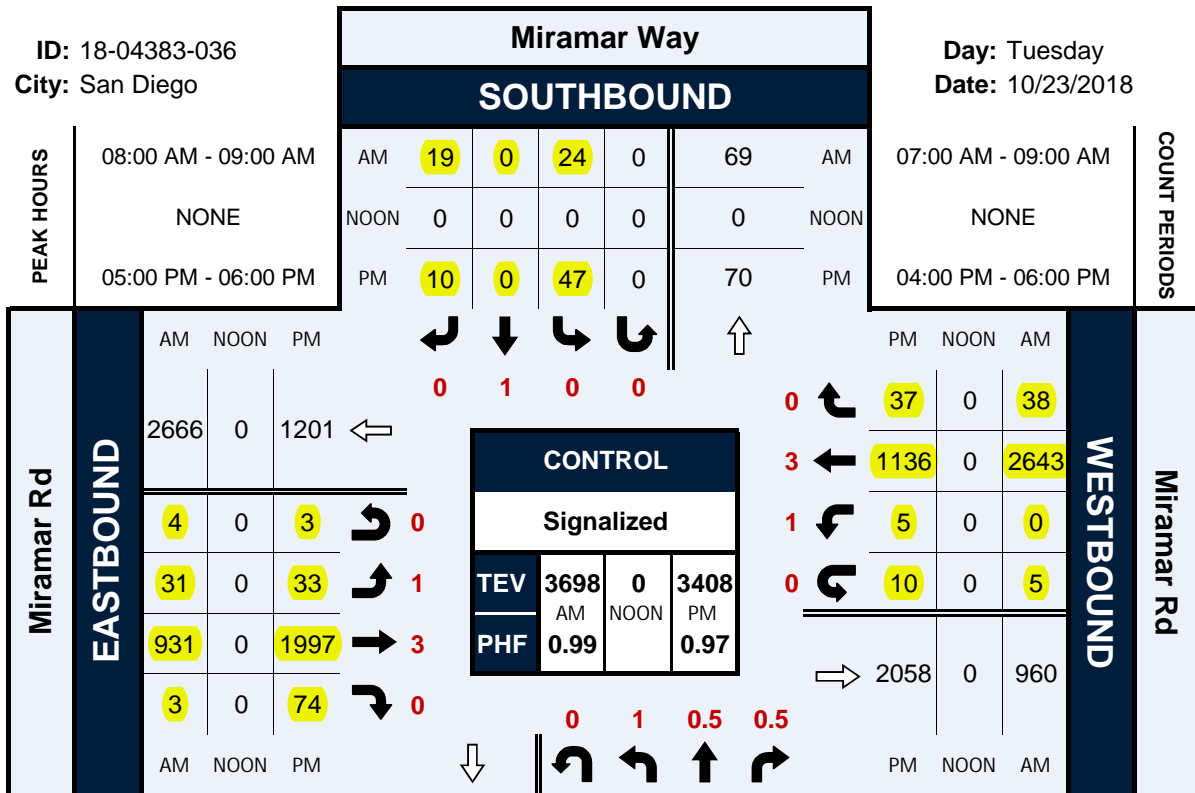


# Miramar Way & Miramar Rd

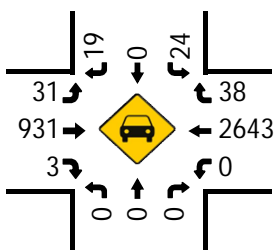
## Peak Hour Turning Movement Count

ID: 18-04383-036  
City: San Diego

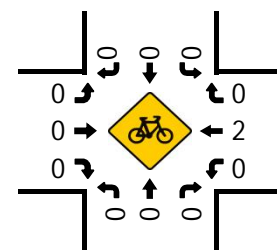
Day: Tuesday  
Date: 10/23/2018



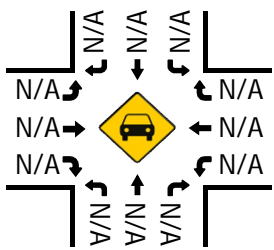
Total Vehicles (AM)



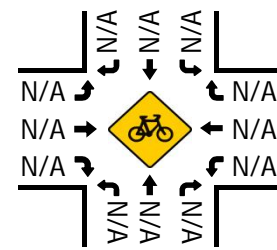
Bikes (AM)



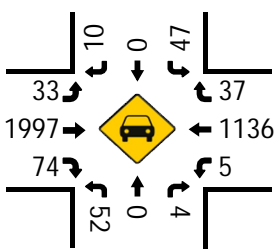
Total Vehicles (Noon)



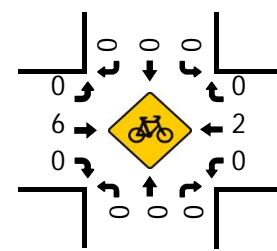
Bikes (NOON)



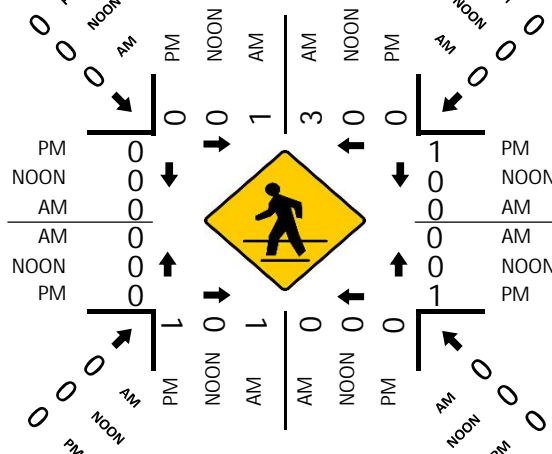
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

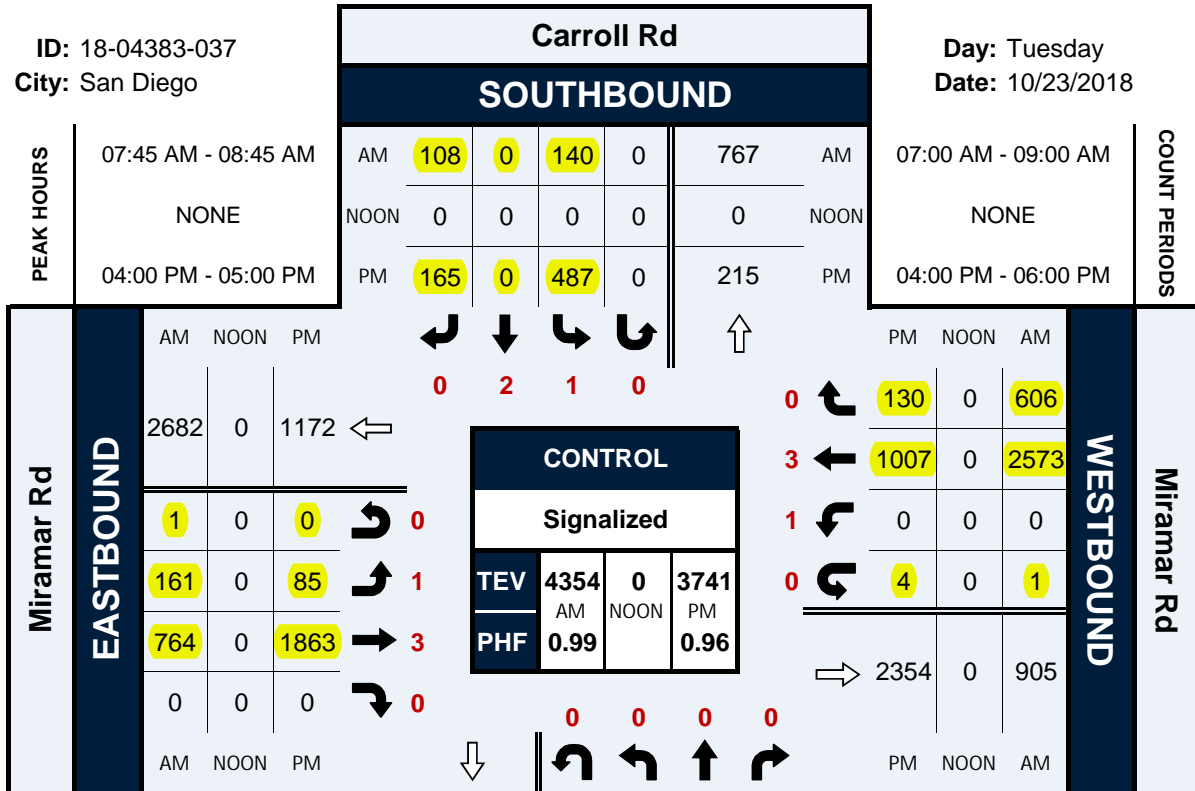


# Carroll Rd & Miramar Rd

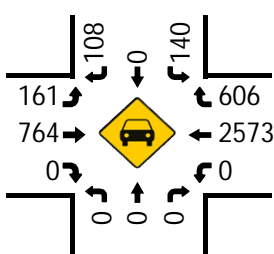
## Peak Hour Turning Movement Count

ID: 18-04383-037  
City: San Diego

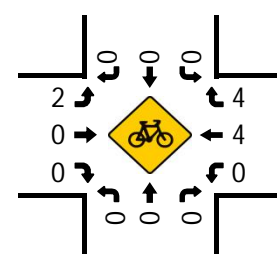
Day: Tuesday  
Date: 10/23/2018



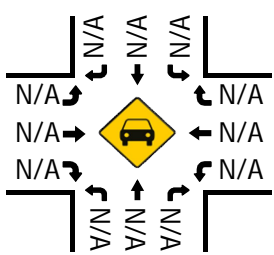
Total Vehicles (AM)



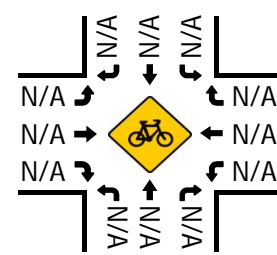
Bikes (AM)



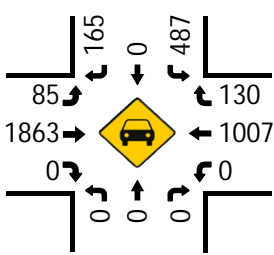
Total Vehicles (Noon)



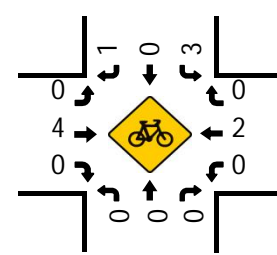
Bikes (NOON)



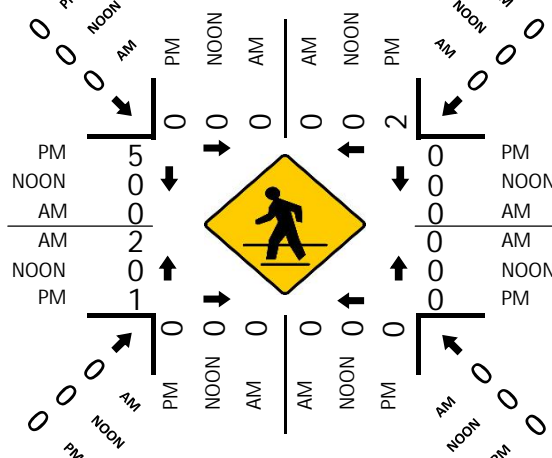
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

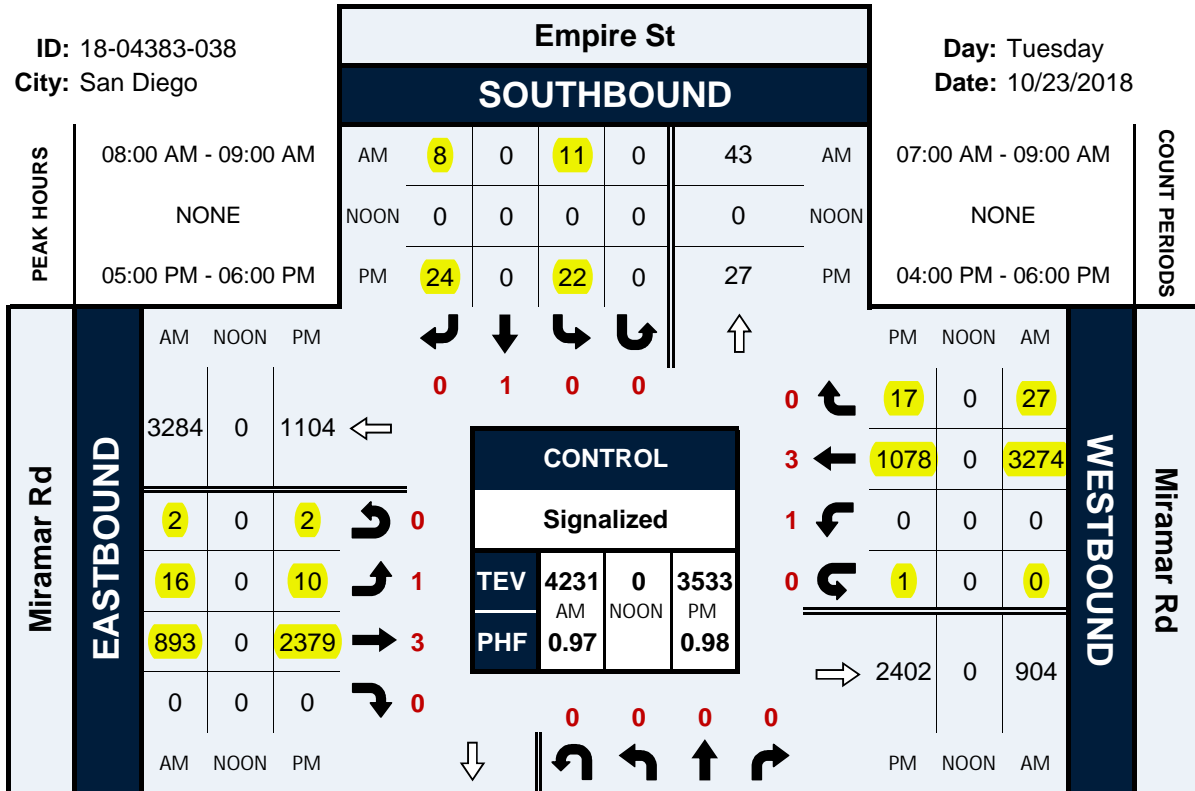


# Empire St & Miramar Rd

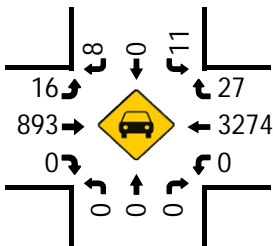
## Peak Hour Turning Movement Count

ID: 18-04383-038  
City: San Diego

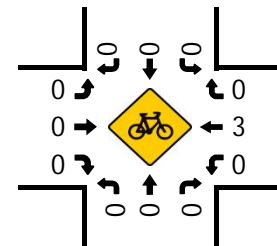
Day: Tuesday  
Date: 10/23/2018



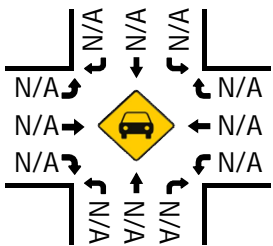
Total Vehicles (AM)



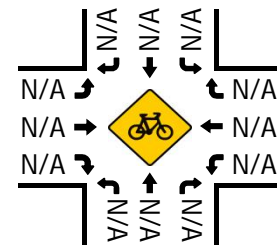
Bikes (AM)



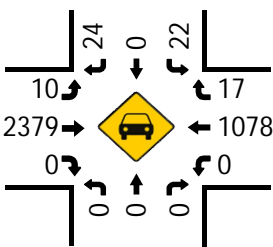
Total Vehicles (Noon)



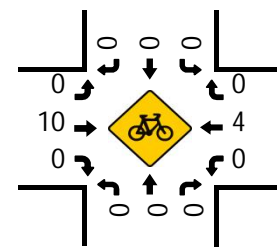
Bikes (NOON)



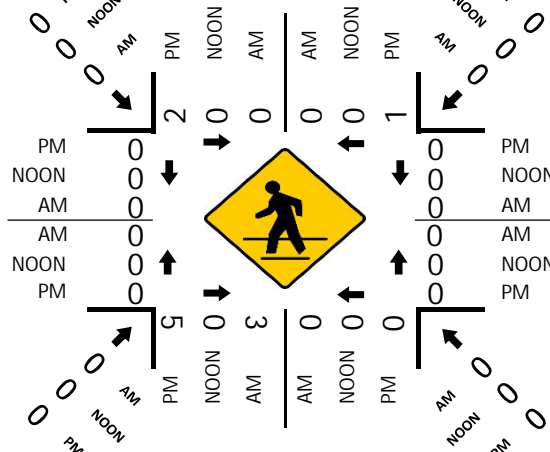
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

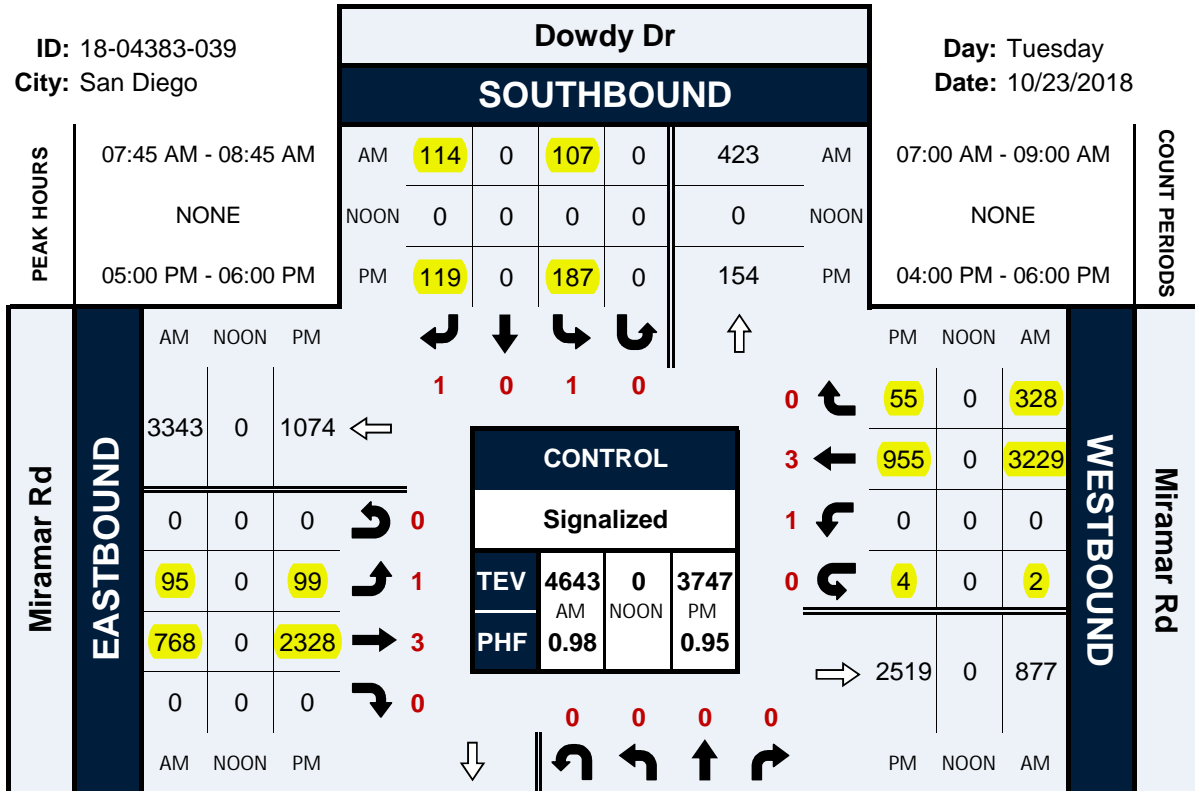


# Dowdy Dr & Miramar Rd

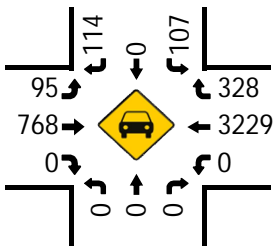
## Peak Hour Turning Movement Count

ID: 18-04383-039  
City: San Diego

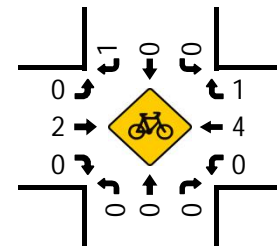
Day: Tuesday  
Date: 10/23/2018



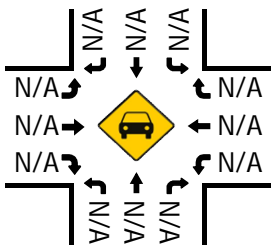
Total Vehicles (AM)



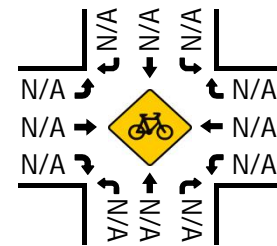
Bikes (AM)



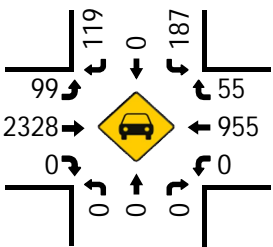
Total Vehicles (Noon)



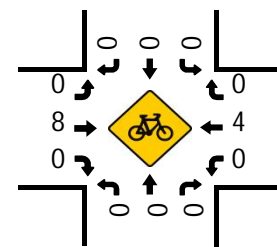
Bikes (NOON)



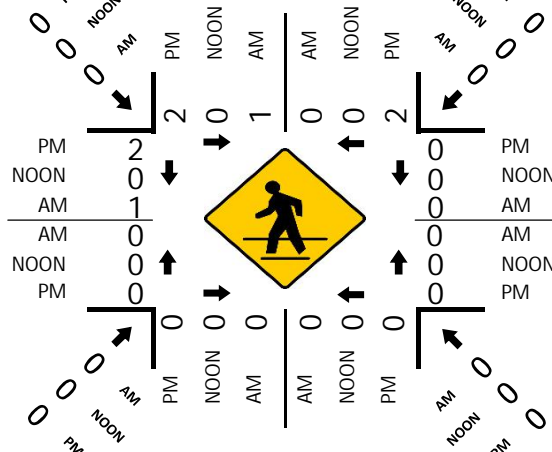
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)

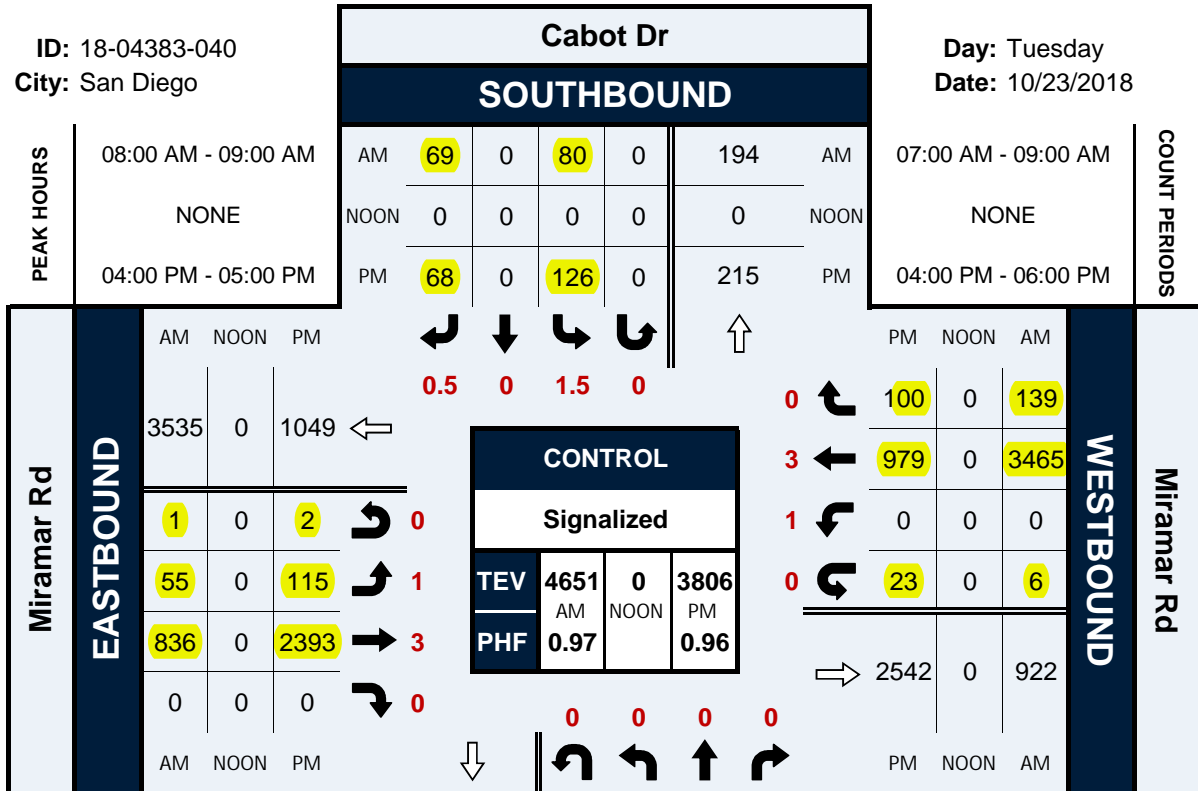


# Cabot Dr & Miramar Rd

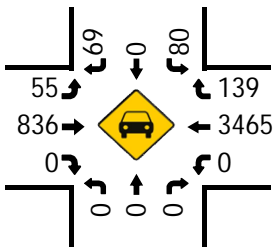
## Peak Hour Turning Movement Count

ID: 18-04383-040  
City: San Diego

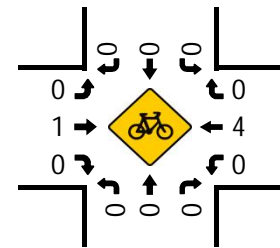
Day: Tuesday  
Date: 10/23/2018



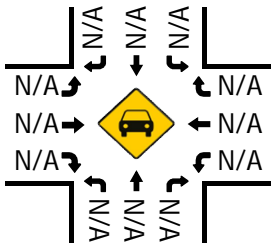
Total Vehicles (AM)



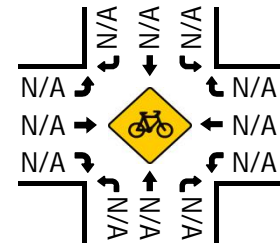
Bikes (AM)



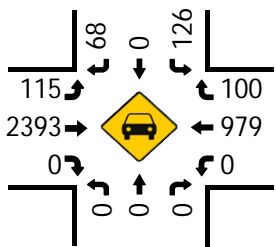
Total Vehicles (Noon)



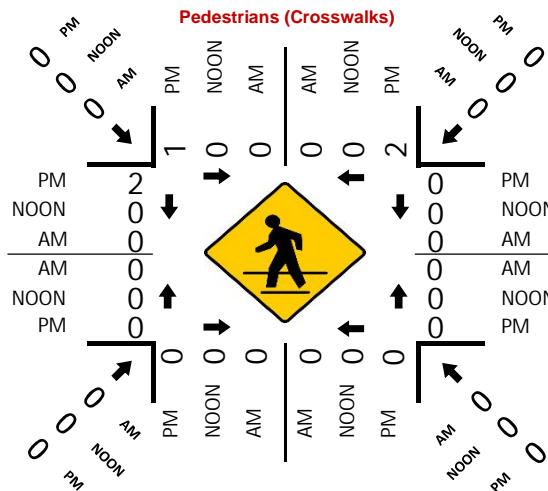
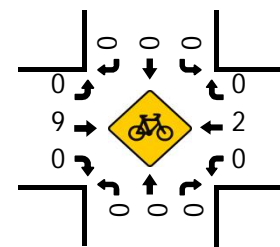
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)







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**Appendix F: Volume Projections for Existing Conditions**

Provided on the following page



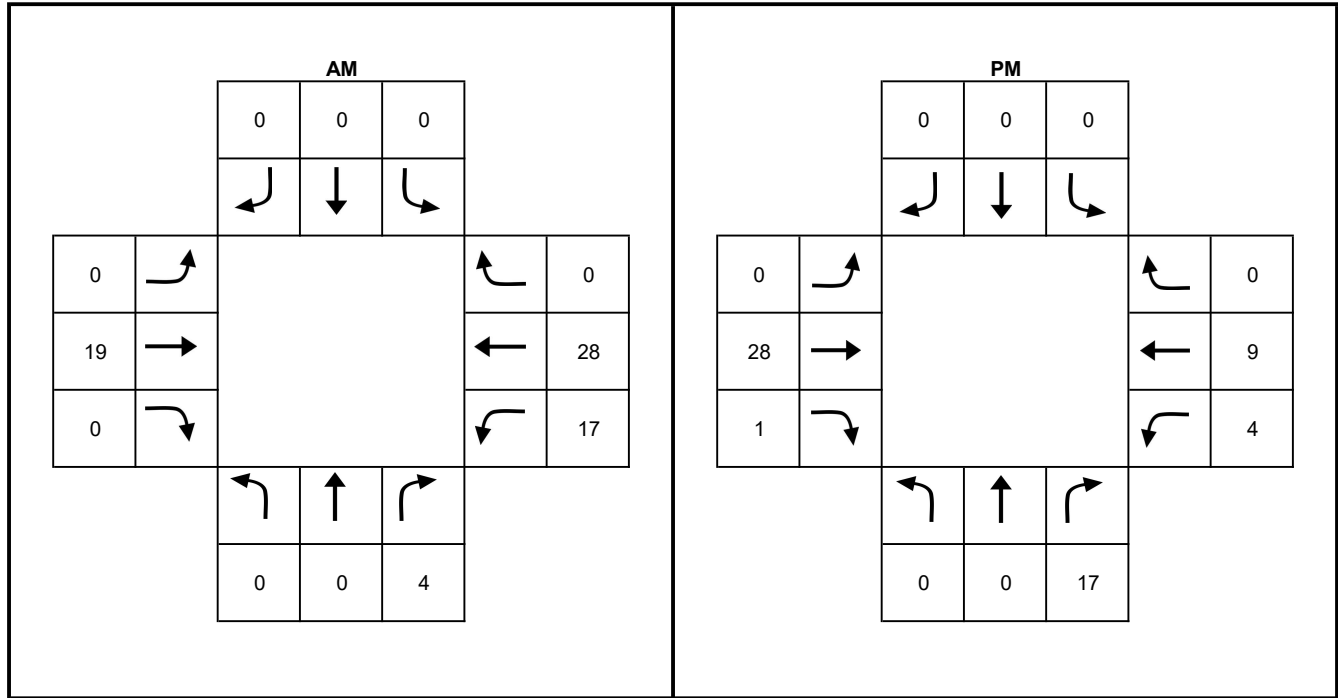
Number	Road	Segment	Date of Counts	Source of Counts	USAI Counts	University & draft Mira Mesa CPU ECR Counts	SANDAG TFC S14 Year 2016 ADT (Scenario ID 43)	SANDAG TFC S14 Year 2025 ADT (Scenario ID 46)	% Growth (2016 - 2025)	% Growth / Year (2016 - 2025)	Year of Data Collection	Segment Volume (from available count data)	# of Years to Existing	Growth Projection ADT for Year 2022
1	Towne Centre Drive	Northern Terminus - Westerra Court	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
2	Towne Centre Drive	Western Court - Eastgate Mini Park	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
3	Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	1,400	1,400	0.0%	0.0%	2016	9,322	6	9,322
4	Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	8,700	8,600	-1.1%	-0.1%	2016	9,322	6	9,251
5	Eastgate Mall	Regents Road - Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	5,600	7,000	25.0%	2.8%	2017	5,760	5	6,560
6	Eastgate Mall	Genesee Avenue - 450 feet east of Easter Way	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	17,600	18,900	7.4%	0.8%	2017	14,346	5	14,935
7	Eastgate Mall	I-805 Overpass - Operation Boulevard	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	13,600	16,100	18.4%	2.0%	2017	10,705	5	11,798
8	Eastgate Mall	Operation Boulevard - Olson Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	13,600	16,100	18.4%	2.0%	2017	13,396	5	14,764
9	Eastgate Mall	Olson Drive - Autopoint Mall	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	16,400	19,300	17.7%	2.0%	2017	13,396	5	14,712
10	Eastgate Mall	Autopoint Mall - Miramar Road	5/23/2017	PTS #647676 Science Village	5/23/2017	6/11/2015	16,400	19,300	17.7%	2.0%	2017	13,396	5	14,712
11	Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	34,200	32,500	-5.0%	-0.6%	2018	58,884	4	57,583
12	Miramar Road	Commerce Avenue - Production Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	33,500	31,500	-6.0%	-0.7%	2018	58,884	4	57,322
13	Miramar Road	Production Avenue - Distribution Avenue	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	34,200	31,700	-7.3%	-0.8%	2018	54,165	4	52,405
14	Miramar Road	Distribution Avenue - Miramar Way	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	33,600	31,400	-6.5%	-0.7%	2018	51,816	4	50,308
15	Miramar Road	Miramar Way - Carroll Road	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	32,100	29,900	-6.9%	-0.8%	2018	51,816	4	50,238
16	La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	69,300	77,100	11.3%	1.3%	2017	60,760	5	64,559
17	Towne Centre Drive	9655 Towne Centre Drive - Eastgate Mall	11/17/2016	PTS #647676 Science Village	11/17/2016	4/2015 - 5/2015 (Per ECR)	8,700	8,600	-1.1%	-0.1%	2016	9,322	6	9,252
18	Towne Centre Drive	Eastgate Mall - Executive Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/3/2015	10,400	12,500	20.2%	2.2%	2017	14,016	5	15,588
19	Towne Centre Drive	Executive Drive - Towne Centre Driveway	5/23/2017	PTS #647676 Science Village	5/23/2017	5/3/2015	13,200	15,700	18.9%	2.1%	2017	20,187	5	22,311
20	Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/3/2015	13,200	15,700	18.9%	2.1%	2017	20,187	5	22,311
21	Towne Centre Drive	S/O La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	24,100	25,600	6.2%	0.7%	2017	17,753	5	18,367
22	Judicial Drive	Eastgate Mall - Executive Drive	8/9/2017	PTS #647676 Science Village	8/9/2017	5/14/2015	5,100	5,800	13.7%	1.5%	2017	5,140	5	5,532
23	Judicial Drive	Executive Drive - Judicial Driveway	8/9/2017	PTS #647676 Science Village	8/9/2017	5/14/2015	6,800	8,800	29.4%	3.3%	2017	7,984	5	9,289
24	Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	8,200	10,400	26.8%	3.0%	2017	8,327	5	9,568
25	Judicial Drive	Golden Haven Drive / Brook Lane - Sydney Court	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	3,600	4,300	19.4%	2.2%	2017	8,327	5	9,227
26	Judicial Drive	Sydney Court - Illumina Way	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	3,600	4,300	19.4%	2.2%	2017	8,327	5	9,227
27	Judicial Drive	Illumina Way - Nobel Drive	8/9/2017	PTS #647676 Science Village	8/9/2017	5/21/2015	16,600	19,700	18.7%	2.1%	2017	12,247	5	13,518
28	Judicial Drive	N/O Eastgate Mall	-	SANDAG TFC	-	-	2,000	2,400	20.0%	2.2%	SANDAG	2,000	6	2,267
29	Nobel Drive	Judicial Drive - I-805 SB On-Ramp	5/13/2015	University ECR	-	5/13/2015	21,100	24,000	13.7%	1.5%	2015	24,125	7	26,704
30	Nobel Drive	I-805 SB On-Ramp - I-805 NB Off-Ramp	6/1/2017	PTS #647676 Science Village	6/1/2017	5/6/2015	24,200	25,600	5.8%	0.6%	2017	18,323	5	18,912
31	Nobel Drive	W/O Judicial Drive	6/1/2017	PTS #647676 Science Village	6/1/2017	-	7,900	8,900	12.7%	1.4%	2017	16,400	5	17,553
32	Nobel Drive	NB Off-Ramp - Avenue of Flags	6/1/2017	PTS #647676 Science Village	6/1/2017	-	22,300	22,700	1.8%	0.2%	2017	23,133	5	23,364
33	Eastgate Mall	Easter Way - Towne Center Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	17,200	19,300	12.2%	1.4%	2017	14,210	5	15,174
34	Eastgate Mall	Towne Centre Drive - I-805 Overpass	5/23/2017	PTS #647676 Science Village	5/23/2017	5/14/2015	10,300	12,200	18.4%	2.0%	2017	12,426	5	13,699
35	Genesee Avenue	W/O I-5 SB Ramps	5/12/2015	University ECR	-	5/12/2015	67,500	66,300	-1.8%	-0.2%	2015	35,124	7	34,638
36	Genesee Avenue	I-5 SB Ramps - I-5 NB Ramps	5/12/2015	University ECR	-	5/12/2015	55,900	55,600	-0.5%	-0.1%	2015	49,051	7	48,846
37	Genesee Avenue	I-5 NB Ramps - Scripps Hospital Driveway	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	49,100	47,200	-3.9%	-0.4%	2017	33,360	5	32,643
38	Genesee Avenue	Scripps Hospital Driveway - Campus Point Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	42,300	41,400	-2.1%	-0.2%	2017	33,360	5	32,966
39	Genesee Avenue	Campus Point Drive - Regents Road	5/23/2017	PTS #647676 Science Village	5/23/2017	5/12/2015	36,600	36,300	-0.8%	-0.1%	2017	27,413	5	28,536
40	Genesee Avenue	Regents Road - Eastgate Mall	4/5/2017	PTS #647676 Science Village	4/5/2017	5/12/2015	29,000	32,000	10.3%	1.1%	2017	26,588	5	28,116
41	Genesee Avenue	Eastgate Mall - Executive Drive	5/12/2015	University ECR	-	5/12/2015	16,100	19,600	21.7%	2.4%	2015	24,921	7	28,135
42	Genesee Avenue	Executive Drive - Executive Square	5/12/2015	University ECR	-	5/12/2015	14,600	19,700	34.9%	3.9%	2015	29,457	7	37,460
43	Genesee Avenue	Executive Square - La Jolla Village Drive	5/12/2015	University ECR	-	5/12/2015	18,000	23,100	28.3%	3.1%	2015	29,457	7	35,948
44	Genesee Avenue	S/O La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	5/6/2015	26,400	29,900	13.3%	1.5%	2017	22,052	5	23,676
45	La Jolla Village Drive	Villa La Jolla Dr. - I-5 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/6/2015	55,800	56,500	1.3%	0.1%	2017	66,007	5	66,467
46	La Jolla Village Drive	I-5 SB Ramps - I-5 NB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/6/2015	47,900	47,700	-0.4%	0.0%	2017	57,165	5	57,032
47	La Jolla Village Drive	I-5 NB Ramps - Lebon Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	45,200	46,200	2.2%	0.2%	2017	52,162	5	52,803
48	La Jolla Village Drive	Lebon Drive - Regents Road	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	37,700	40,300	6.9%	0.8%	2017	45,322	5	47,058
49	La Jolla Village Drive	Regents Road - Genesee Avenue	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	33,200	34,900	5.1%	0.6%	2017	33,741	5	34,701
50	La Jolla Village Drive	Genesee Avenue - Executive Way	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	26,700	29,400	10.1%	1.1%	2017	42,876	5	45,285
51	La Jolla Village Drive	Executive Way - Towne Centre Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	37,400	41,500	11.0%	1.2%	2017	43,960	5	46,637
52	Executive Drive	Regents Road - Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	-	5,900	9,200	55.9%	6.2%	2017	4,499	5	5,897
53	Executive Drive	Genesee Avenue - Executive Way	5/23/2017	PTS #647676 Science Village	5/23/2017	-	7,100	9,300	31.0%	3.4%	2017	8,808	5	10,324
54	Executive Drive	Executive Way - Towne Centre Drive	5/13/2015	University ECR	-	5/13/2015	3,400	4,800	41.2%	4.6%	2015	5,914	7	7,808
55	Executive Drive	Towne Centre Drive - Judicial Drive	11/17/2016	PTS #647676 Science Village	11/17/2016	-	8,000	9,400	17.5%	1.9%	2016	7,897	6	8,818
56	Executive Drive	E/O Judicial Drive	-	SANDAG TFC	-	-	3,700	4,500	21.6%	2.4%	SANDAG	3,700	6	4,233
57	Regents Road	Genesee Avenue - Health Sciences Drive	5/12/2015	University ECR	-	5/12/2015	7,500	8,200	9.3%	1.0%	2015	6,260	7	6,714
58	Regents Road	Health Sciences Drive - Eastgate Mall	5/12/2015	University ECR	-	5/12/2015	8,900	12,100	36.0%	4.0%	2015	6,260	7	8,011
59	Regents Road	Eastgate Mall - Executive Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	-	11,800	12,100	2.7%	0.2%	2017	14,835	5	17,070
60	Regents Road	Executive Drive - Regents Park Row	5/23/2017	PTS #647676 Science Village	5/23/2017	-	10,500	13,600	29.5%	3.3%	2017	17,757	5	20,670
61	Regents Road	Regents Park Row - La Jolla Village Drive	5/23/2017	PTS #647676 Science Village	5/23/2017	-	10,500	13,600	29.5%	3.3%	2017	17,757	5	20,670
62	Regents Road	S/O La Jolla Village Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	13,600	14,100	3.7%	0.4%	2017	16,517	5	16,854
63	Campus Point Drive	N/O Genesee Avenue	10/27/2020	PTS #647676 Science Village	10/27/2020	-	9,200	10,400	13.0%	1.4%	2020	2,577	2	2,652
64	Campus Point Drive	S/O Genesee Avenue	5/23/2017	PTS #647676 Science Village	5/23/2017	-	10,700	11,300	5.6%	0.6%	2017	18,694	5	19,276
65	Miramar Road	I-805 NB Ramps - I-805 SB Ramps	5/25/2017	PTS #647676 Science Village	5/25/2017	5/5/2015	50,100	55,000	9.8%	1.1%	2017	53,630	5	56,544
66	Miramar Road	I-805 NB Ramps - Nobel Drive	5/25/2017	PTS #647676 Science Village	5/25/2017	-	45,600	45,600	0.0%	0.0%	2017	49,065	5	50,315
67	Miramar Road	Nobel Drive - Eastgate Mall	5/25/2017	PTS #647676 Science Village	5/25/2017	-	64,100	65,900	2.8%	0.3%	2017	49,065	5	49,830
68	Miramar Road	Eastgate Mall - Miramar Mall	6/17/2015	University ECR	-	6/17/2015	74,600	78,800	5.6%	0.6%	2015	67,748	7	70,715
69	Miramar Road	Miramar Mall - Miramar Place	6/17/2015	University ECR	-	6/17/2015	69,900	69,000	-1.3%	-0.1%	2015	67,748	7	71,077
70	Miramar Road	Miramar Place - Camino Santa Fe / Frost Mar Place	6/17/2015	University ECR	-	6/17/2015	69,200	73,400	6.1%	0.7%	2015	67,748	7	70,946
71	Miramar Road	Carroll Road - Alesmith Court	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	44,800	37,500	-16.3%	-1.8%	2018	50,944	4	47,255
72	Miramar Road	Alesmith Court - Dowdy Drive	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	46,400	39,200	-15.5%	-1.7%	2018	50,944	4	47,431
73	Miramar Road	Dowdy Drive - Cabot Drive	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	49,000	40,700	-16.9%	-1.9%	2018	50,944	4	47,109
74	Miramar Road	Cabot Drive - Camino Ruiz	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	52,800	44,400	-15.9%	-1.8%	2018	50,944	4	47,342
75	Miramar Road	E/O Camino Ruiz	10/2018 - 11/2018	Mira Mesa ECR	-	10/2018 - 11/2018 (Per ECR)	64,400	56,300	-12.6%	-1.4%	2018	64,376	4	60,777
76	Miramar Road	N/O Miramar Road	-	SANDAG TFC	-	-	9,700	9,800	1.0%	0.1				

# Count Volumes

## Intersection 1

Analyst: JM  
 Intersection: Towne Centre Drive / Westerra Court  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Westerra Ct.  
 Date of Counts: 6/13/2021

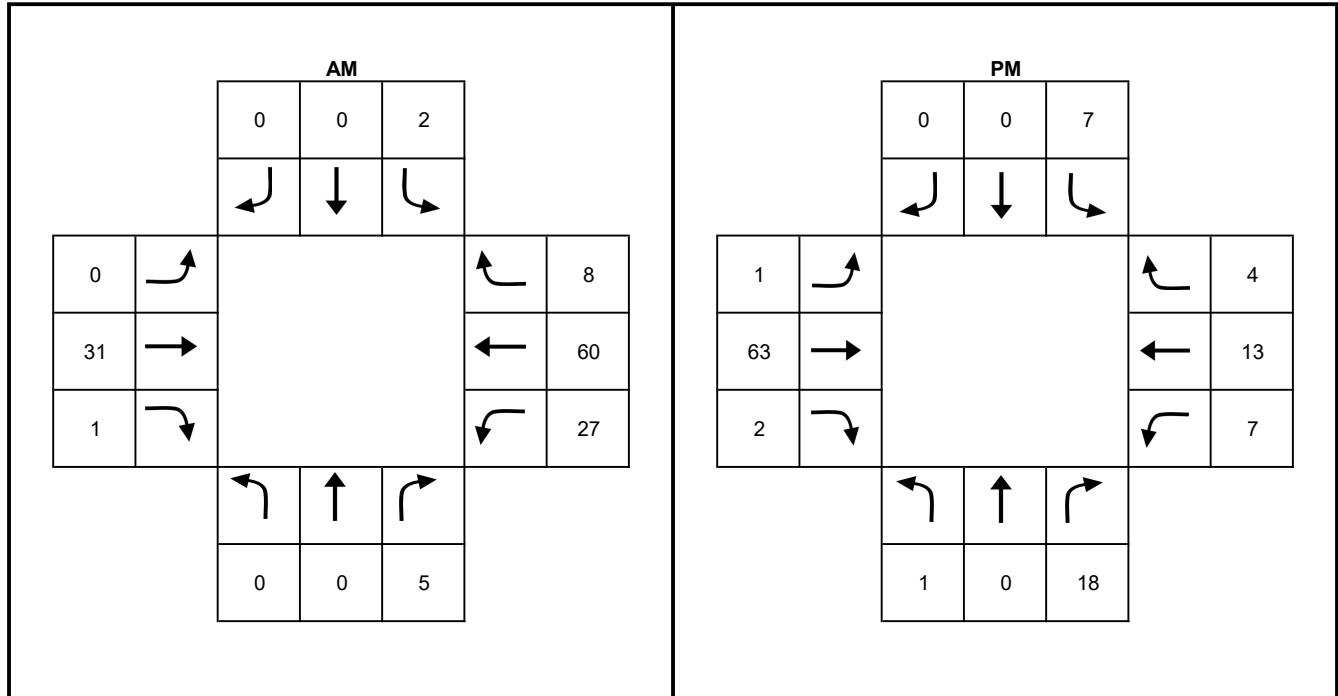


# Count Volumes

## Intersection 2

Analyst: JM  
 Intersection: Towne Centre Drive / Towne Centre Court  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Towne Centre Ct.  
 Date of Counts: 6/3/2021

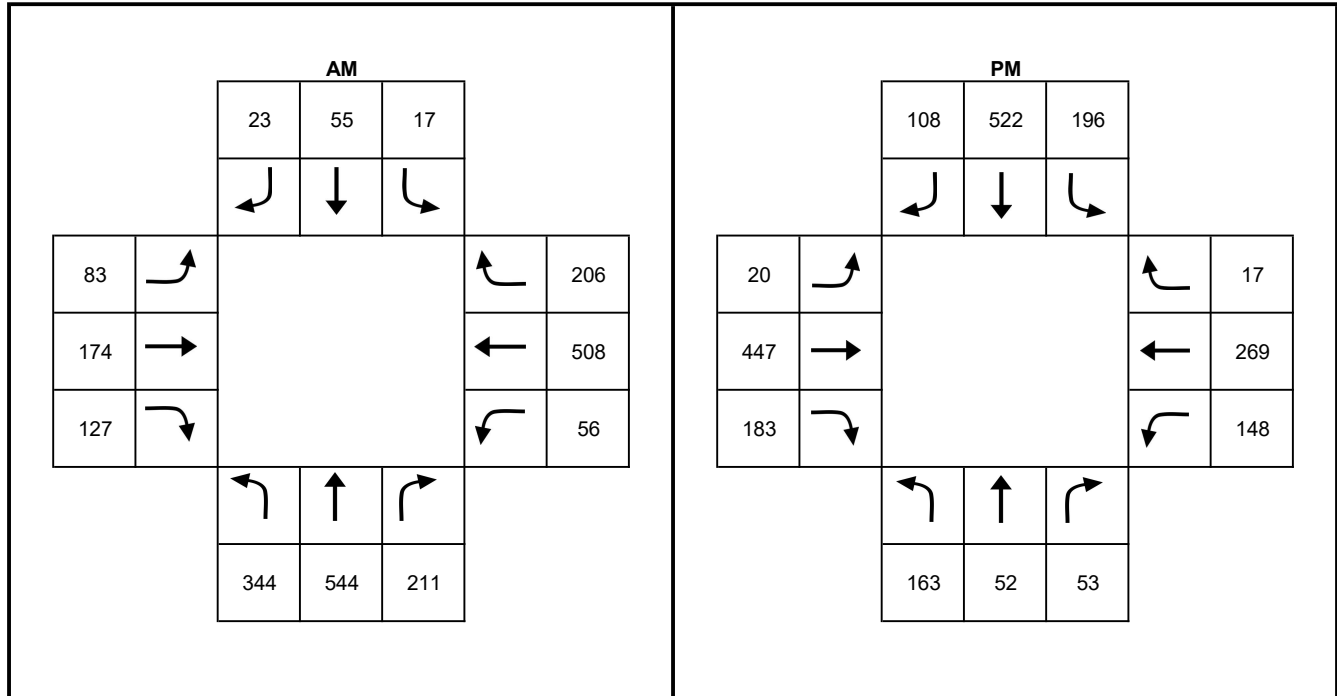


# Count Volumes

## Intersection 3

Analyst: JM  
 Intersection: Towne Centre Drive / Eastgate Mall  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Towne Centre Dr.  
 Date of Counts: 5/23/2017

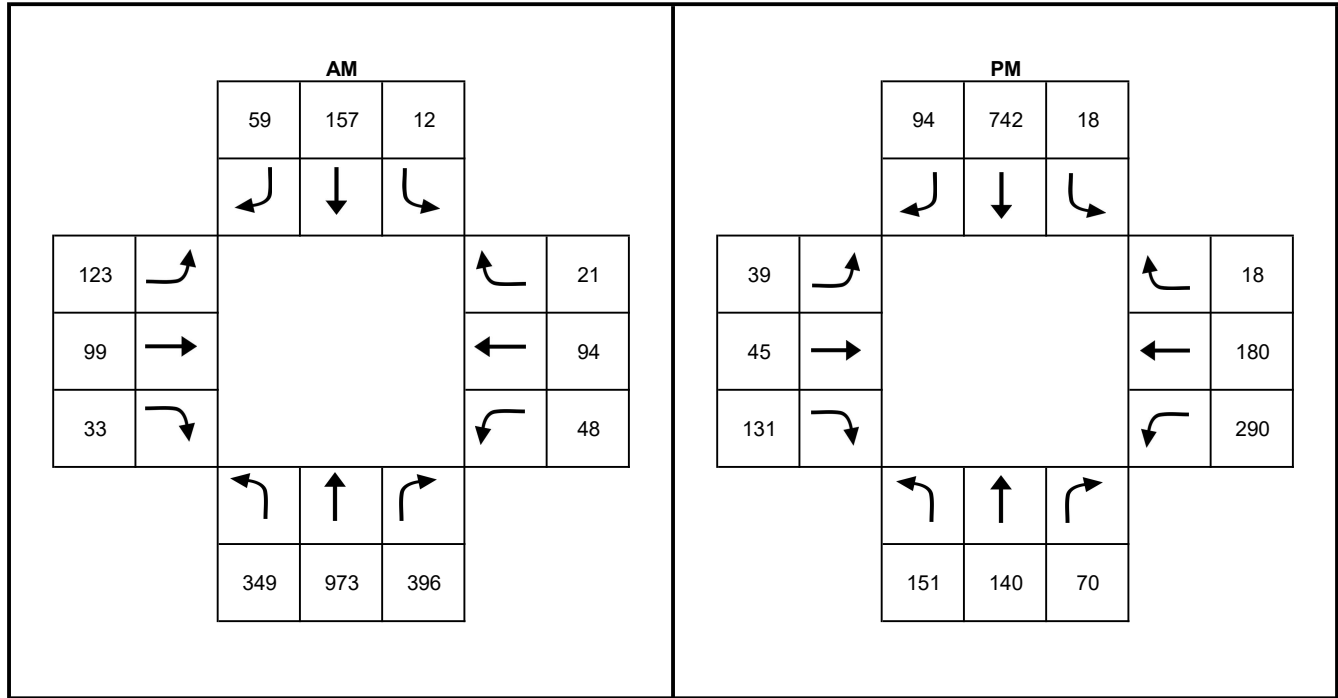


# Count Volumes

## Intersection 4

Analyst: JM  
 Intersection: Towne Centre Drive / Executive Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Towne Centre Dr.  
 Date of Counts: 5/23/2017

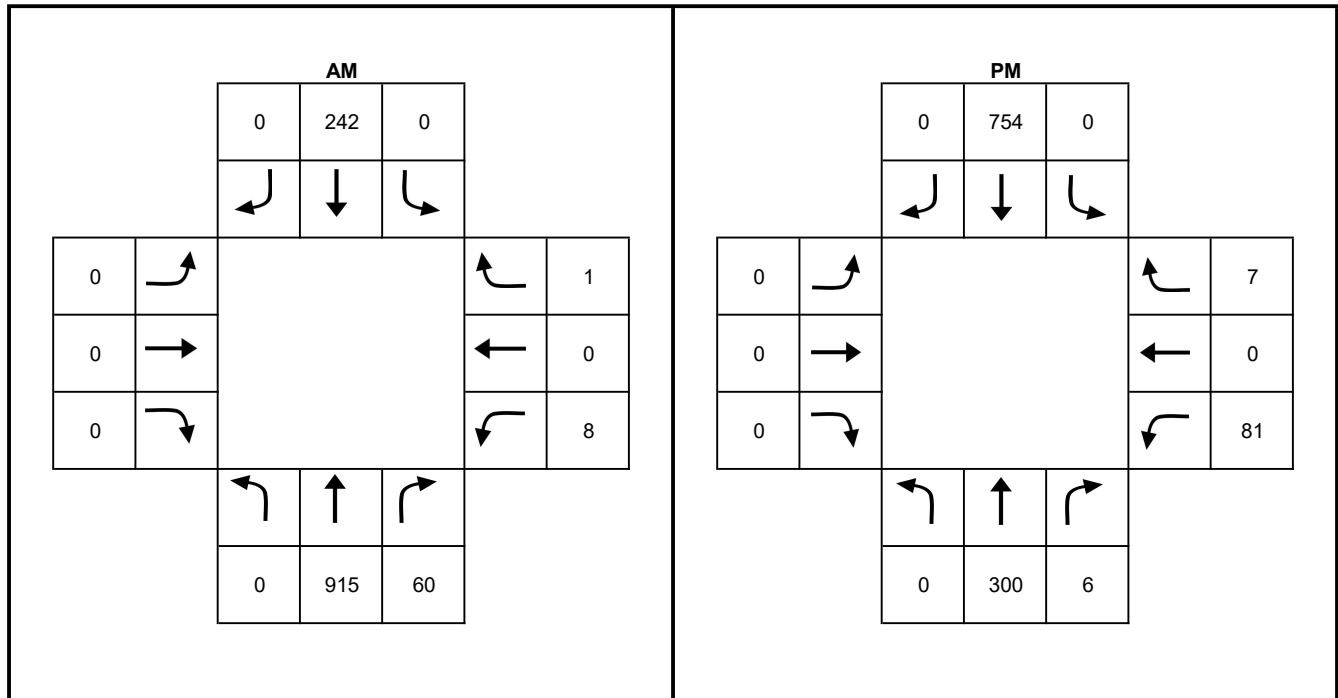


# Count Volumes

## Intersection 5

Analyst: JM  
 Intersection: Towne Centre Drive / Towne Centre Driveway  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Towne Centre Dwy.  
 N/S Street Name: Towne Centre Dr.  
 Date of Counts: 6/3/2021

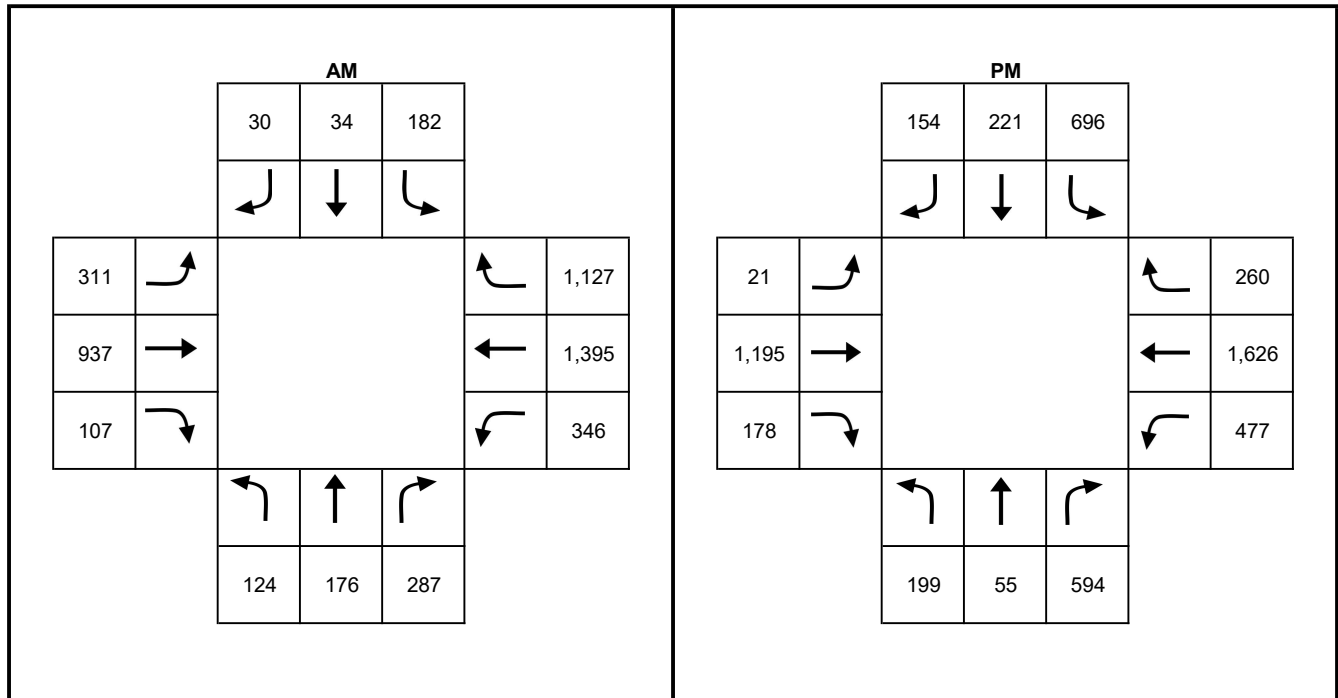


# Count Volumes

## Intersection 6

Analyst: JM  
 Intersection: Towne Centre Drive / La Jolla Village Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Towne Centre Dr.  
 Date of Counts: 5/25/2017

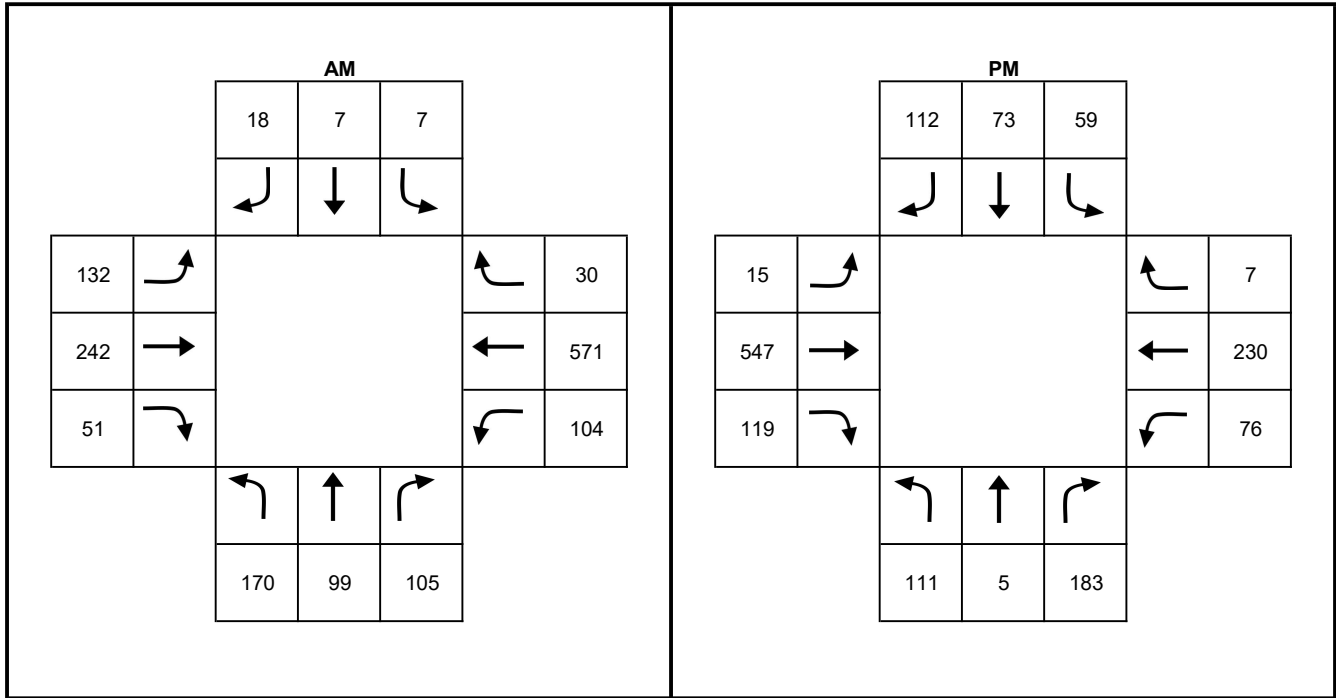


# Count Volumes

## Intersection 7

Analyst: JM  
 Intersection: Judicial Drive / Eastgate Mall  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Judicial Dr.  
 Date of Counts: 5/23/2017



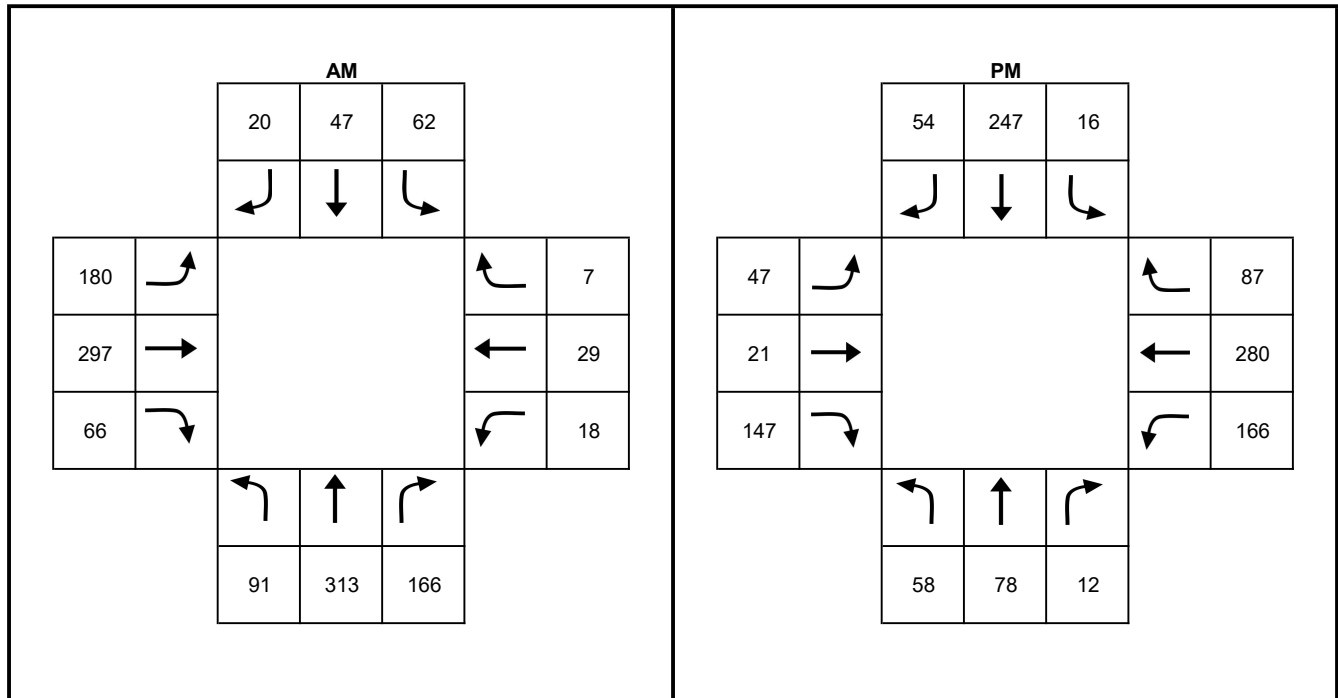


# Count Volumes

## Intersection 8

Analyst: JM  
 Intersection: Judicial Drive / Executive Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Judicial Dr.  
 Date of Counts: 8/9/2017

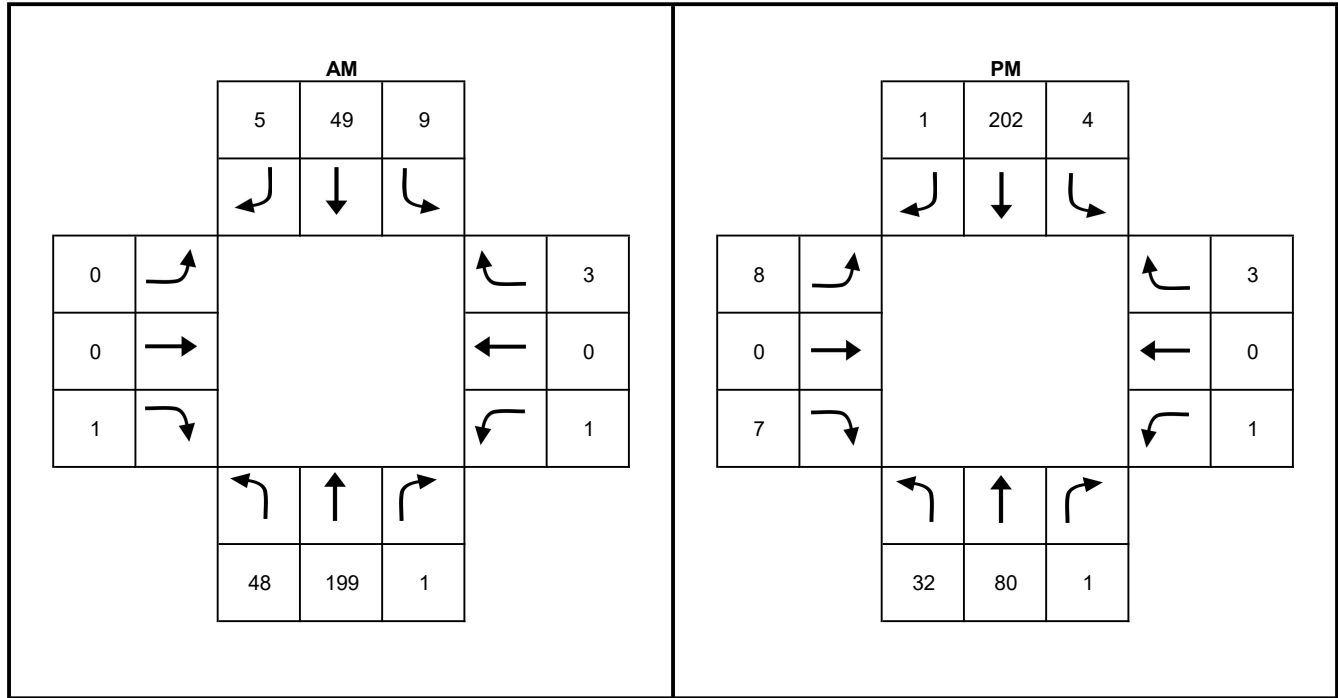


# Count Volumes

## Intersection 9

Analyst: JM  
 Intersection: Judicial Drive / Judicial Driveway  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Judicial Dwy.  
 N/S Street Name: Judicial Dr.  
 Date of Counts: 6/3/2021

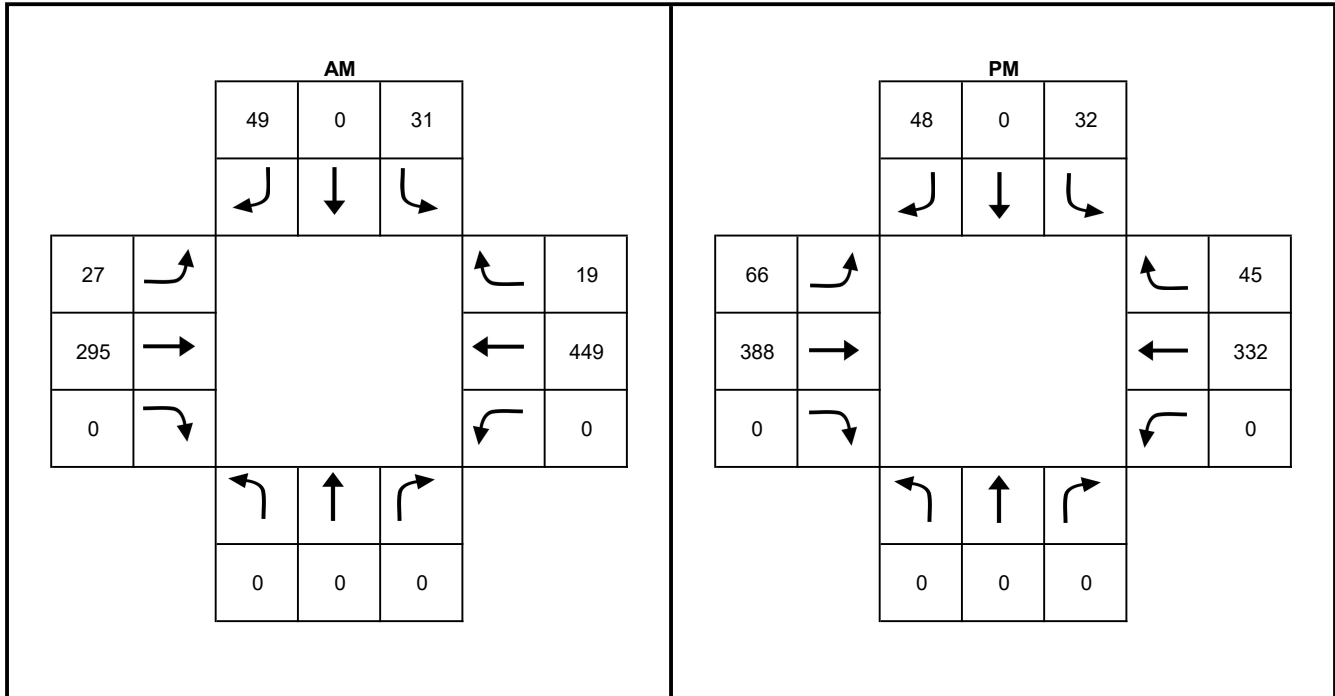


# Count Volumes

## Intersection 10

Analyst: JM  
 Intersection: Eastgate Mall / Easter Way  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Easter Wy.  
 Date of Counts: 6/3/2021

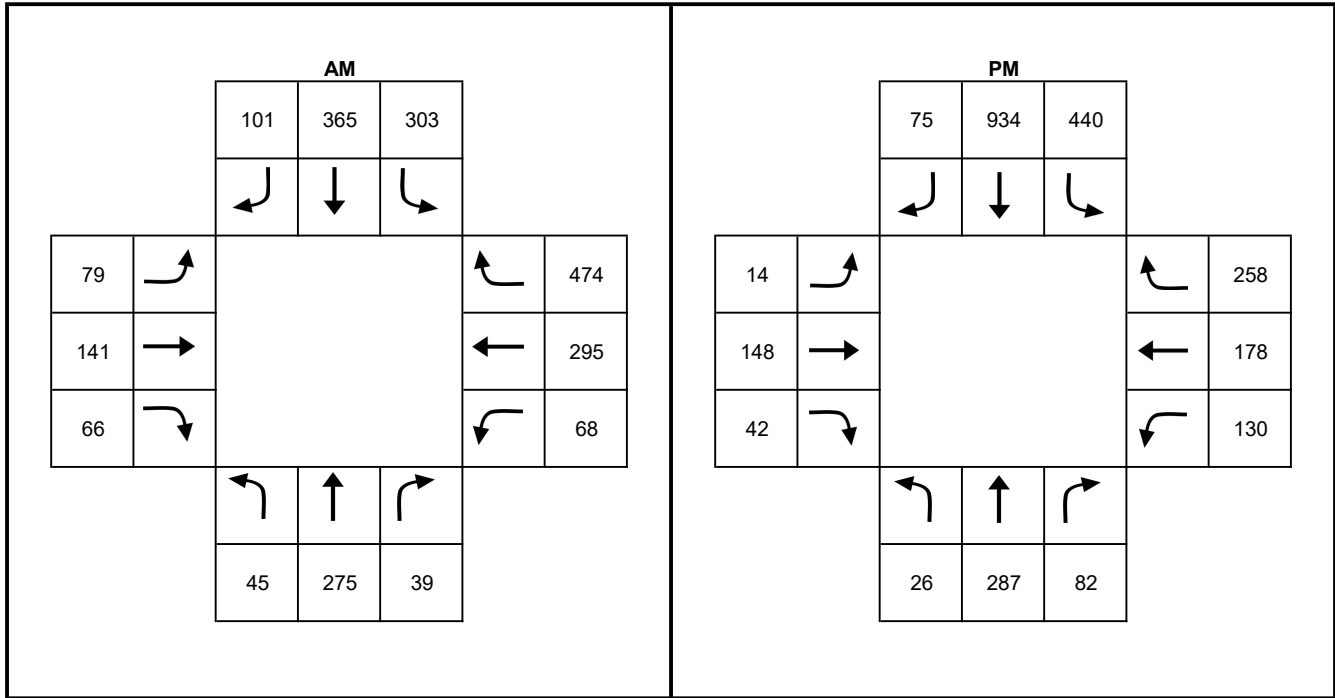


# Count Volumes

## Intersection 11

Analyst: JM  
 Intersection: Eastgate Mall / Genesee Avenue  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Genesee Ave.  
 Date of Counts: 5/23/2017

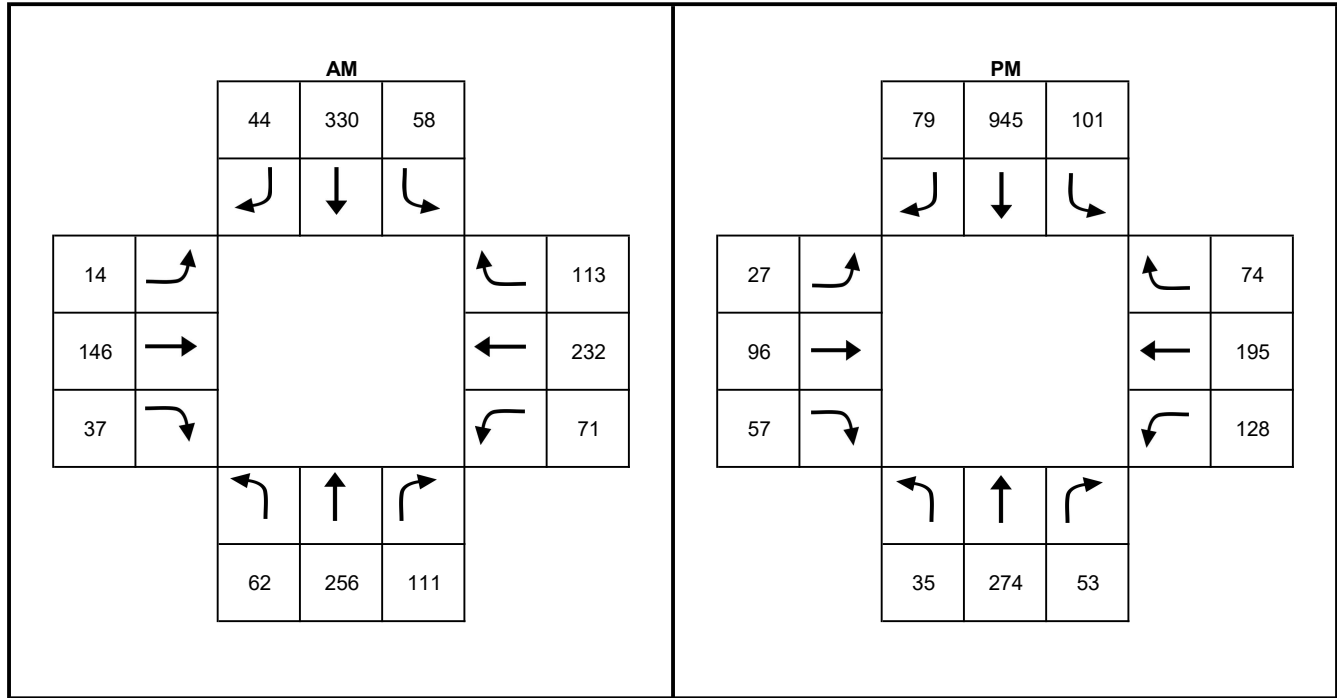


# Count Volumes

## Intersection 12

Analyst: JM  
 Intersection: Genesee Avenue / Executive Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Genesee Ave.  
 Date of Counts: 5/23/2017

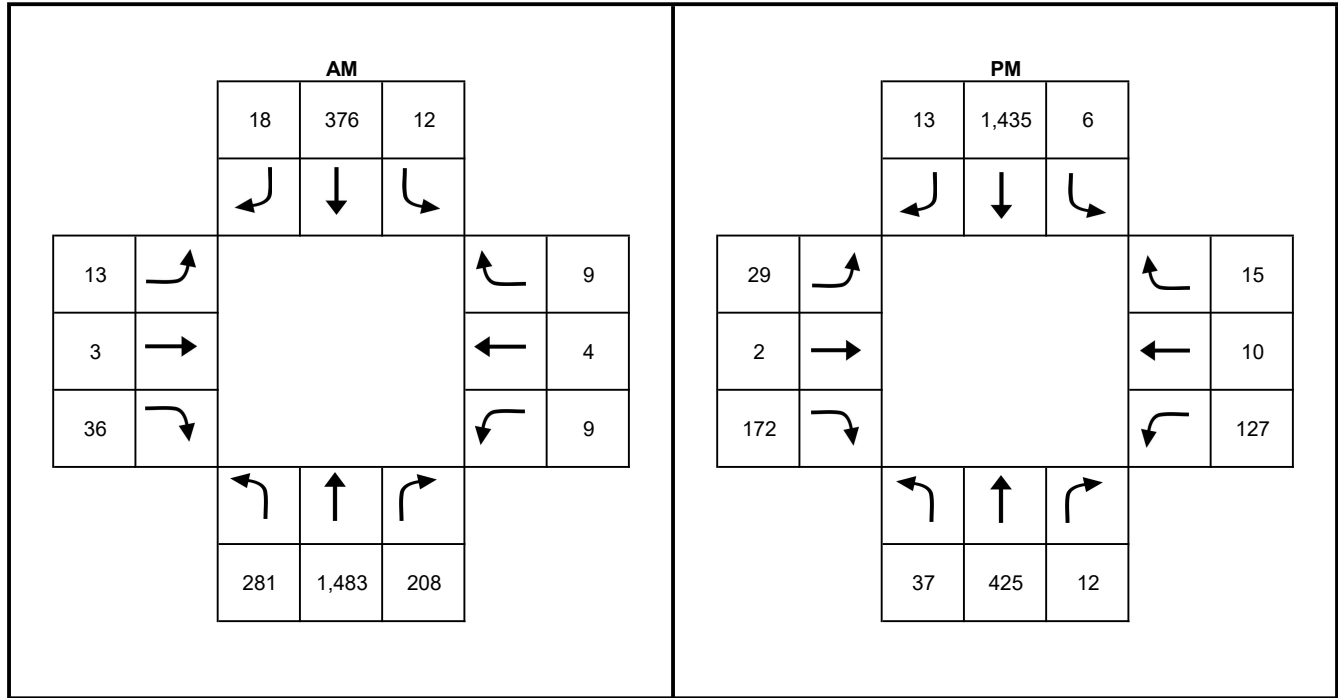


# Count Volumes

## Intersection 13

Analyst: JM  
 Intersection: Genesee Avenue / Executive Square  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Sq.  
 N/S Street Name: Genesee Ave.  
 Date of Counts: 5/12/2015

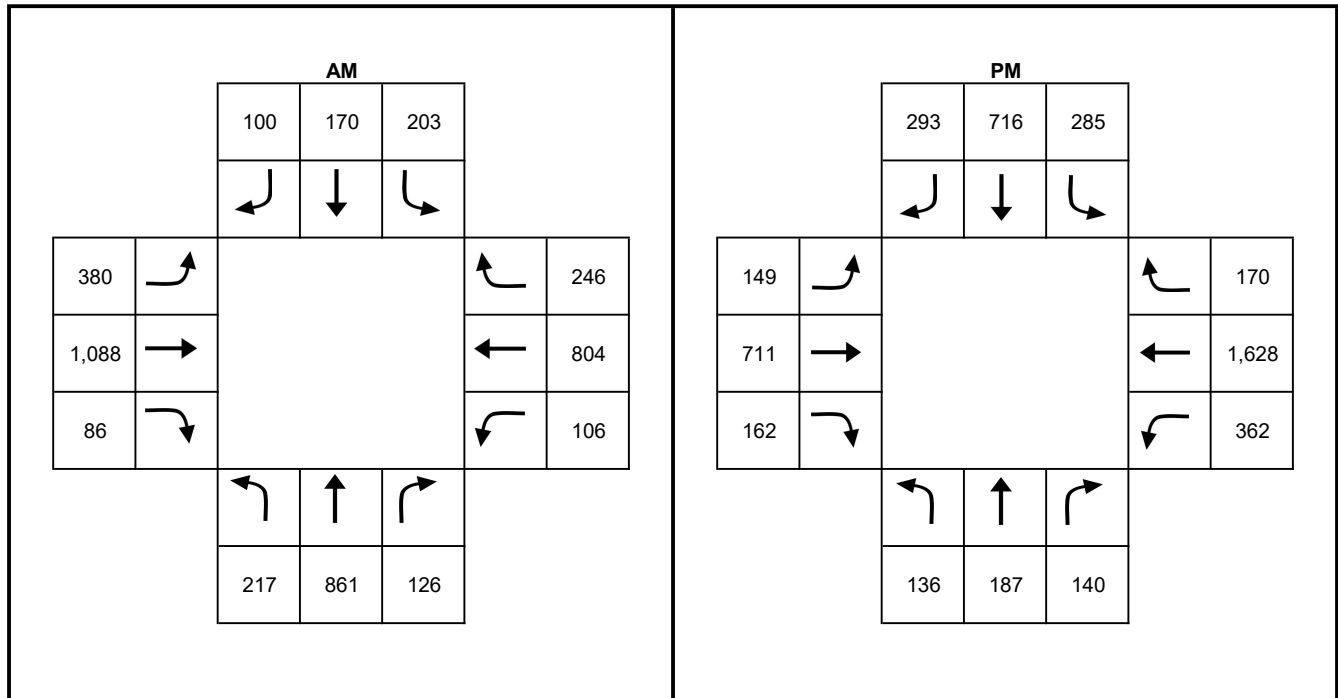


# Count Volumes

## Intersection 14

Analyst: JM  
 Intersection: La Jolla Village Drive / Genesee Avenue  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Genesee Ave.  
 Date of Counts: 5/25/2017

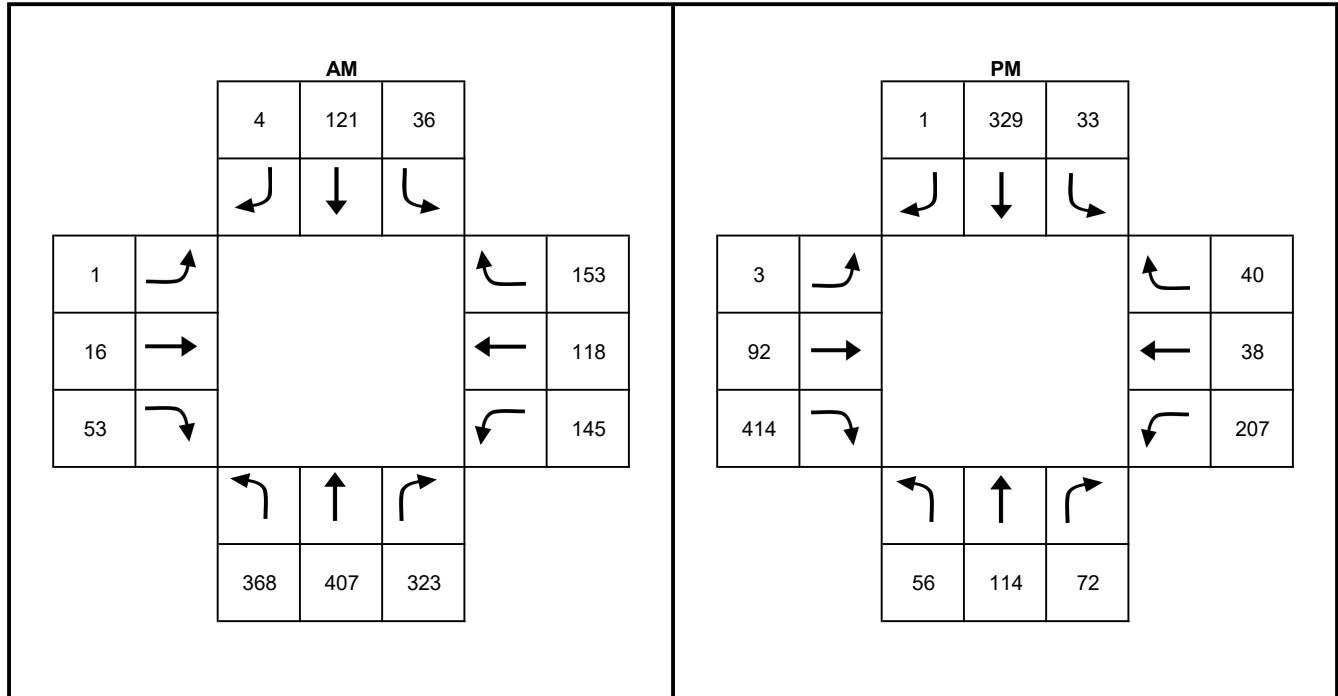


# Count Volumes

## Intersection 15

Analyst: JM  
 Intersection: Regents Road / Eastgate Mall  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Regents Rd.  
 Date of Counts: 5/23/2017



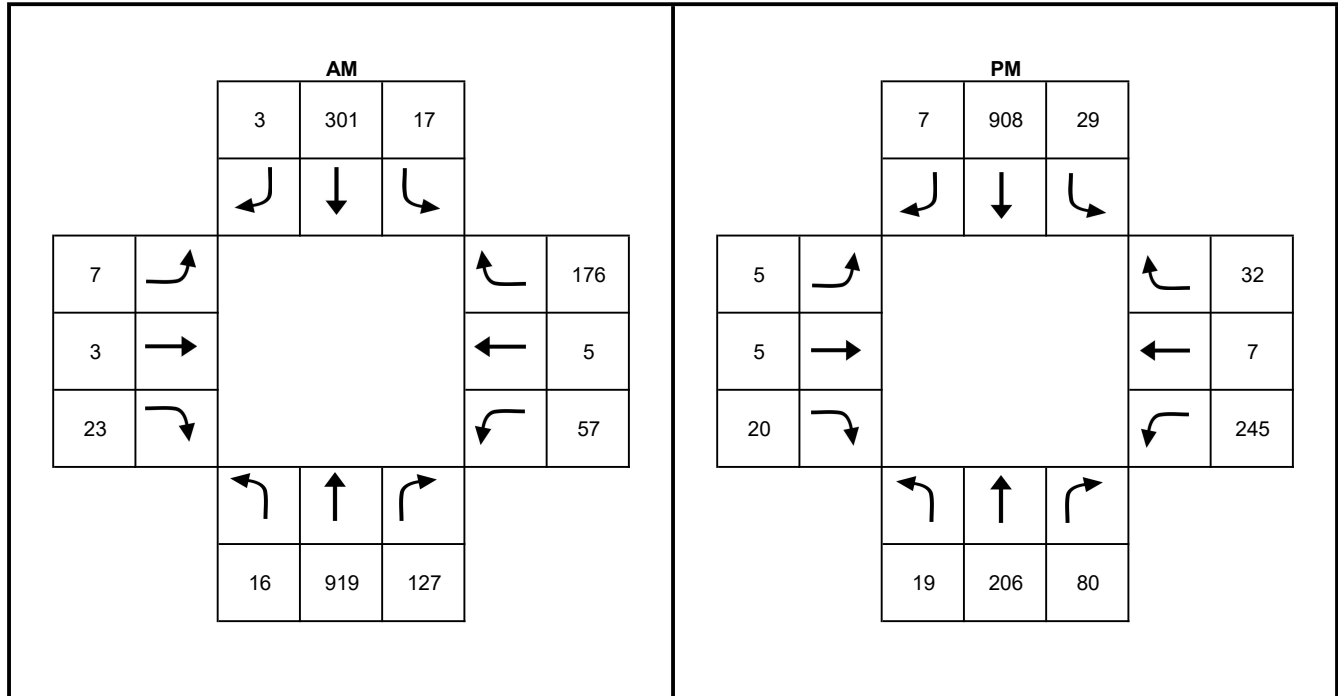


# Count Volumes

## Intersection 16

Analyst: JM  
 Intersection: Regents Road / Executive Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Regents Rd.  
 Date of Counts: 5/23/2017

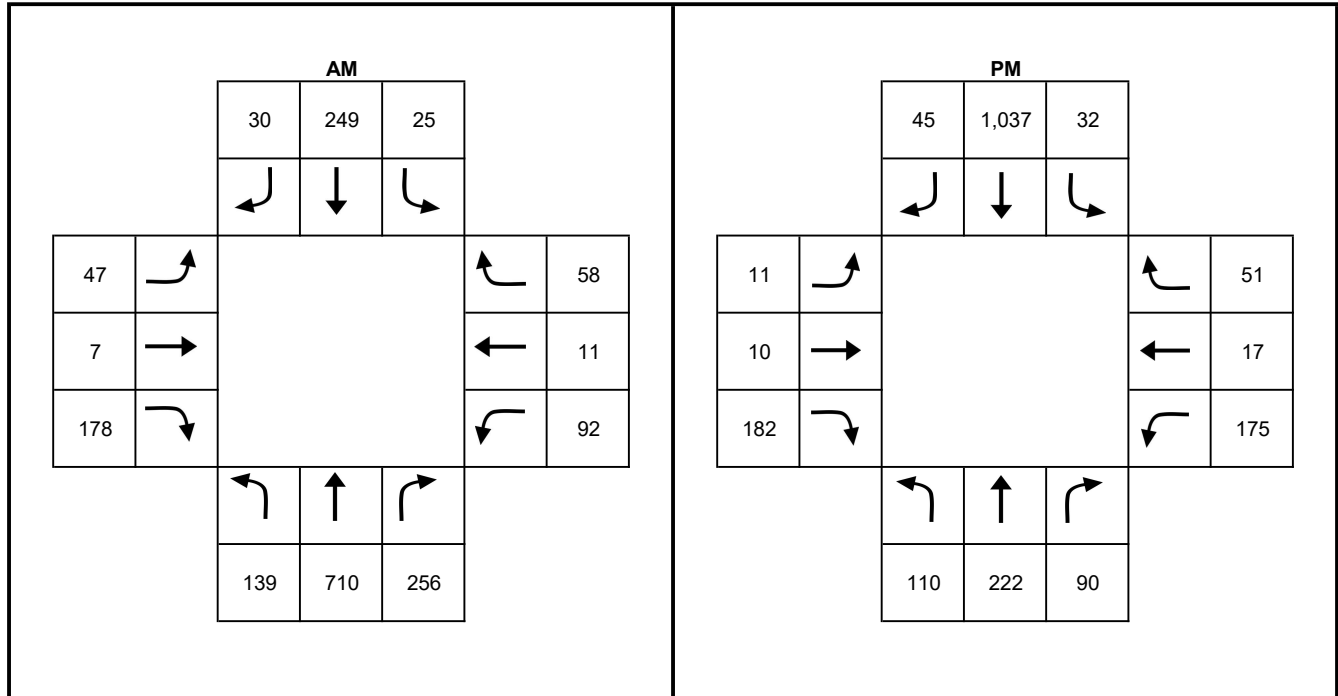


# Count Volumes

## Intersection 17

Analyst: JM  
 Intersection: Regents Road / Regents Park Row  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Regents Park Row  
 N/S Street Name: Regents Rd.  
 Date of Counts: 8/9/2017

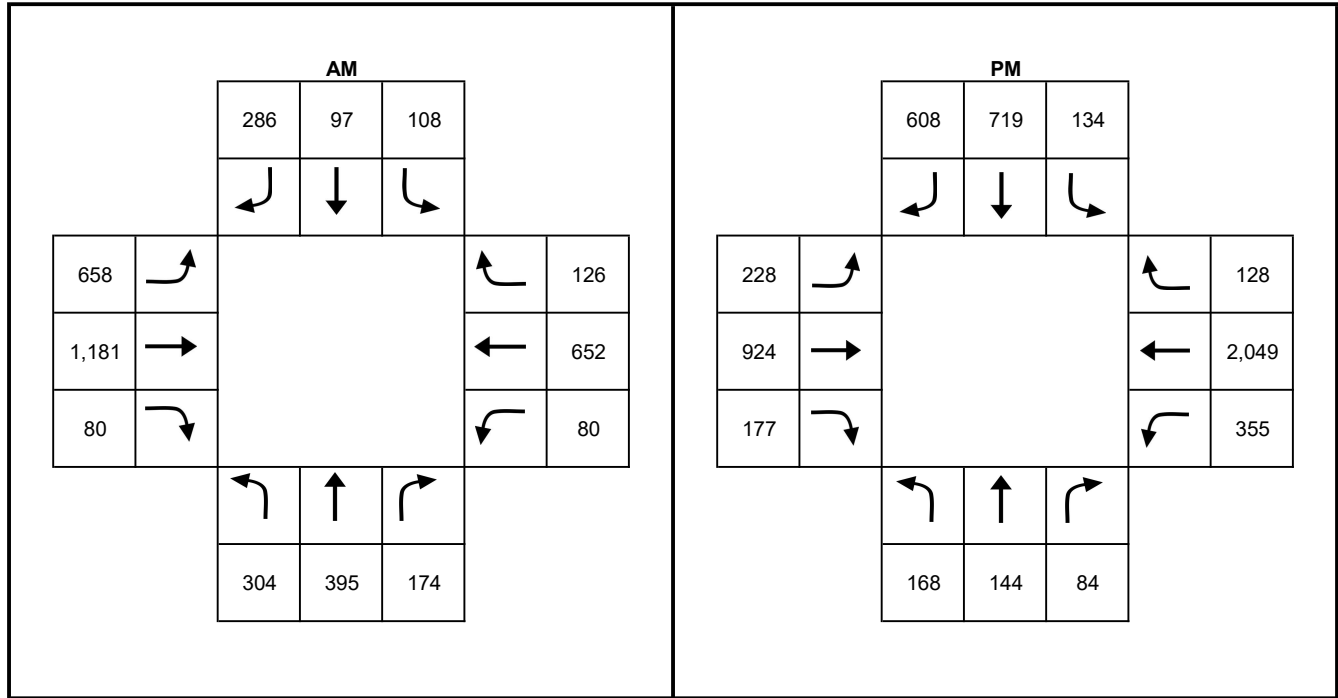


# Count Volumes

## Intersection 18

Analyst: JM  
 Intersection: Regents Road / La Jolla Village Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Regents Rd.  
 Date of Counts: 5/25/2017

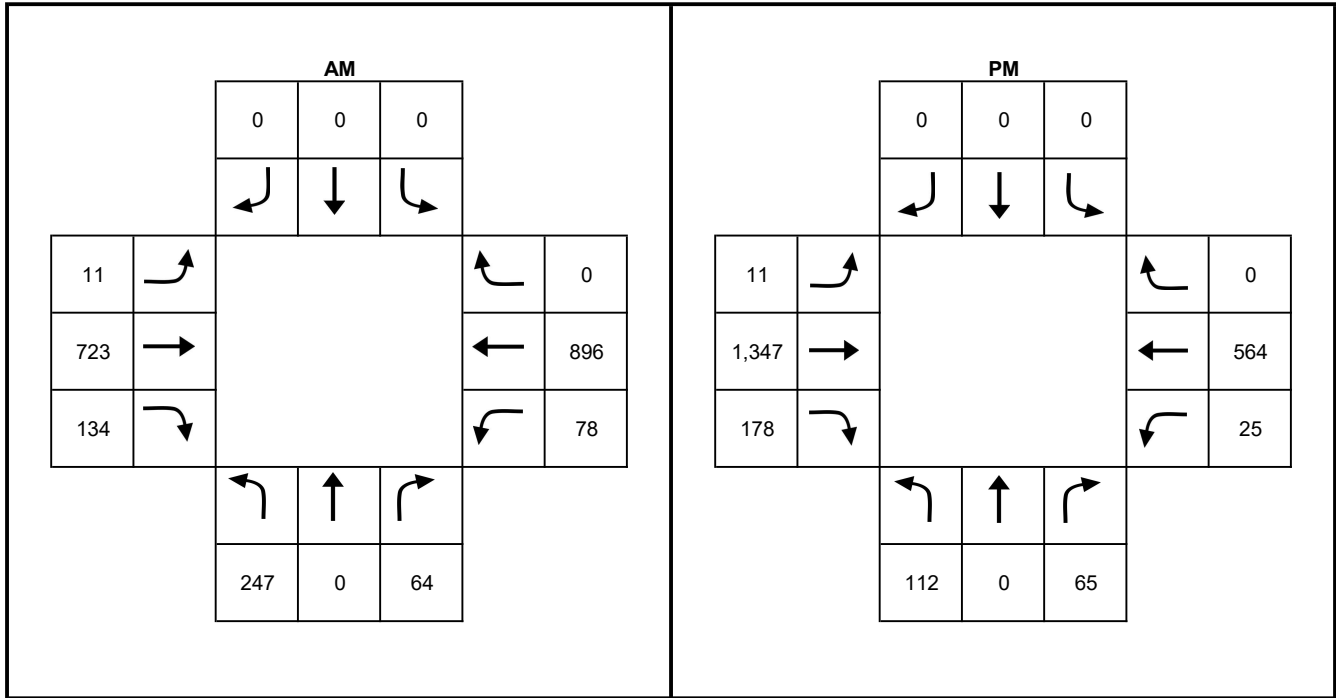


# Count Volumes

## Intersection 19

Analyst: JM  
 Intersection: Regents Road / Genesee Avenue  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: Regents Rd.  
 Date of Counts: 5/23/2017

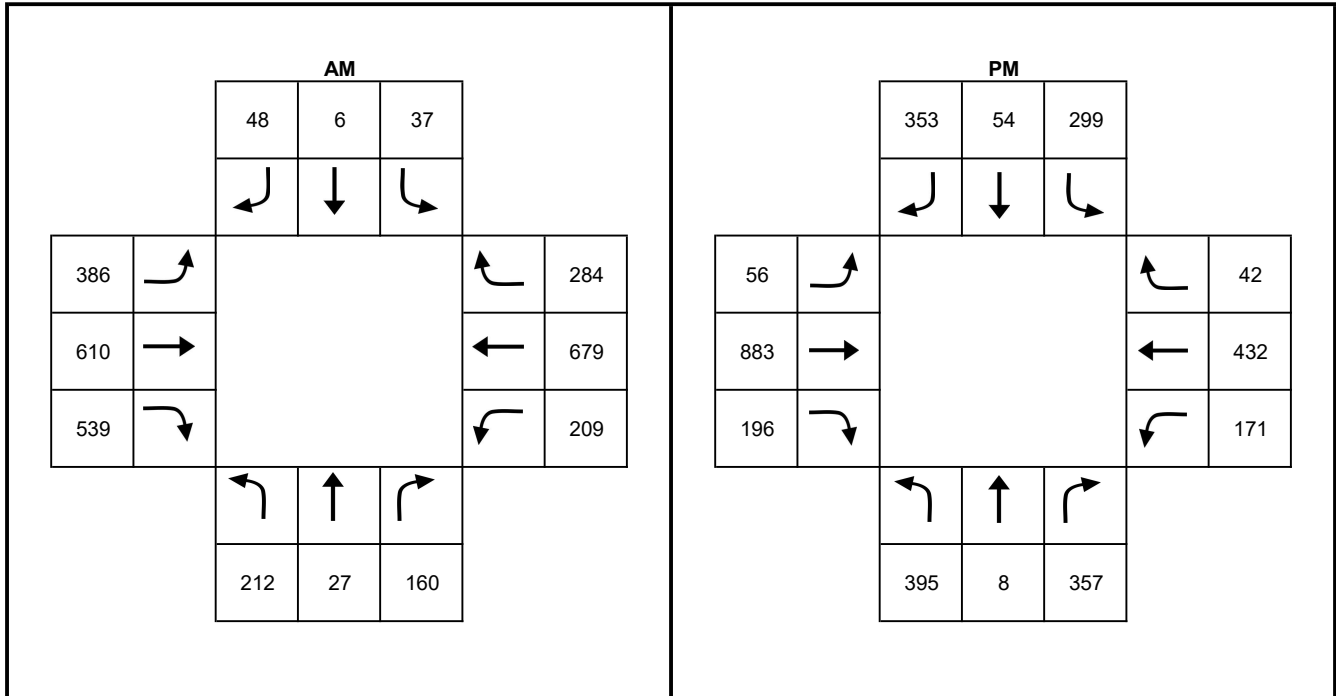


# Count Volumes

## Intersection 20

Analyst: JM  
 Intersection: Genesee Avenue / Campus Point Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: Campus Point Dr.  
 Date of Counts: 5/23/2017

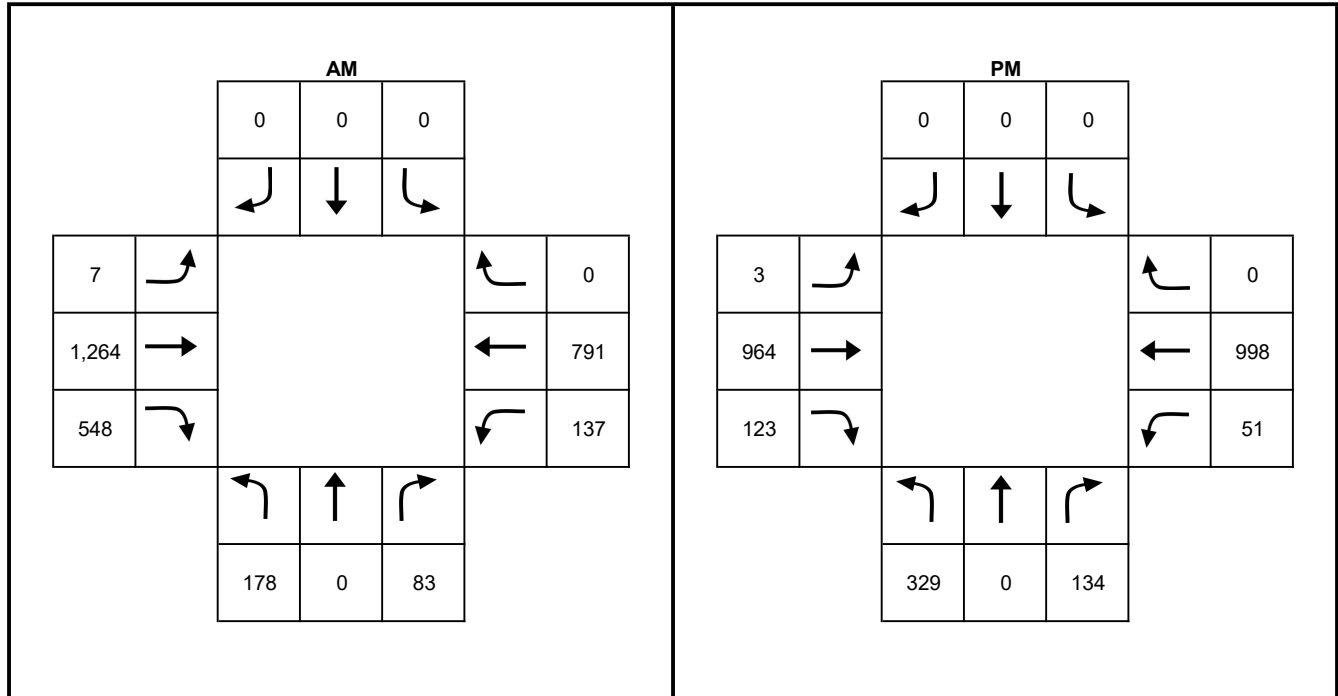


# Count Volumes

## Intersection 21

Analyst: JM  
 Intersection: Genesee Avenue / Scripps Hospital Driveway  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: Scripps Hospital Dwy.  
 Date of Counts: 8/9/2017

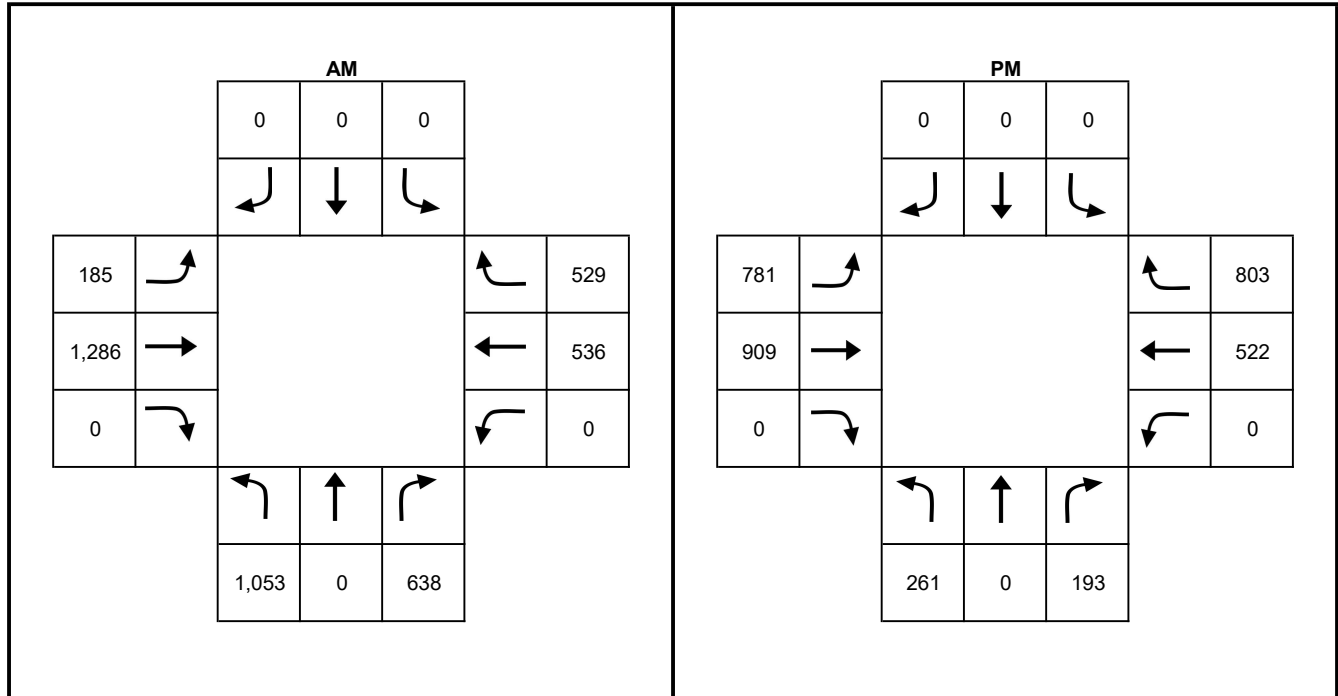


# Count Volumes

## Intersection 22

Analyst: JM  
 Intersection: Genesee Avenue / I-5 NB Ramps  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: I-5 NB Ramps  
 Date of Counts: 5/23/2017

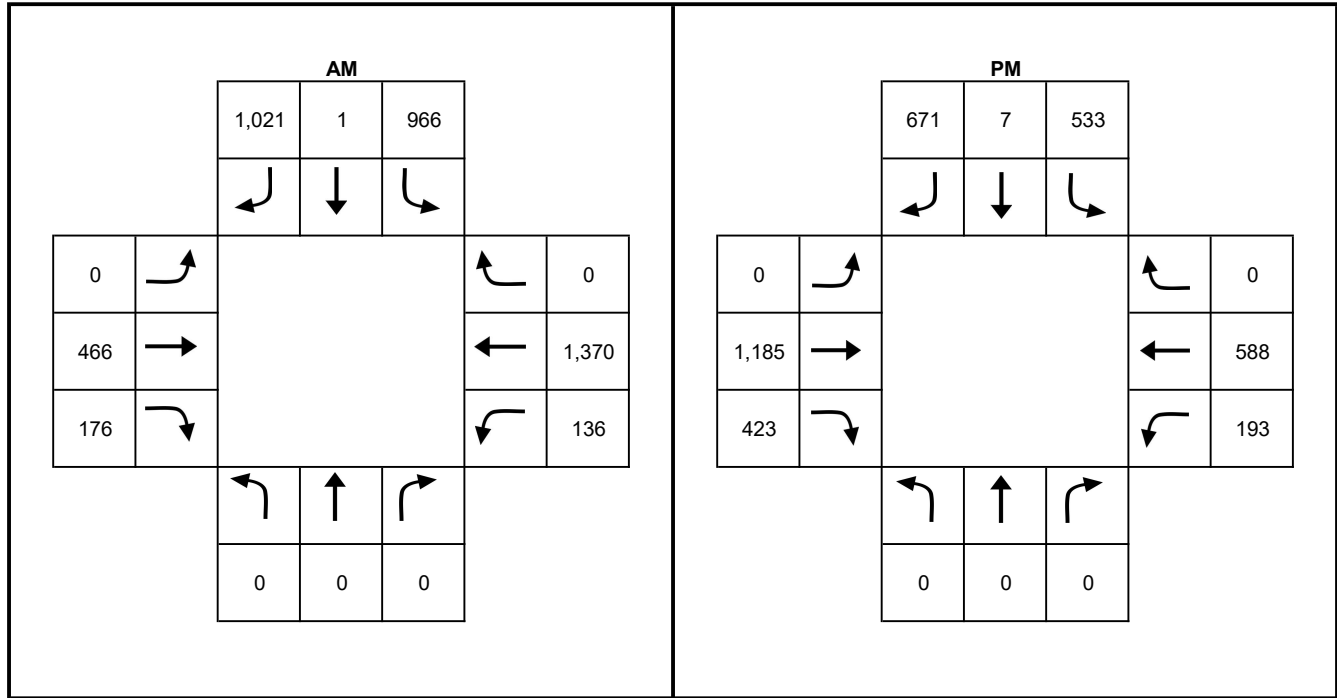


# Count Volumes

## Intersection 23

Analyst: JM  
 Intersection: Genesee Avenue / I-5 SB Ramps  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: I-5 SB Ramps  
 Date of Counts: 5/23/2017



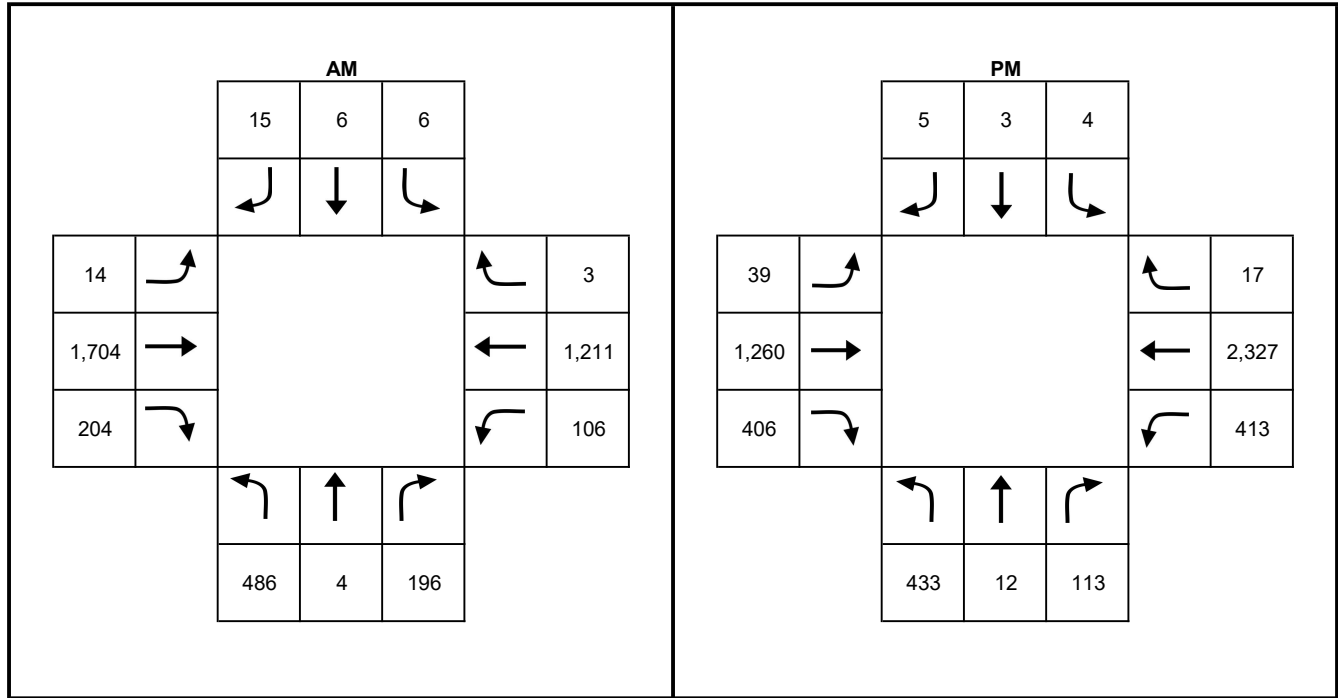


# Count Volumes

## Intersection 24

Analyst: JM  
 Intersection: La Jolla Village Drive / Lebon Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Lebon Dr.  
 Date of Counts: 5/25/2017

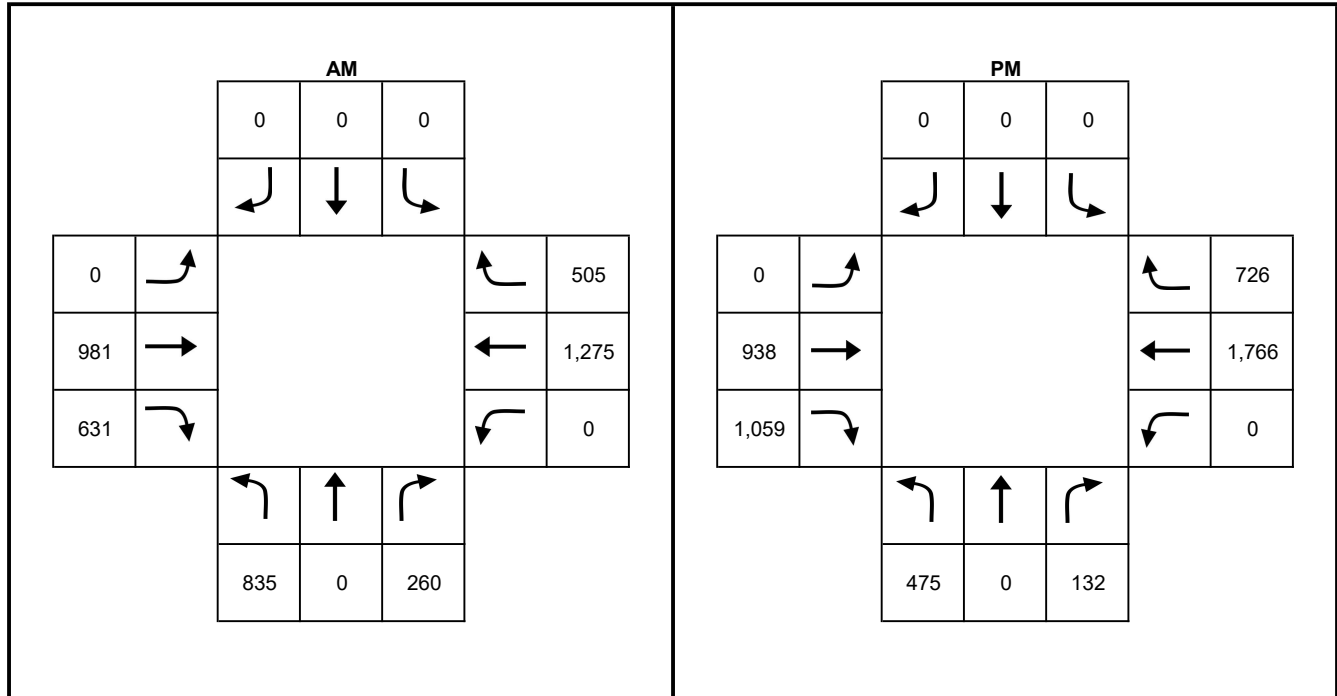


# Count Volumes

## Intersection 25

Analyst: JM  
 Intersection: Miramar Road / I-805 NB Ramps  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: I-805 NB Ramps  
 Date of Counts: 5/25/2017

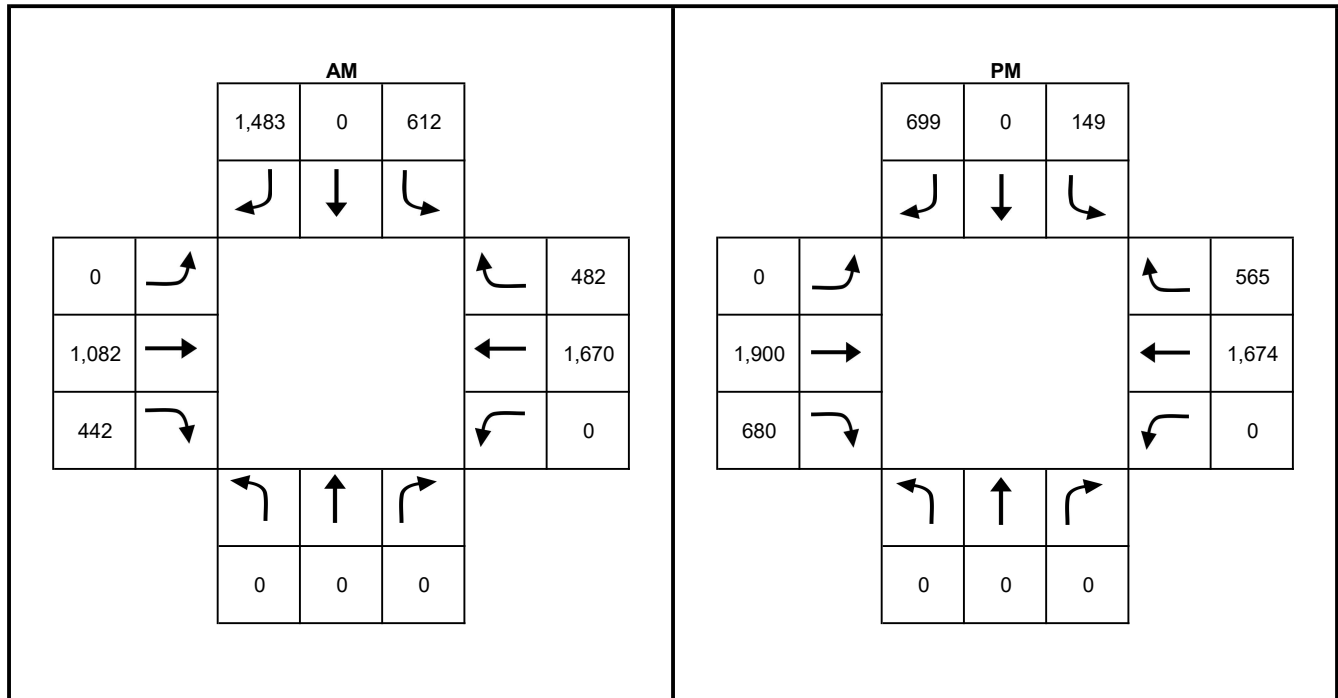


# Count Volumes

## Intersection 26

Analyst: JM  
 Intersection: La Jolla Village Drive / Miramar Road / I-805 SB Ram  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: I-805 SB Ramps  
 Date of Counts: 5/25/2017

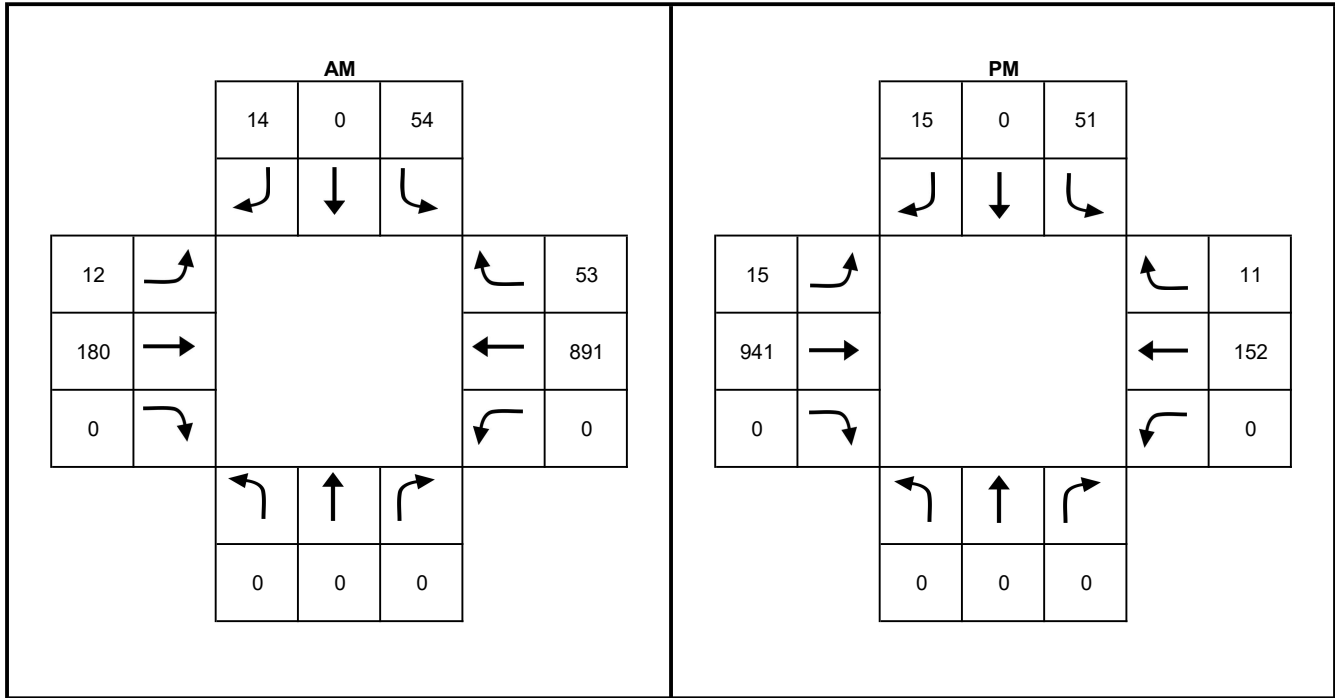


# Count Volumes

## Intersection 27

Analyst: JM  
 Intersection: Eastgate Mall / Eastgate Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Eastgate Dr.  
 Date of Counts: 5/23/2017

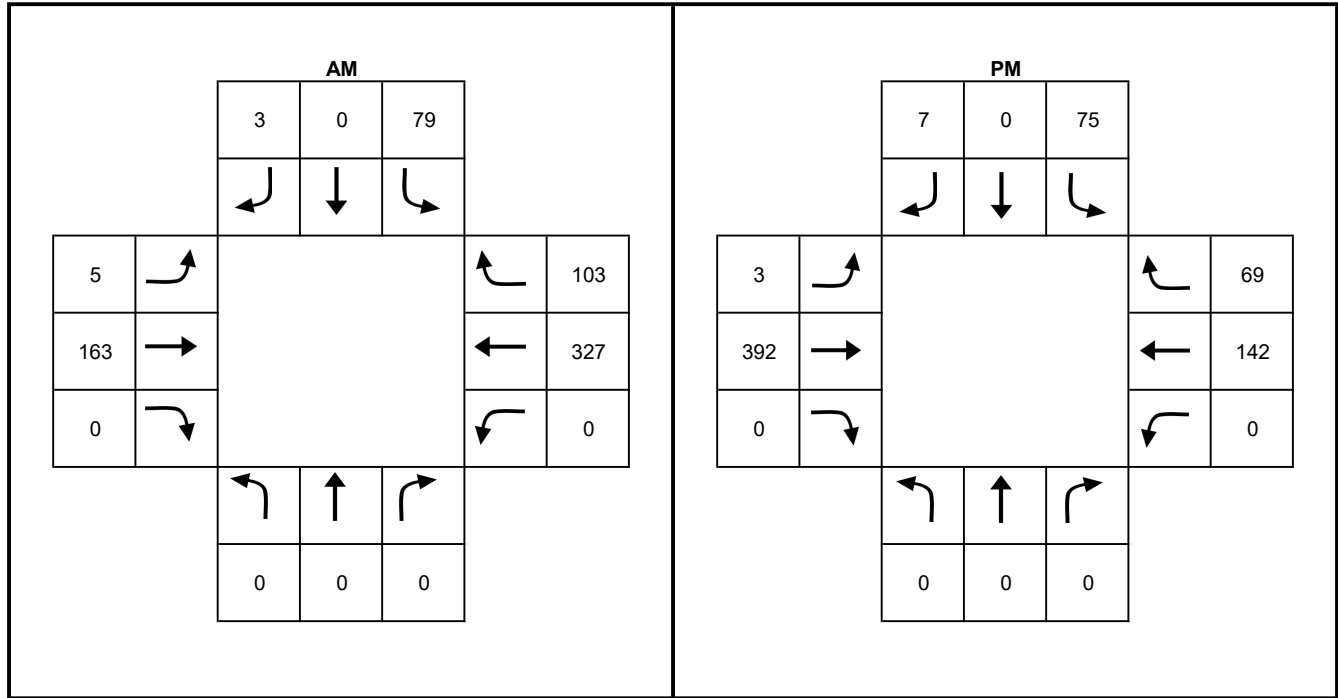


# Count Volumes

## Intersection 28

Analyst: JM  
 Intersection: Eastgate Mall / Olson Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Olson Dr.  
 Date of Counts: 6/3/2021

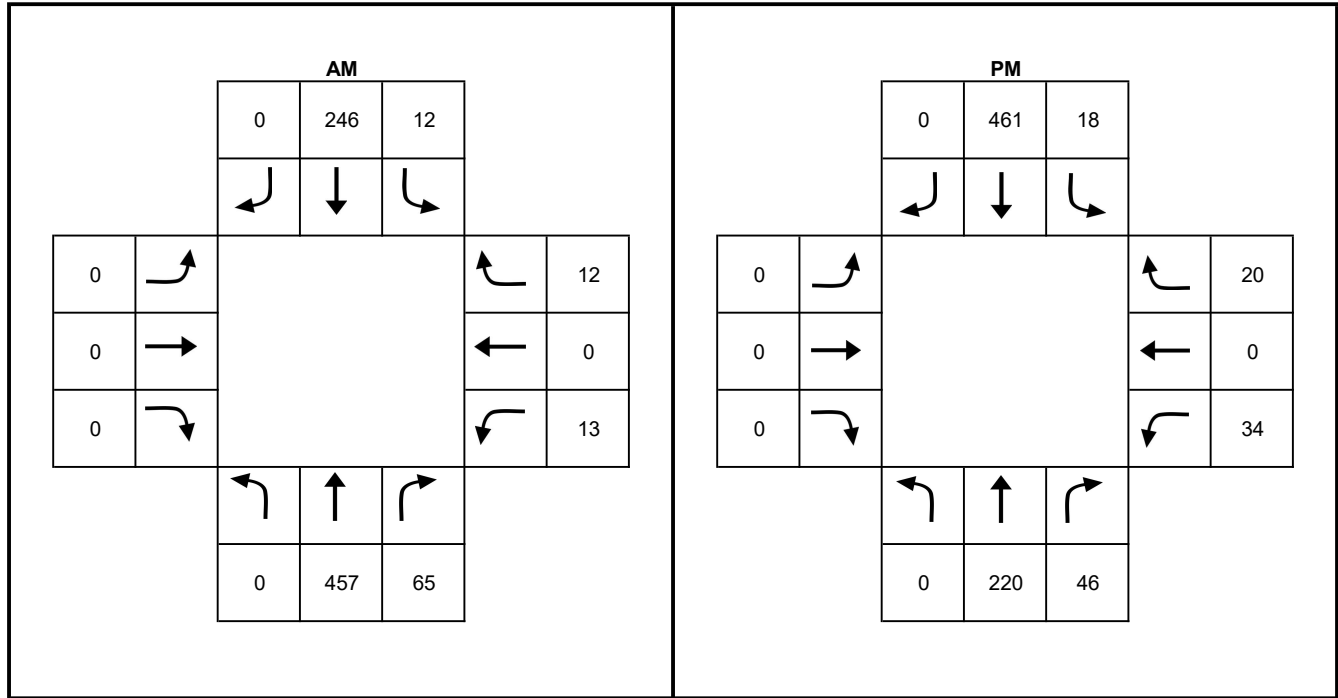


# Count Volumes

## Intersection 29

Analyst: JM  
 Intersection: Eastgate Mall / Autoport Mall  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Autoport Mall  
 N/S Street Name: Eastgate Mall  
 Date of Counts: 6/3/2021

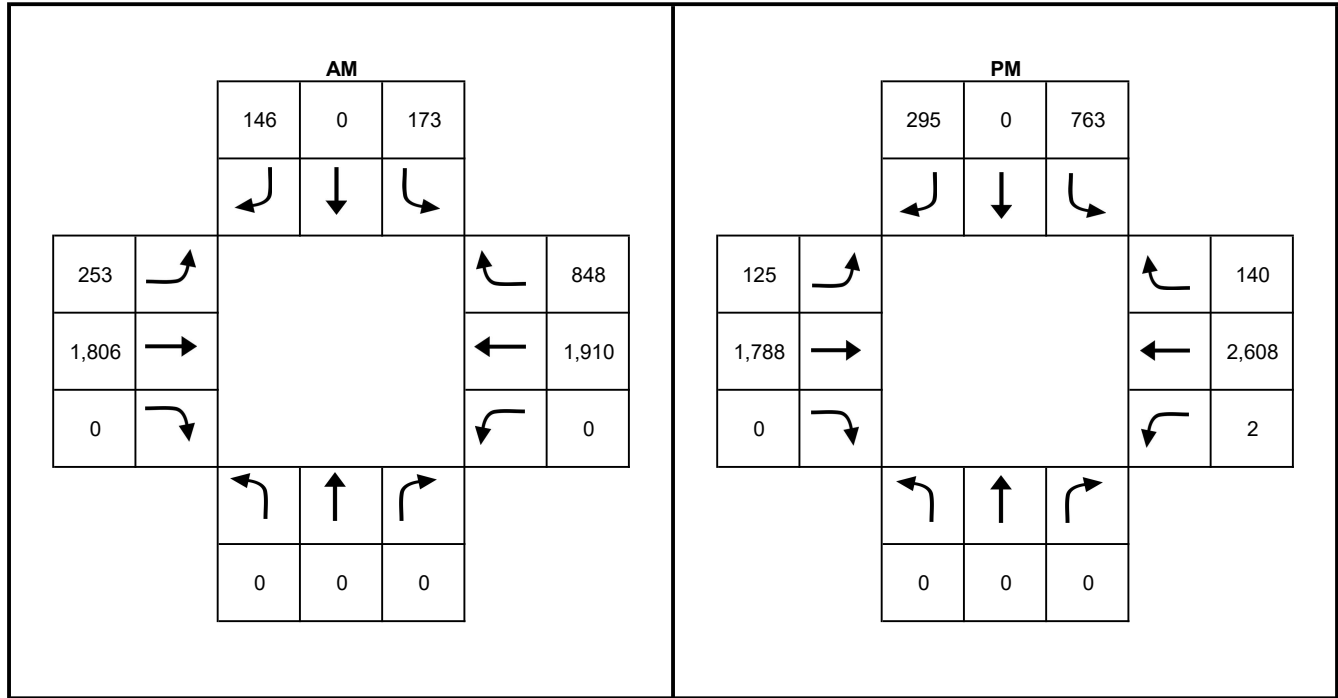


# Count Volumes

## Intersection 30

Analyst: JM  
 Intersection: Miramar Road / Eastgate Mall  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Eastgate Mall  
 Date of Counts: 5/23/2017

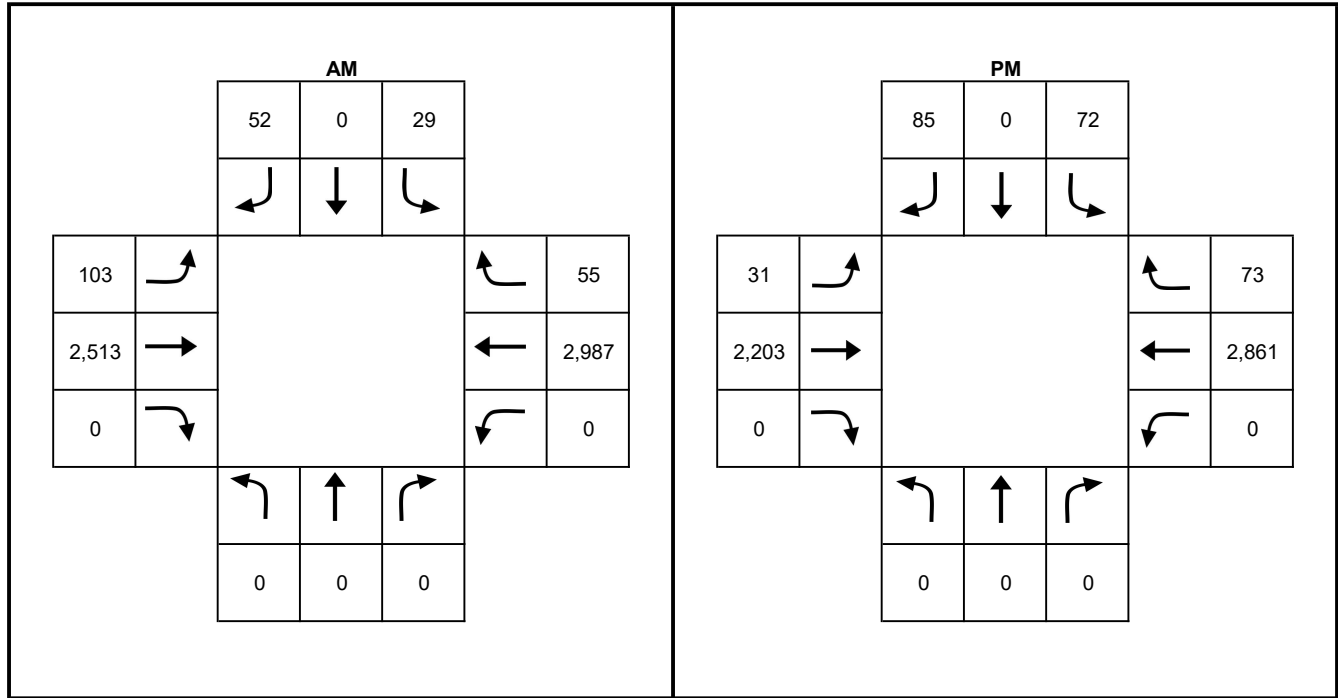


# Count Volumes

## Intersection 31

Analyst: JM  
 Intersection: Miramar Road / Miramar Mall  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Miramar Mall  
 Date of Counts: 5/13/2015



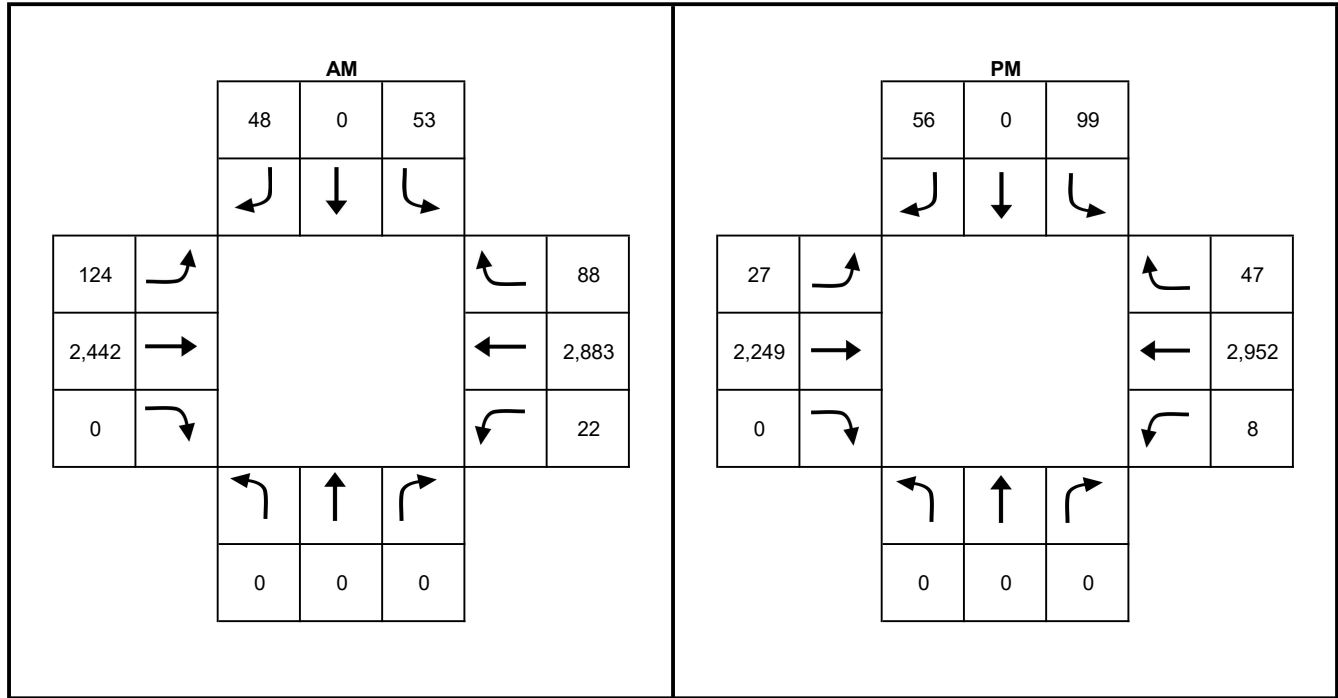


# Count Volumes

## Intersection 32

Analyst: JM  
 Intersection: Miramar Road / Miramar Place  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Miramar Pl.  
 Date of Counts: 5/13/2015

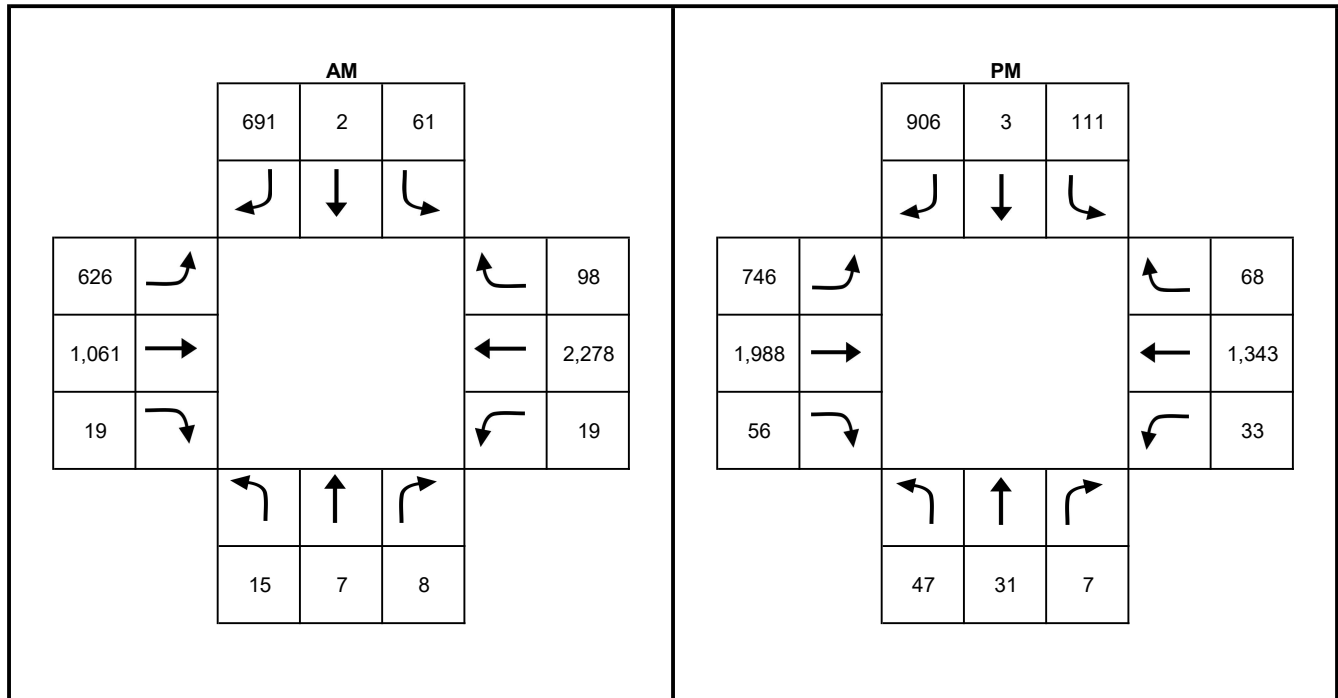


# Count Volumes

## Intersection 33

Analyst: JM  
 Intersection: Miramar Road / Camino Santa Fe / Frost Mar Place  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Camino Santa Fe  
 Date of Counts: 10/23/2018

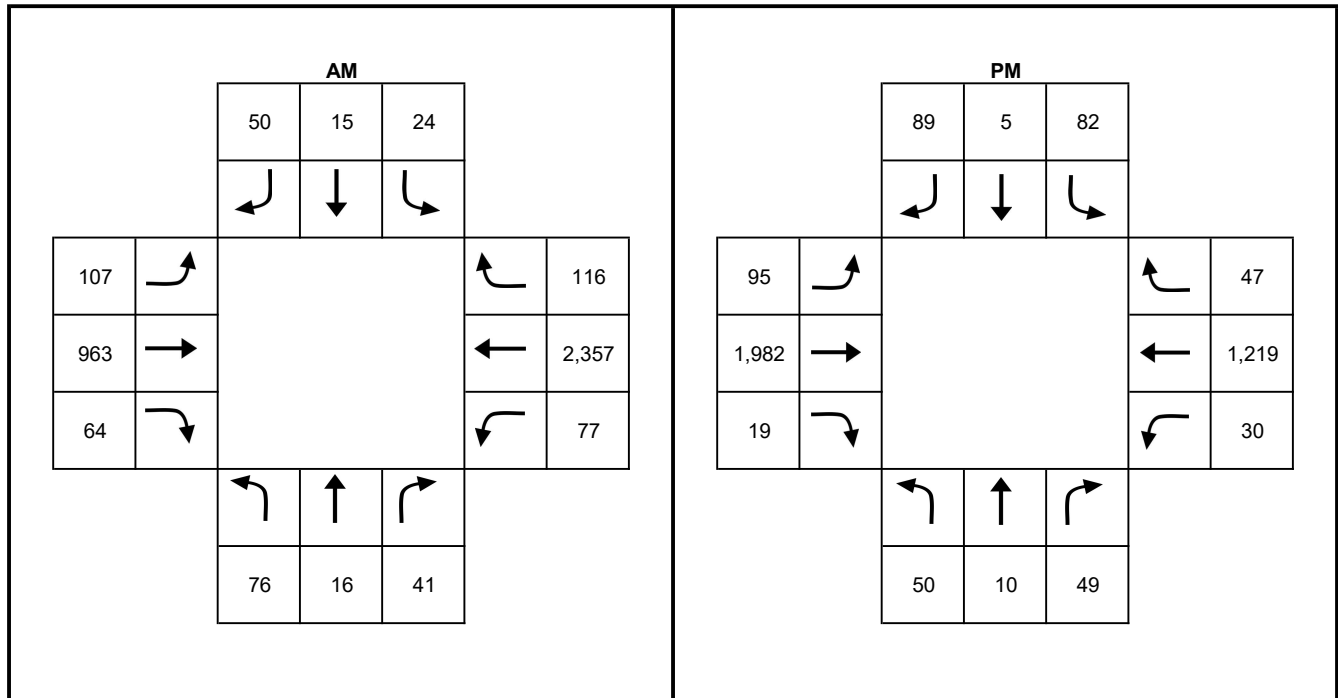


# Count Volumes

## Intersection 34

Analyst: JM  
 Intersection: Miramar Road / Commerce Avenue  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Commerce Ave.  
 Date of Counts: 10/23/2018

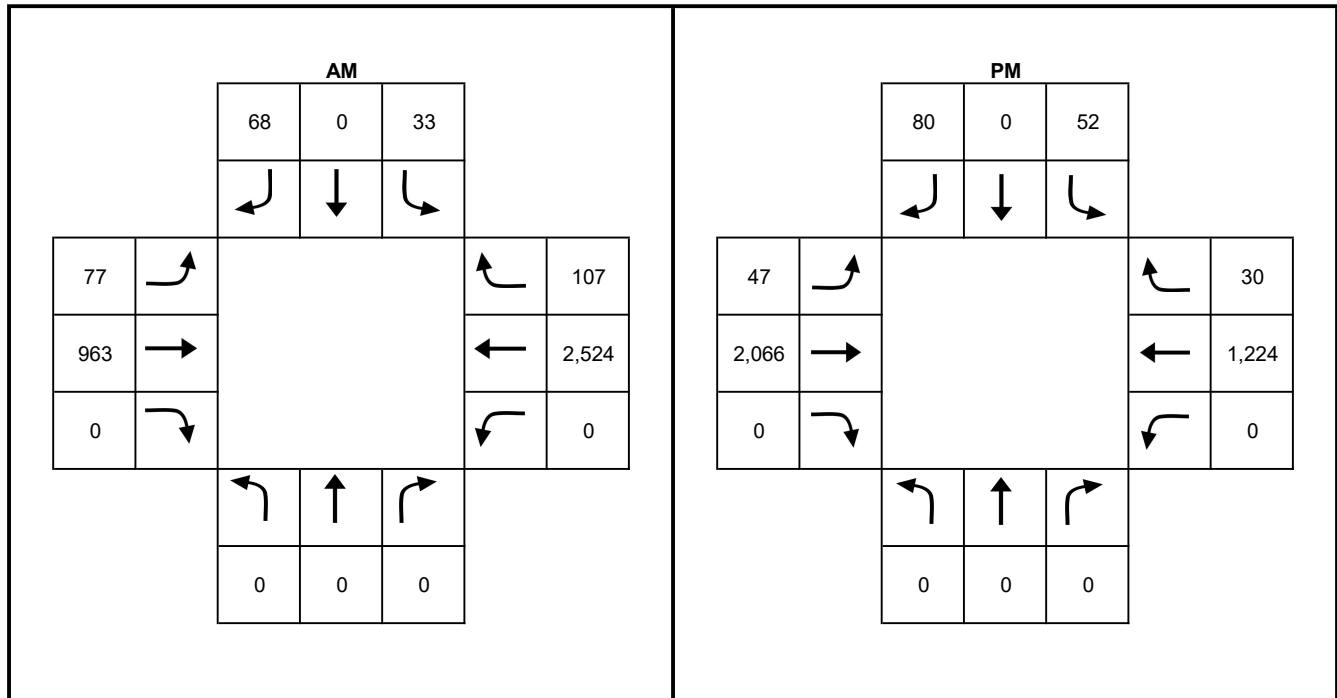


# Count Volumes

## Intersection 35

Analyst: JM  
 Intersection: Miramar Road / Production Avenue  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Production Ave.  
 Date of Counts: 10/23/2018

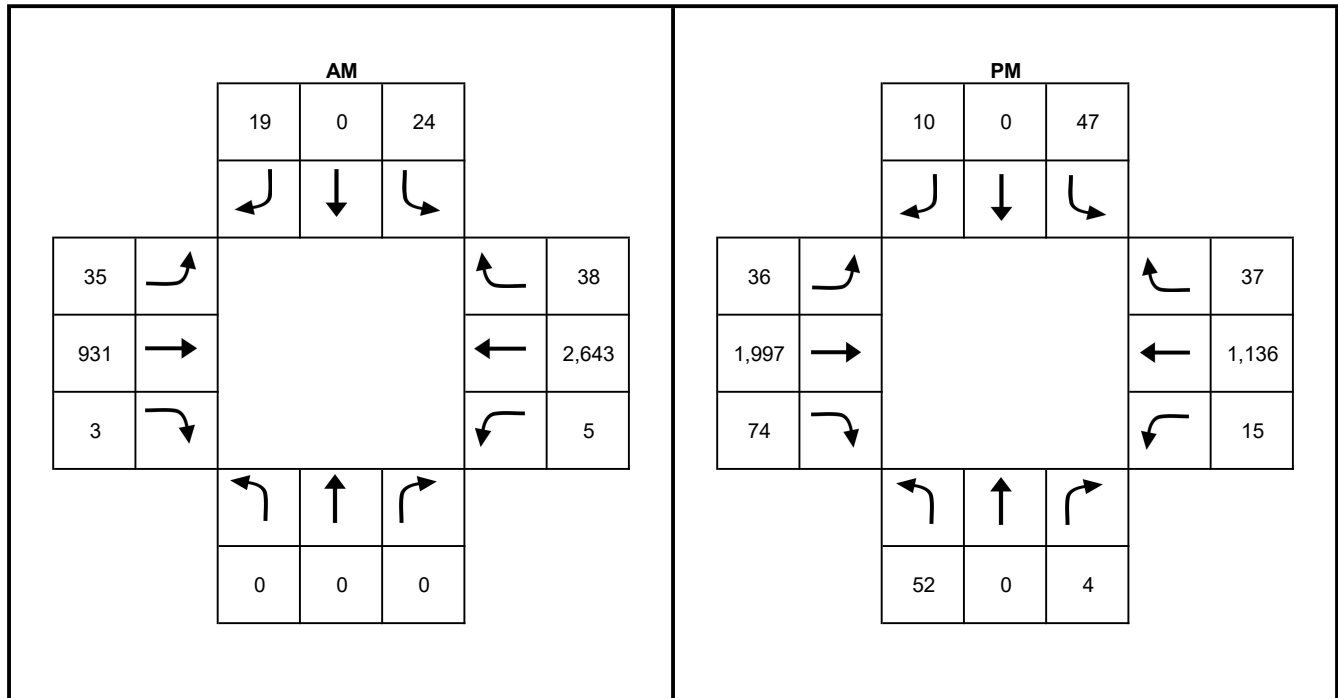


# Count Volumes

## Intersection 37

Analyst: JM  
 Intersection: Miramar Road / Miramar Way  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Miramar Wy.  
 Date of Counts: 10/23/2018

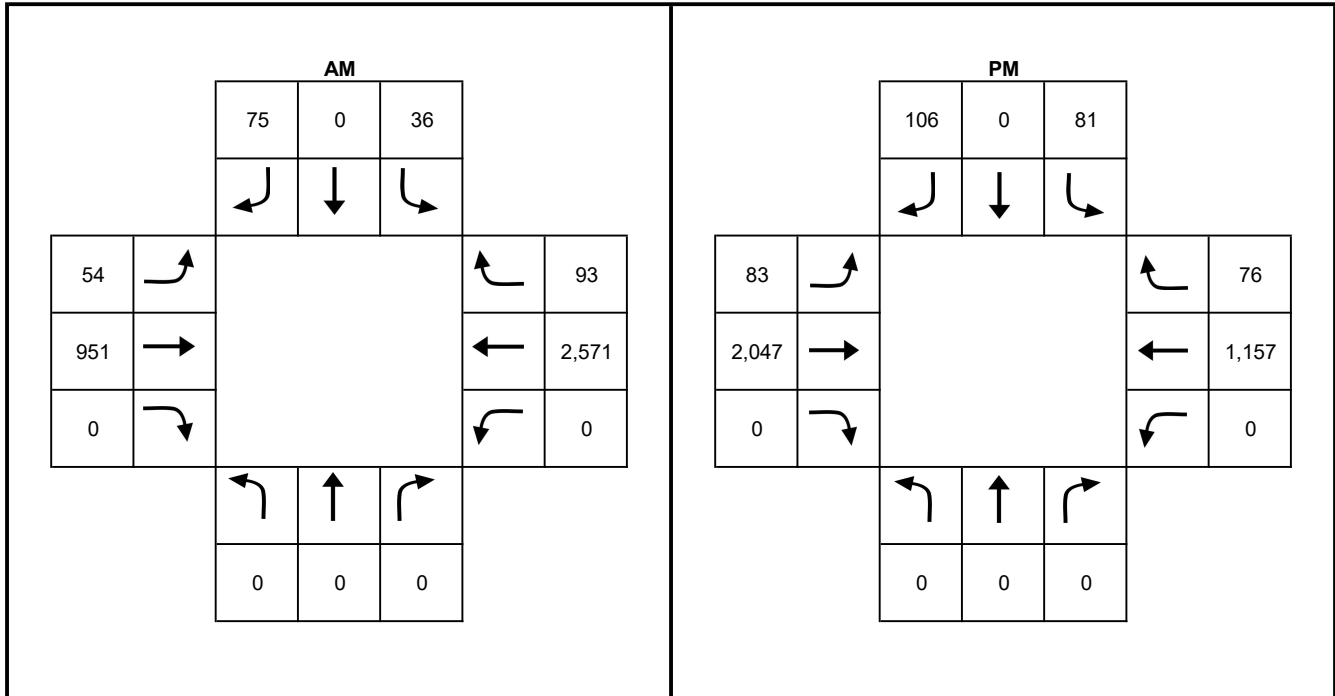


# Count Volumes

## Intersection 36

Analyst: JM  
 Intersection: Miramar Road / Distribution Avenue  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Distribution Ave.  
 Date of Counts: 10/23/2018

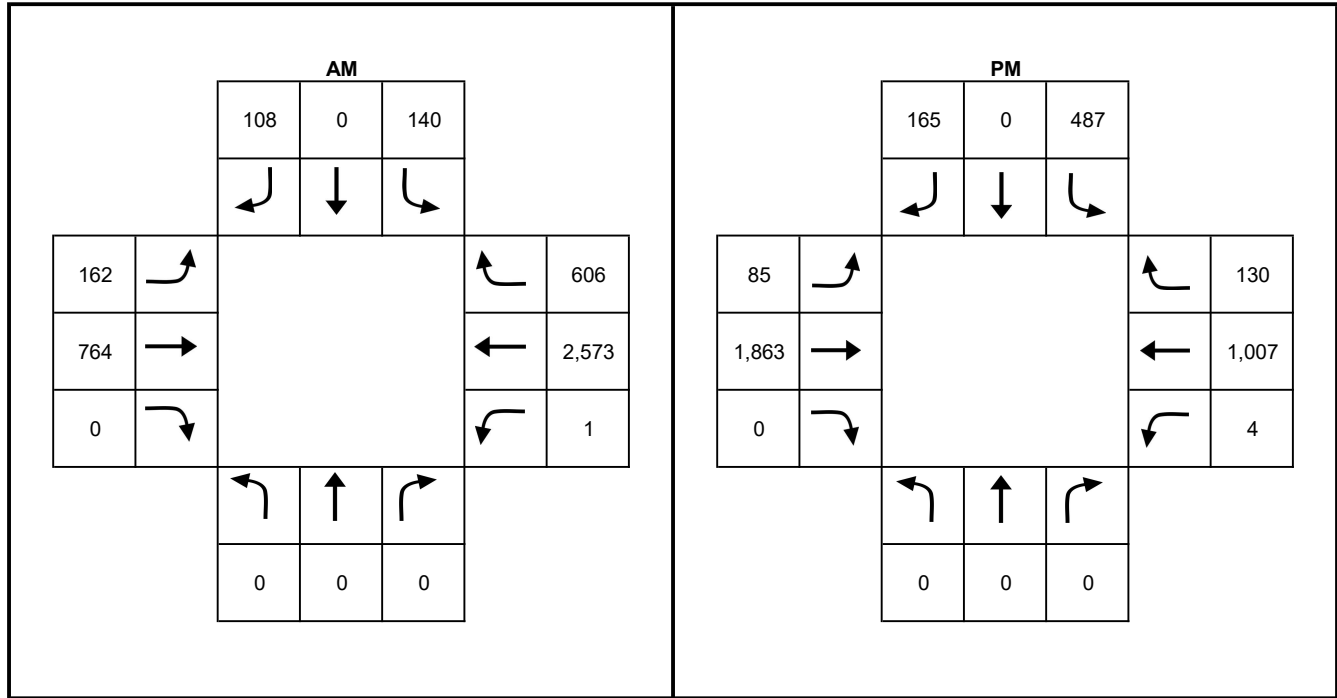


# Count Volumes

## Intersection 38

Analyst: JM  
 Intersection: Miramar Road / Carroll Road  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Carroll Rd.  
 Date of Counts: 10/23/2018

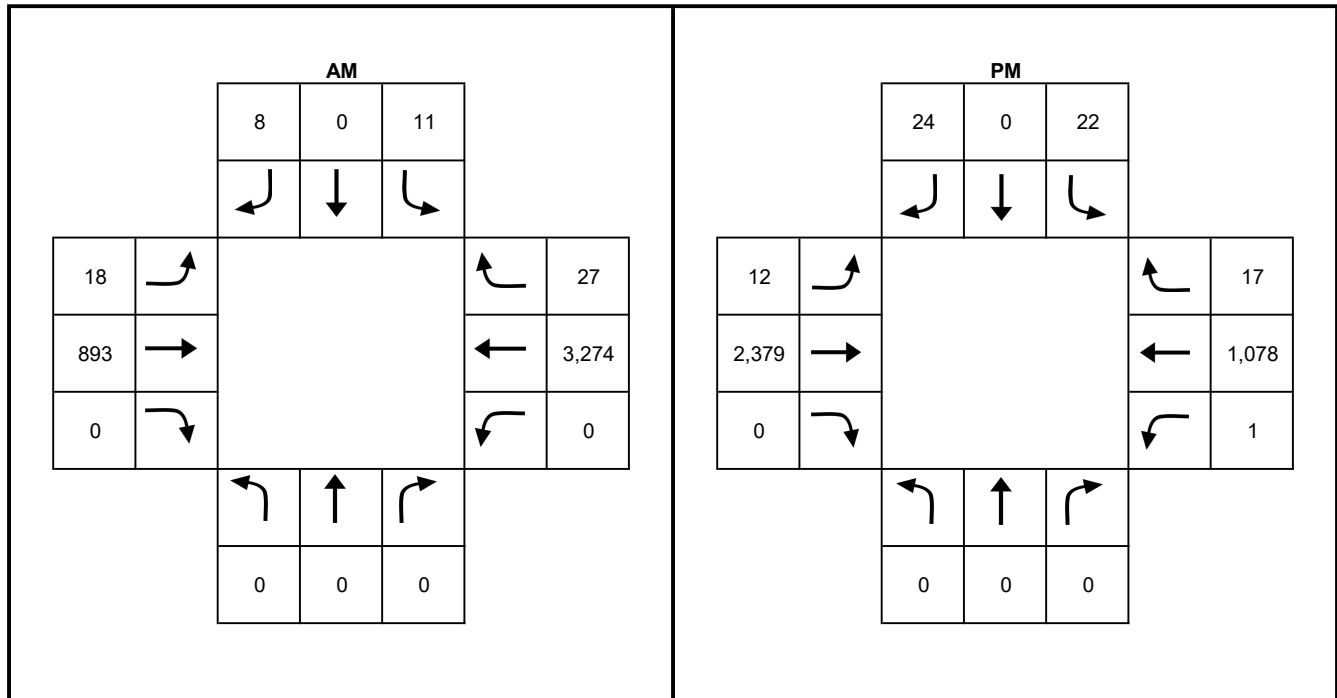


# Count Volumes

## Intersection 39

Analyst: JM  
 Intersection: Miramar Road / Alesmith Court  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Alesmith Ct.  
 Date of Counts: 10/23/2018



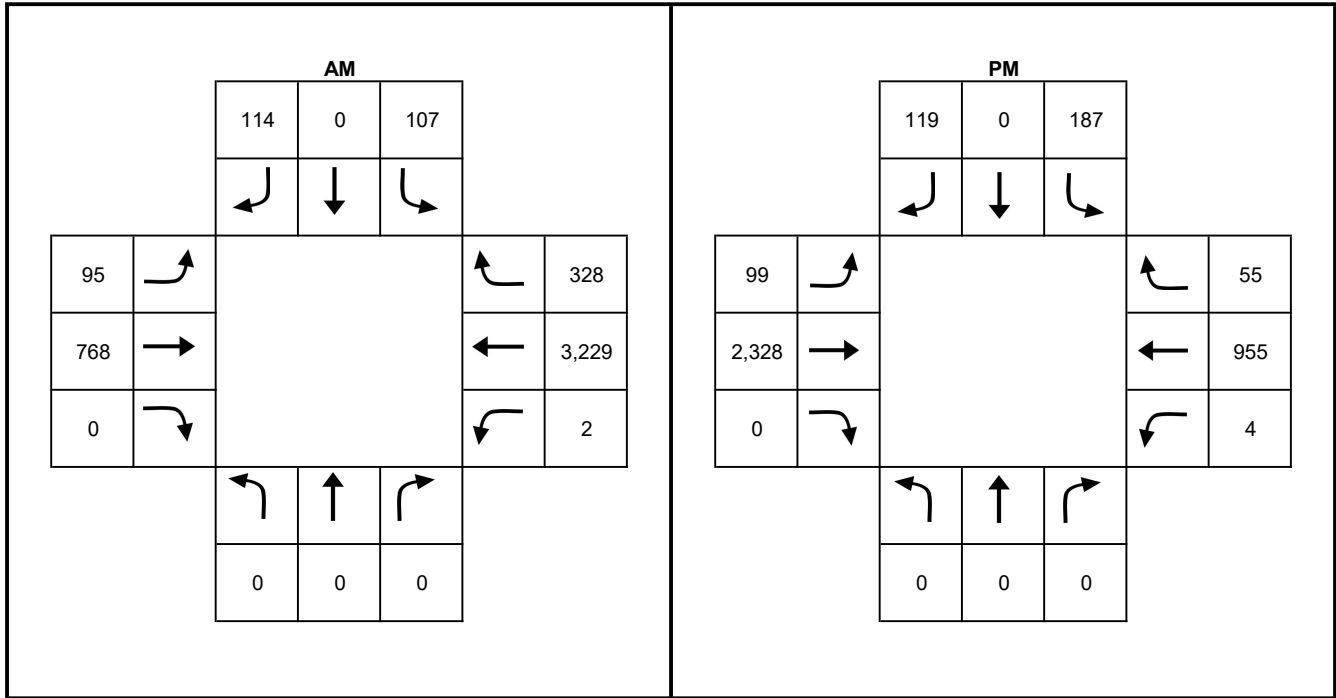


# Count Volumes

## Intersection 40

Analyst: JM  
 Intersection: Miramar Road / Dowdy Street  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Dowdy Dr.  
 Date of Counts: 10/23/2018

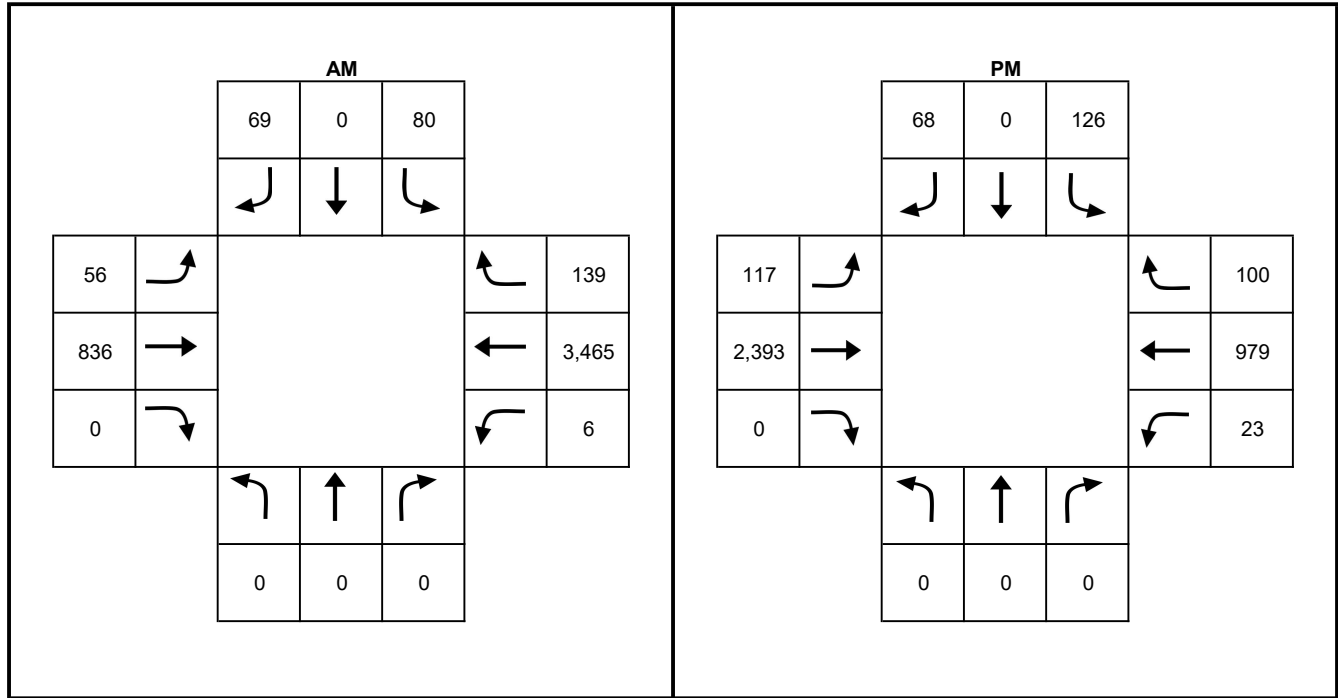


# Count Volumes

## Intersection 41

Analyst: JM  
 Intersection: Miramar Road / Cabot Drive  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Cabot Dr.  
 Date of Counts: 10/23/2018

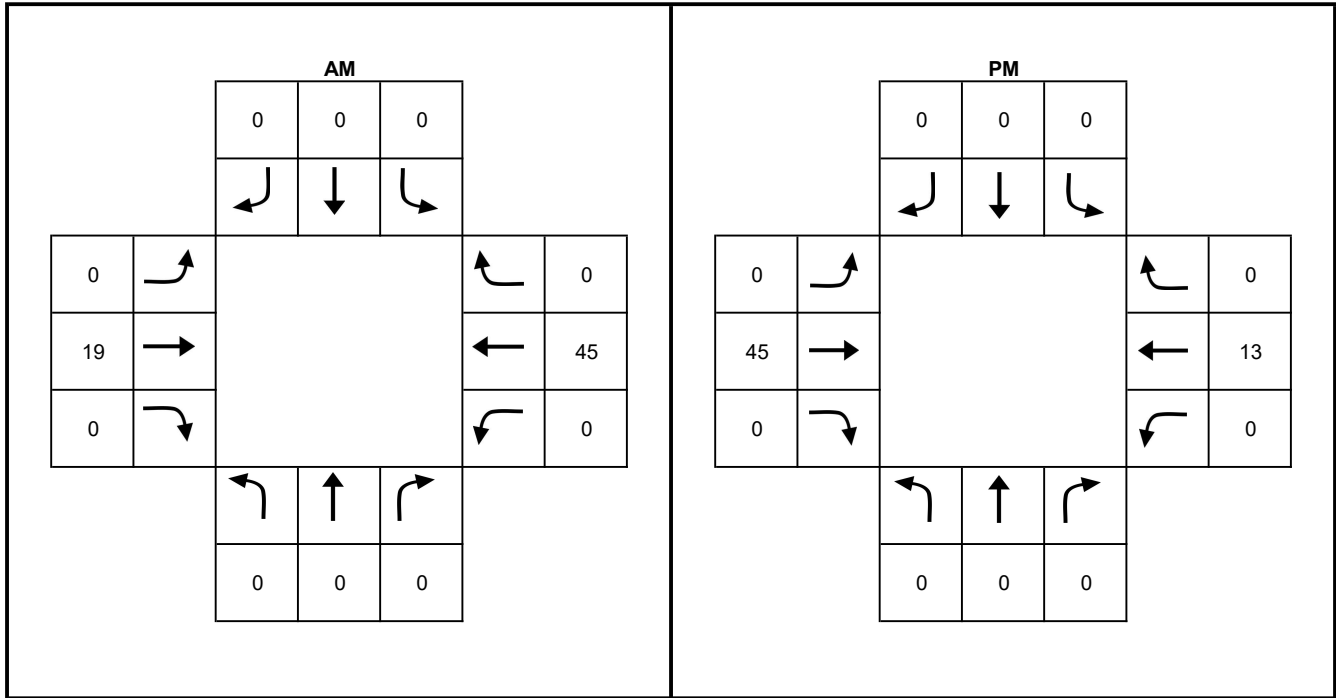


# Count Volumes

## Intersection 42

Analyst: JM  
 Intersection: Towne Centre Drive / Project Driveway "West"  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Project Dwy. "West"  
 Date of Counts: 6/13/2021

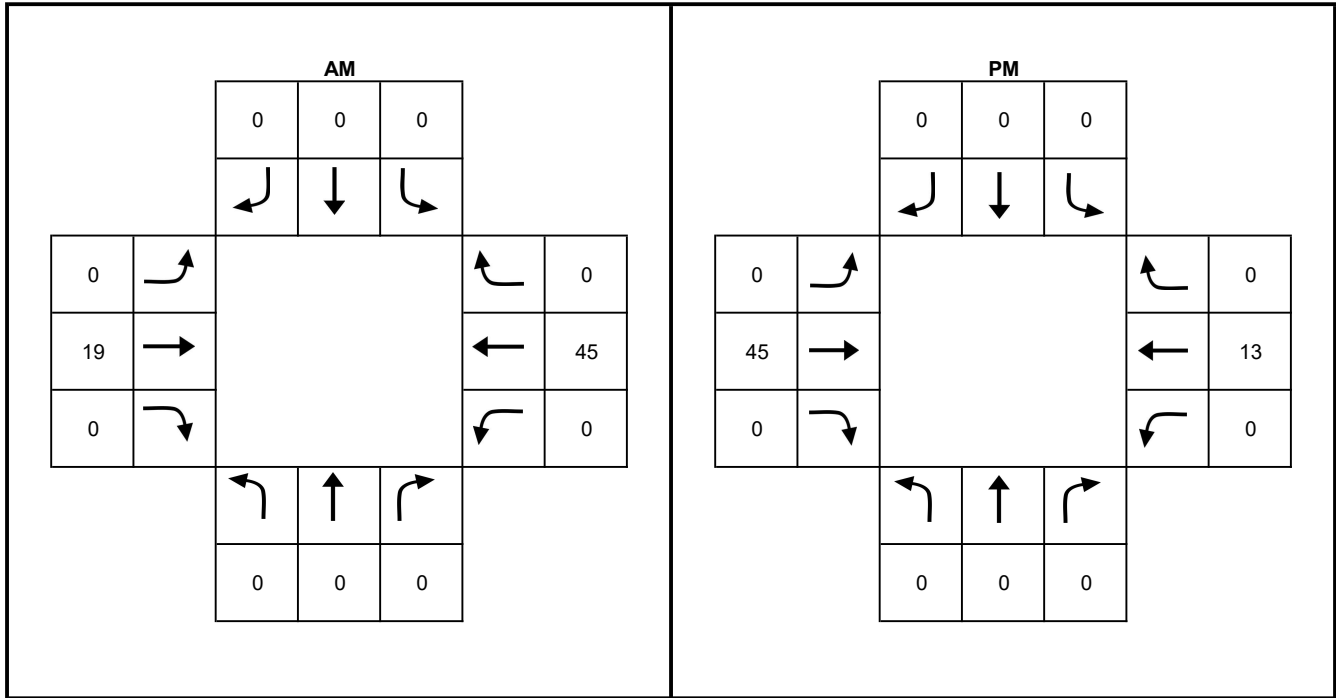


# Count Volumes

## Intersection 43

Analyst: JM  
 Intersection: Towne Centre Drive / Project Driveway "East"  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Project Dwy. "East"  
 Date of Counts: 6/13/2021

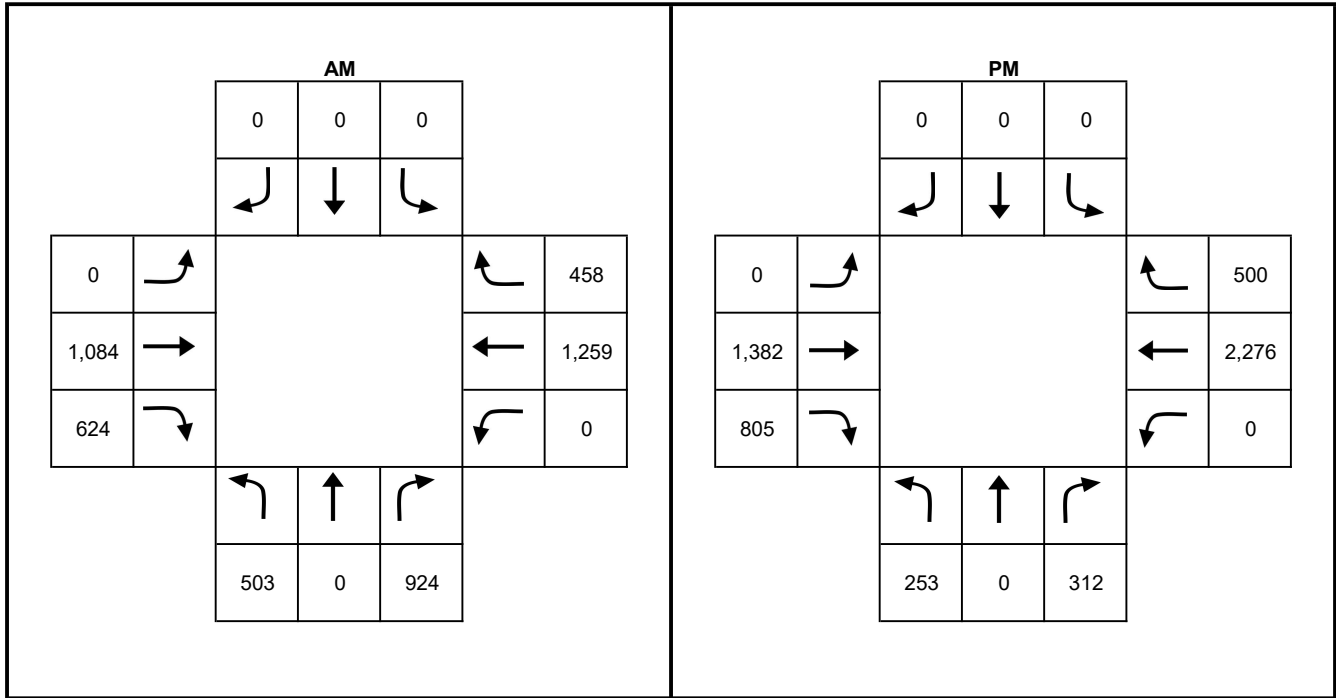


# Count Volumes

## Intersection 44

Analyst: JM  
 Intersection: La Jolla Village Drive / I-5 NB Ramps  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: I-5 NB Ramps  
 Date of Counts: 5/25/2017

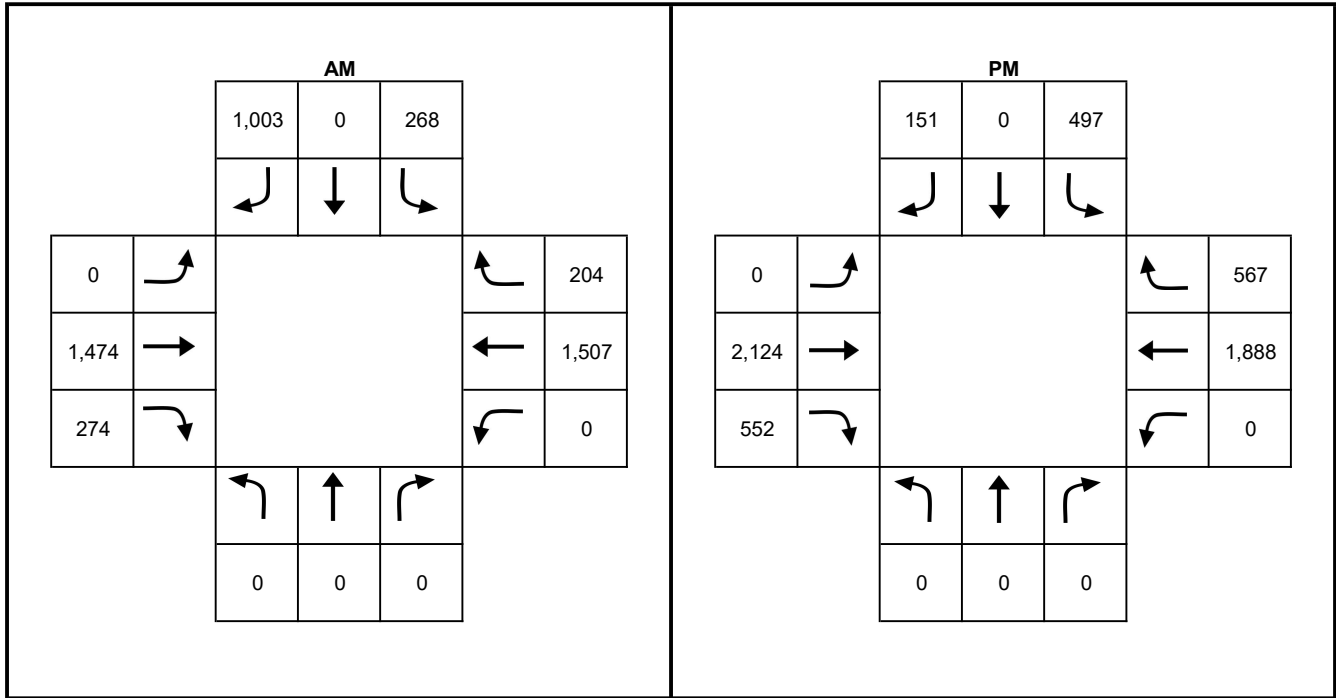


# Count Volumes

## Intersection 45

Analyst: JM  
 Intersection: La Jolla Village Drive / I-5 SB Ramps  
 Future Condition: Pre-Existing  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: I-5 SB Ramps  
 Date of Counts: 5/25/2017



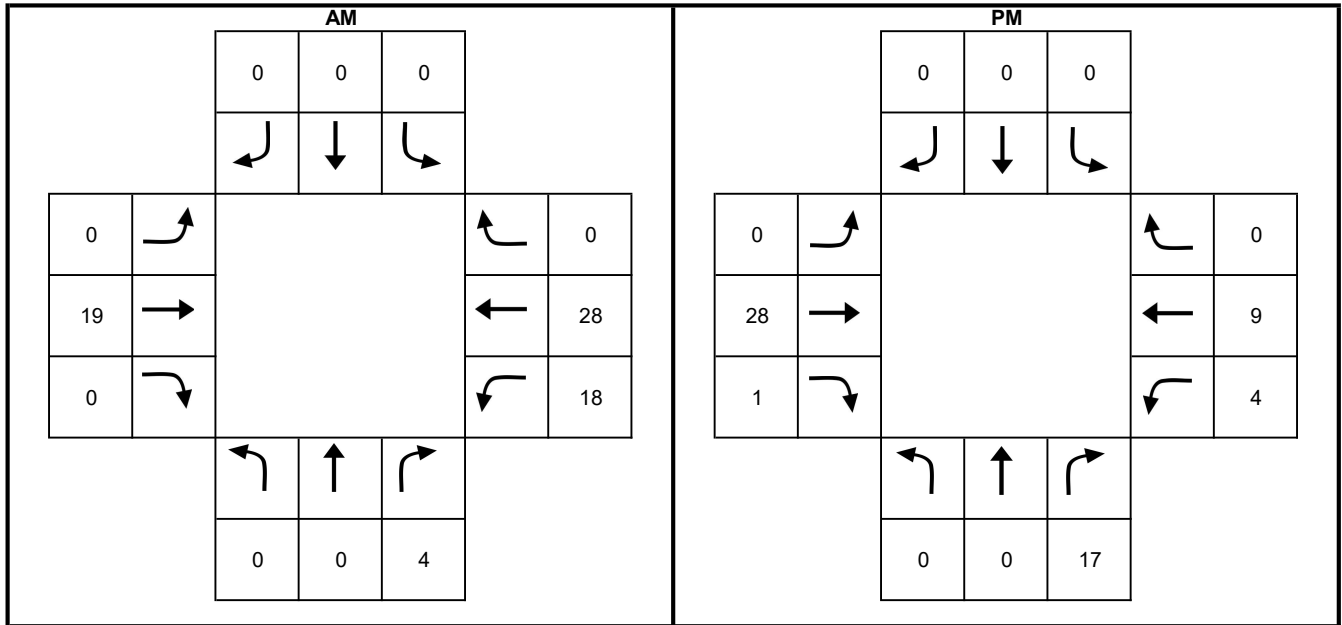
# Volume Projections (Year 2022 - Existing)

## Intersection 1

Analyst: JM  
 Intersection: Towne Centre Drive / Westerra Court  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Westerra Ct.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	9,322	9,322	100%	0	0
NTH	0	0	0	0	100%	0	0
NRT	4	17	9,322	9,322	100%	4	17
SLT	0	0	9,322	9,322	100%	0	0
STH	0	0	0	0	105%	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	19	28	9,322	9,322	100%	19	28
ERT	0	1	0	0	105%	0	1
WLT	17	4	0	0	105%	18	4
WTH	28	9	9,322	9,322	100%	28	9
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Westerra Court has been conservatively assumed to have a 5% growth due to having a buildout condition south of Towne Centre Drive.

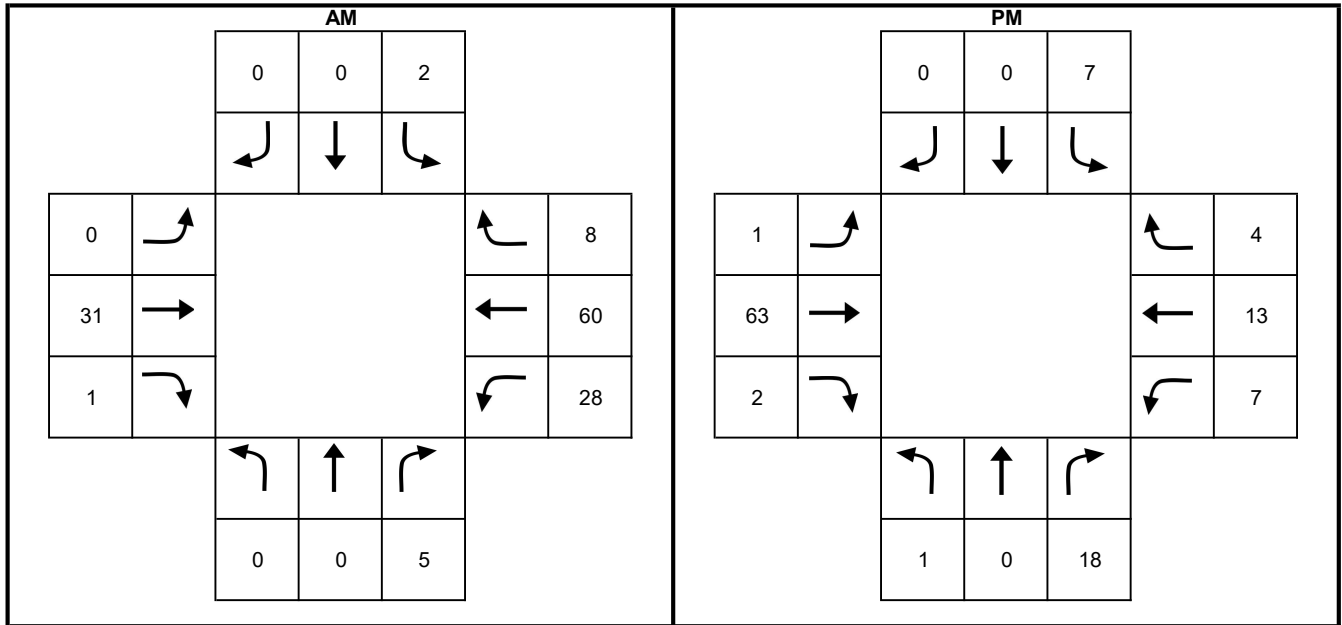
# Volume Projections (Year 2022 - Existing)

## Intersection 2

Analyst: JM  
 Intersection: Towne Centre Drive / Towne Centre Court  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Towne Centre Ct.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	1	9,322	9,322	100%	0	1
NTH	0	0	0	0	105%	0	0
NRT	5	18	9,322	9,251	99%	5	18
SLT	2	7	9,322	9,251	99%	2	7
STH	0	0	0	0	105%	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	1	0	0	105%	0	1
ETH	31	63	9,322	9,251	99%	31	63
ERT	1	2	0	0	105%	1	2
WLT	27	7	0	0	105%	28	7
WTH	60	13	9,322	9,322	100%	60	13
WRT	8	4	0	0	105%	8	4



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Towne Centre Court has been conservatively assumed to have a 5% growth due to having a buildout condition north and south of Towne Centre Drive.



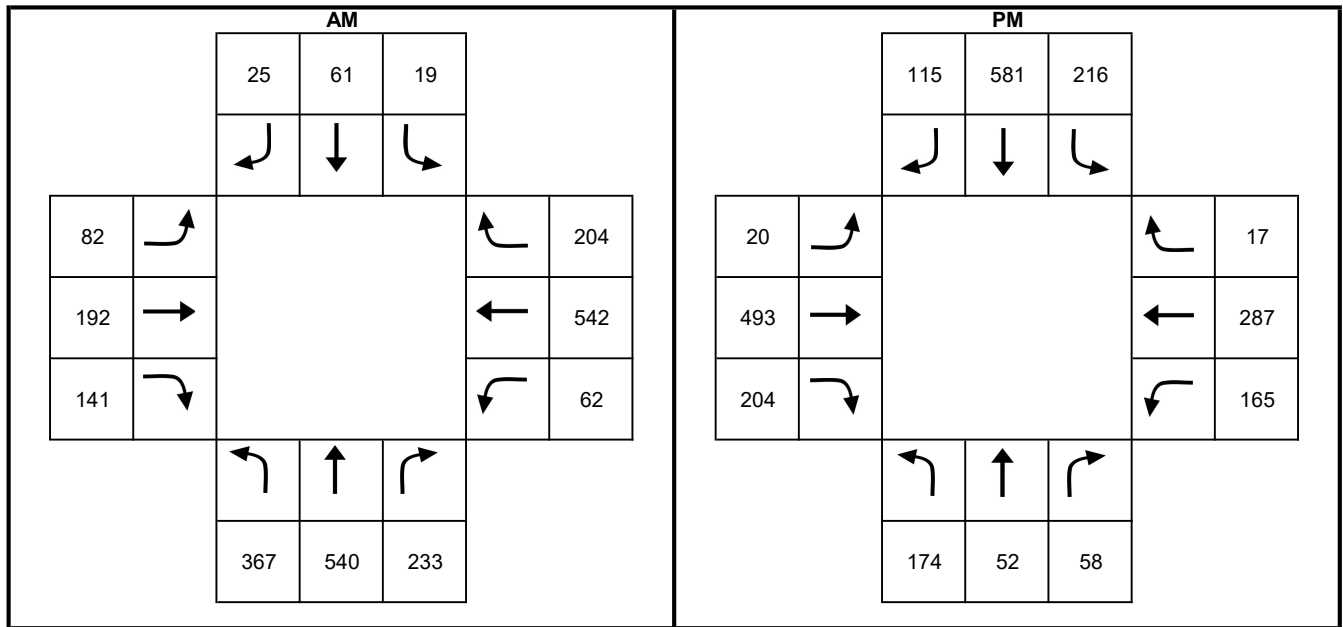
# Volume Projections (Year 2022 - Existing)

## Intersection 3

Analyst: JM  
 Intersection: Towne Centre Drive / Eastgate Mall  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Towne Centre Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	344	163	14,210	15,174	107%	367	174
NTH	544	52	9,322	9,251	99%	540	52
NRT	211	53	12,426	13,699	110%	233	58
SLT	17	196	12,426	13,699	110%	19	216
STH	55	522	14,016	15,588	111%	61	581
SRT	23	108	14,210	15,174	107%	25	115
ELT	83	20	9,322	9,251	99%	82	20
ETH	174	447	12,426	13,699	110%	192	493
ERT	127	183	14,016	15,588	111%	141	204
WLT	56	148	14,016	15,588	111%	62	165
WTH	508	269	14,210	15,174	107%	542	287
WRT	206	17	9,322	9,251	99%	204	17



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

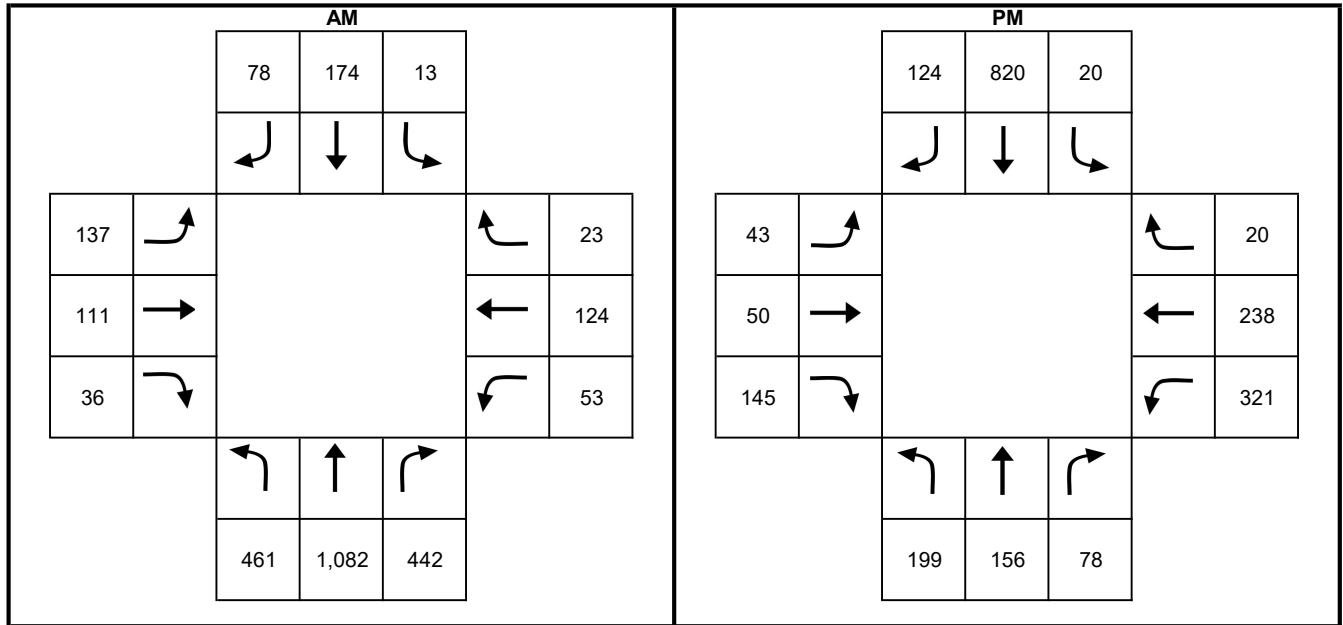
# Volume Projections (Year 2022 - Existing)

## Intersection 4

Analyst: JM  
 Intersection: Towne Centre Drive / Executive Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Towne Centre Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	349	151	5,914	7,808	132%	461	199
NTH	973	140	14,016	15,588	111%	1082	156
NRT	396	70	7,897	8,818	112%	442	78
SLT	12	18	7,897	8,818	112%	13	20
STH	157	742	20,187	22,311	111%	174	820
SRT	59	94	5,914	7,808	132%	78	124
ELT	123	39	14,016	15,588	111%	137	43
ETH	99	45	7,897	8,818	112%	111	50
ERT	33	131	20,187	22,311	111%	36	145
WLT	48	290	20,187	22,311	111%	53	321
WTH	94	180	5,914	7,808	132%	124	238
WRT	21	18	14,016	15,588	111%	23	20



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

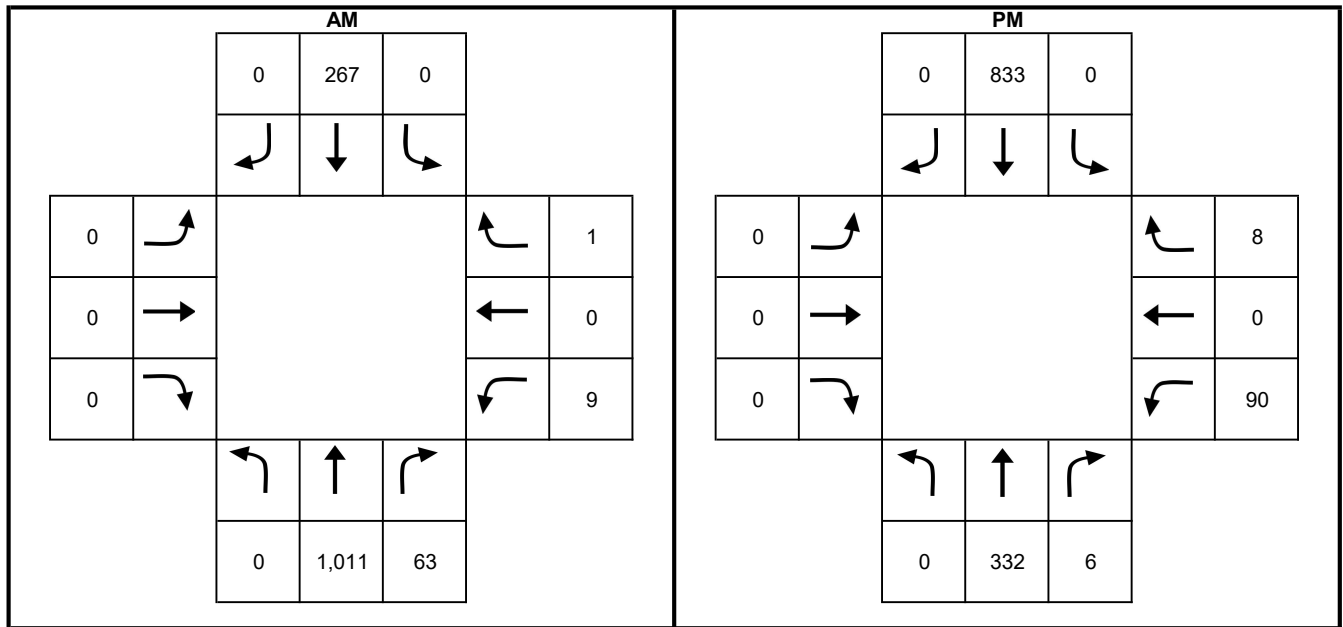
# Volume Projections (Year 2022 - Existing)

## Intersection 5

Analyst: JM  
 Intersection: Towne Centre Drive / Towne Centre Driveway  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Towne Centre Dwy.  
 N/S Street Name: Towne Centre Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	0	0	105%	0	0
NTH	915	300	20,187	22,311	111%	1011	332
NRT	60	6	0	0	105%	63	6
SLT	0	0	0	0	105%	0	0
STH	242	754	20,187	22,311	111%	267	833
SRT	0	0	0	0	105%	0	0
ELT	0	0	20,187	22,311	111%	0	0
ETH	0	0	0	0	105%	0	0
ERT	0	0	20,187	22,311	111%	0	0
WLT	8	81	20,187	22,311	111%	9	90
WTH	0	0	0	0	105%	0	0
WRT	1	7	20,187	22,311	111%	1	8



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Towne Centre Driveway has been conservatively assumed to have a 5% growth due to having a buildout condition east and west of Towne Centre Drive.

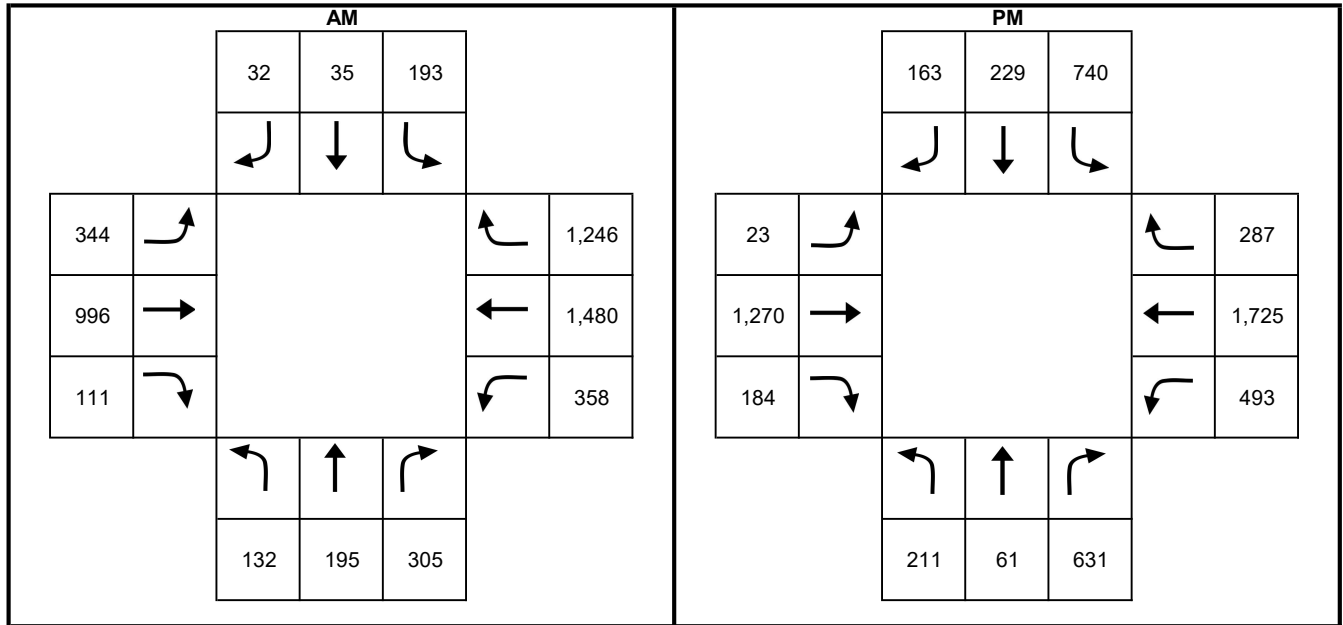
# Volume Projections (Year 2022 - Existing)

## Intersection 6

Analyst: JM  
 Intersection: Towne Centre Drive / La Jolla Village Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Towne Centre Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	124	199	43,960	46,637	106%	132	211
NTH	176	55	20,187	22,311	111%	195	61
NRT	287	594	60,760	64,559	106%	305	631
SLT	182	696	60,760	64,559	106%	193	740
STH	34	221	17,753	18,367	103%	35	229
SRT	30	154	43,960	46,637	106%	32	163
ELT	311	21	20,187	22,311	111%	344	23
ETH	937	1,195	60,760	64,559	106%	996	1270
ERT	107	178	17,753	18,367	103%	111	184
WLT	346	477	17,753	18,367	103%	358	493
WTH	1,395	1,626	43,960	46,637	106%	1480	1725
WRT	1,127	260	20,187	22,311	111%	1246	287



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

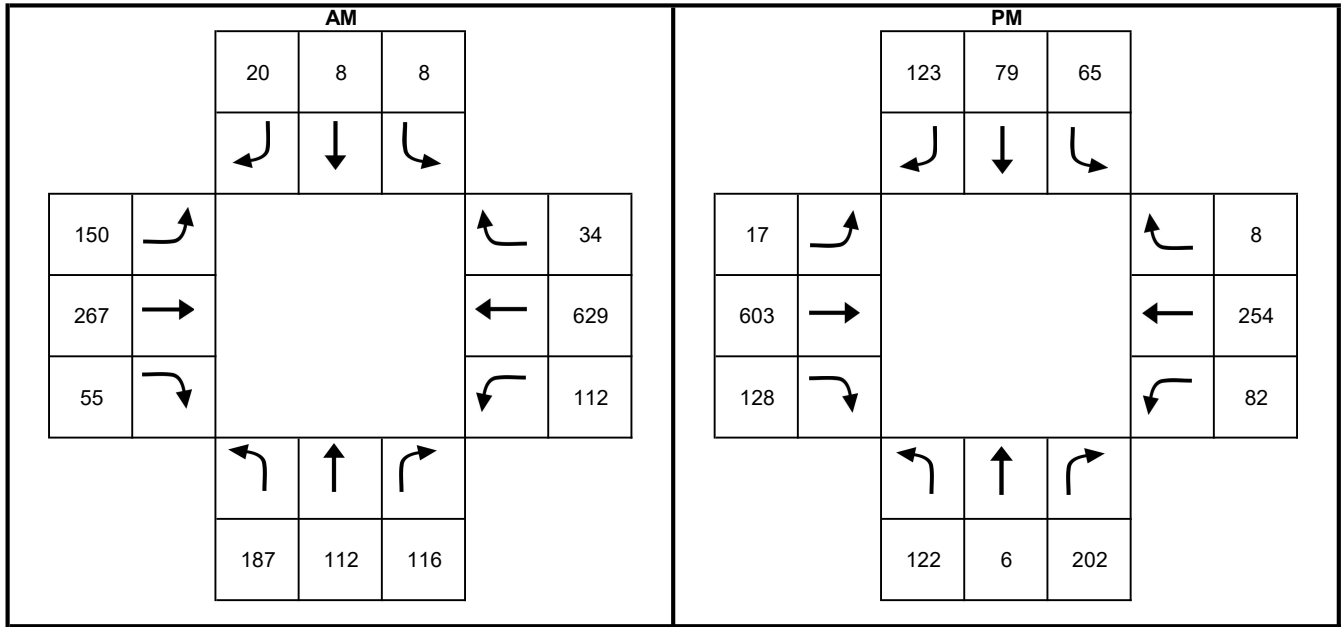
# Volume Projections (Year 2022 - Existing)

## Intersection 7

Analyst: JM  
 Intersection: Judicial Drive / Eastgate Mall  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Judicial Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	170	111	12,426	13,699	110%	187	122
NTH	99	5	2,000	2,267	113%	112	6
NRT	105	183	12,426	13,699	110%	116	202
SLT	7	59	12,426	13,699	110%	8	65
STH	7	73	5,140	5,532	108%	8	79
SRT	18	112	12,426	13,699	110%	20	123
ELT	132	15	2,000	2,267	113%	150	17
ETH	242	547	12,426	13,699	110%	267	603
ERT	51	119	5,140	5,532	108%	55	128
WLT	104	76	5,140	5,532	108%	112	82
WTH	571	230	12,426	13,699	110%	629	254
WRT	30	7	2,000	2,267	113%	34	8



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

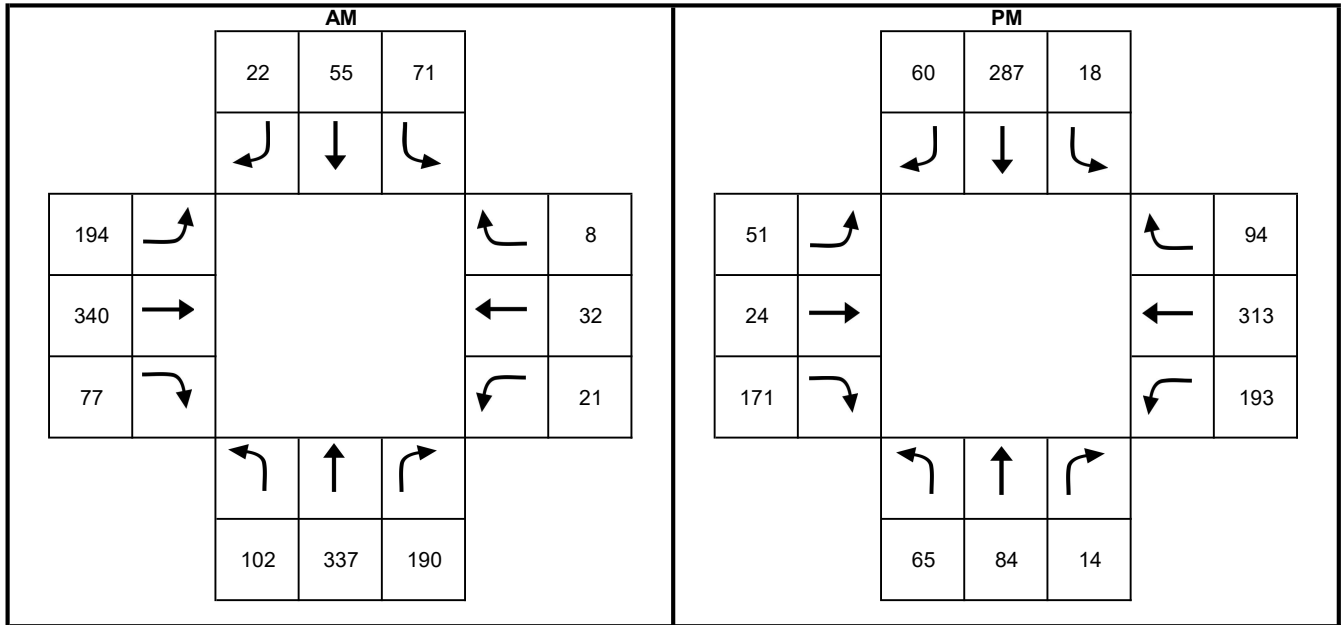
# Volume Projections (Year 2022 - Existing)

## Intersection 8

Analyst: JM  
 Intersection: Judicial Drive / Executive Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Judicial Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	91	58	7,897	8,818	112%	102	65
NTH	313	78	5,140	5,532	108%	337	84
NRT	166	12	3,700	4,233	114%	190	14
SLT	62	16	3,700	4,233	114%	71	18
STH	47	247	7,984	9,289	116%	55	287
SRT	20	54	7,897	8,818	112%	22	60
ELT	180	47	5,140	5,532	108%	194	51
ETH	297	21	3,700	4,233	114%	340	24
ERT	66	147	7,984	9,289	116%	77	171
WLT	18	166	7,984	9,289	116%	21	193
WTH	29	280	7,897	8,818	112%	32	313
WRT	7	87	5,140	5,532	108%	8	94



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

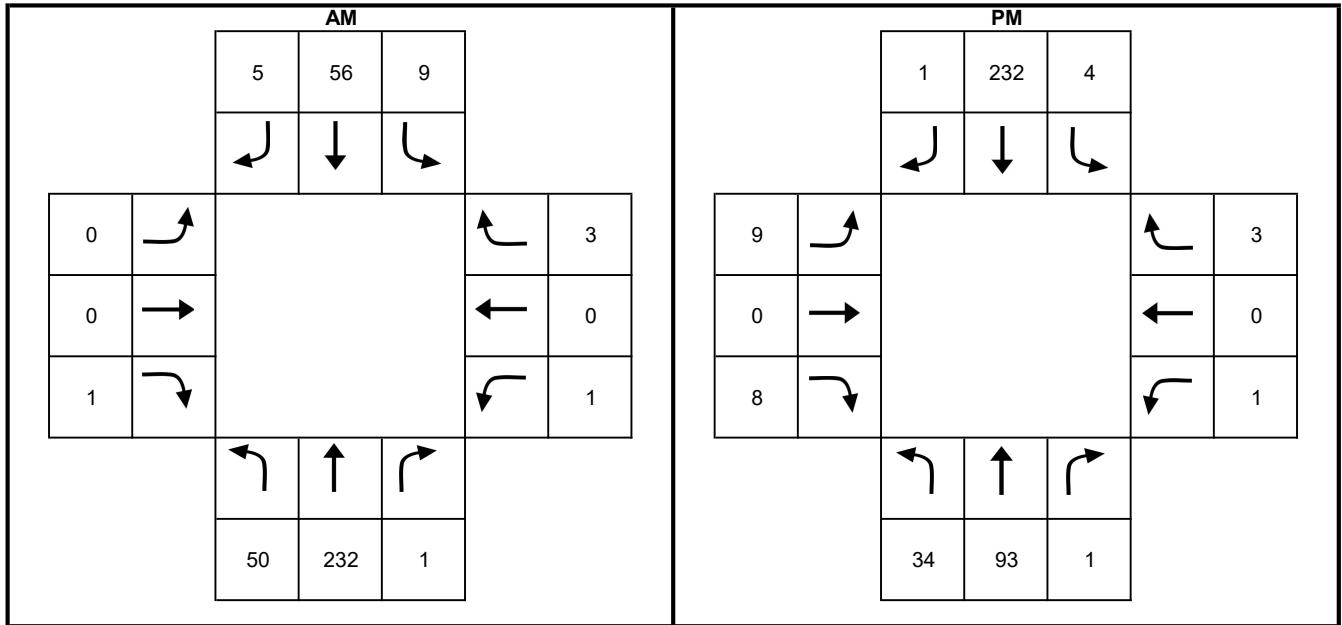
# Volume Projections (Year 2022 - Existing)

## Intersection 9

Analyst: JM  
 Intersection: Judicial Drive / Judicial Driveway  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Judicial Dwy.  
 N/S Street Name: Judicial Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	48	32	0	0	105%	50	34
NTH	199	80	7,984	9,289	116%	232	93
NRT	1	1	0	0	105%	1	1
SLT	9	4	0	0	105%	9	4
STH	49	202	8,327	9,568	115%	56	232
SRT	5	1	0	0	105%	5	1
ELT	0	8	7,984	9,289	116%	0	9
ETH	0	0	0	0	105%	0	0
ERT	1	7	8,327	9,568	115%	1	8
WLT	1	1	8,327	9,568	115%	1	1
WTH	0	0	0	0	105%	0	0
WRT	3	3	7,984	9,289	116%	3	3



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Judicial Driveway has been conservatively assumed to have a 5% growth due to having a buildout condition east and west of Judicial Drive.

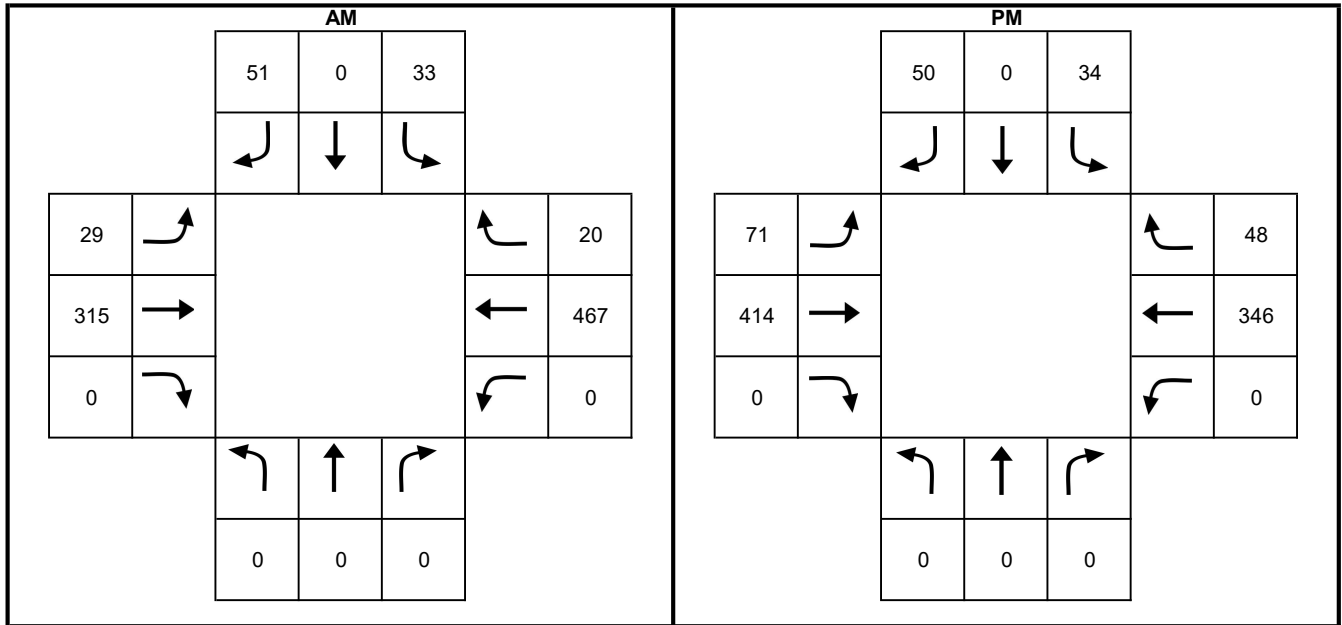
# Volume Projections (Year 2022 - Existing)

## Intersection 10

Analyst: JM  
 Intersection: Eastgate Mall / Easter Way  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Easter Wy.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	14,346	14,935	104%	0	0
NTH	0	0	2,800	3,000	107%	0	0
NRT	0	0	14,210	15,174	107%	0	0
SLT	31	32	14,210	15,174	107%	33	34
STH	0	0	0	0	100%	0	0
SRT	49	48	14,346	14,935	104%	51	50
ELT	27	66	2,800	3,000	107%	29	71
ETH	295	388	14,210	15,174	107%	315	414
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	449	332	14,346	14,935	104%	467	346
WRT	19	45	2,800	3,000	107%	20	48



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.



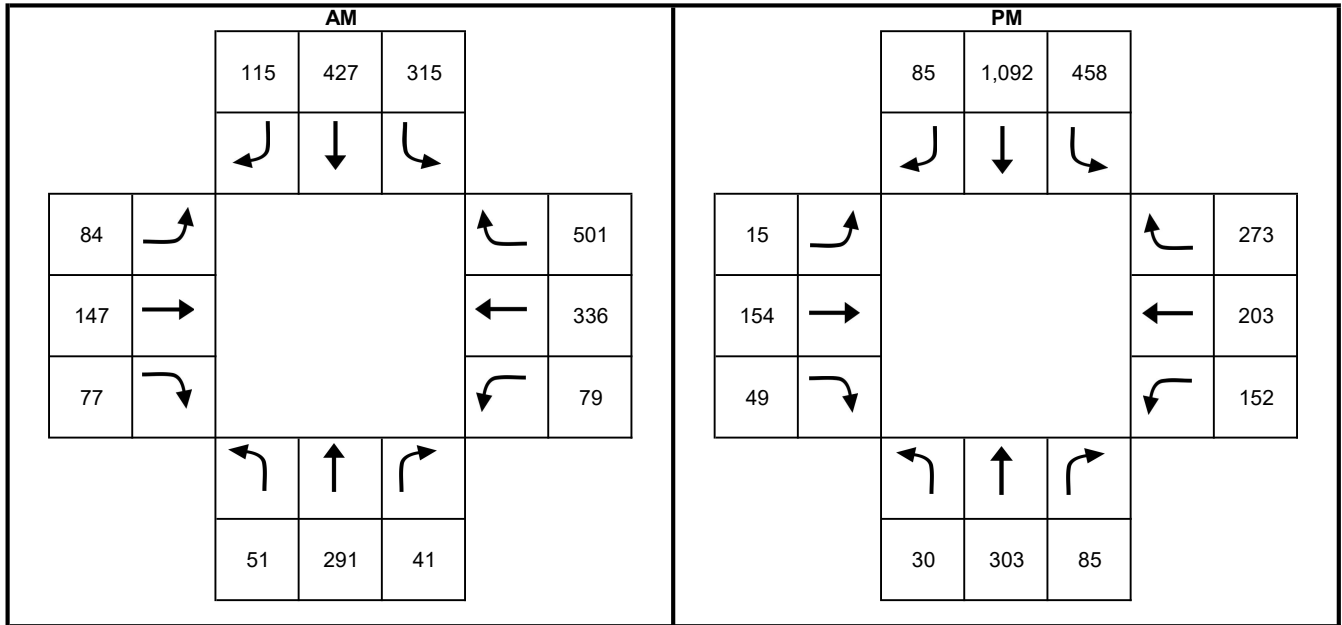
# Volume Projections (Year 2022 - Existing)

## Intersection 11

Analyst: JM  
 Intersection: Eastgate Mall / Genesee Avenue  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Genesee Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	45	26	5,760	6,560	114%	51	30
<b>NTH</b>	<b>275</b>	<b>287</b>	<b>26,588</b>	<b>28,116</b>	<b>106%</b>	291	303
NRT	39	82	14,346	14,935	104%	41	85
SLT	303	440	14,346	14,935	104%	315	458
<b>STH</b>	<b>365</b>	<b>934</b>	<b>24,921</b>	<b>29,135</b>	<b>117%</b>	427	1092
SRT	101	75	5,760	6,560	114%	115	85
ELT	79	14	26,588	28,116	106%	84	15
<b>ETH</b>	<b>141</b>	<b>148</b>	<b>14,346</b>	<b>14,935</b>	<b>104%</b>	147	154
ERT	66	42	24,921	29,135	117%	77	49
WLT	68	130	24,921	29,135	117%	79	152
<b>WTH</b>	<b>295</b>	<b>178</b>	<b>5,760</b>	<b>6,560</b>	<b>114%</b>	336	203
WRT	474	258	26,588	28,116	106%	501	273



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

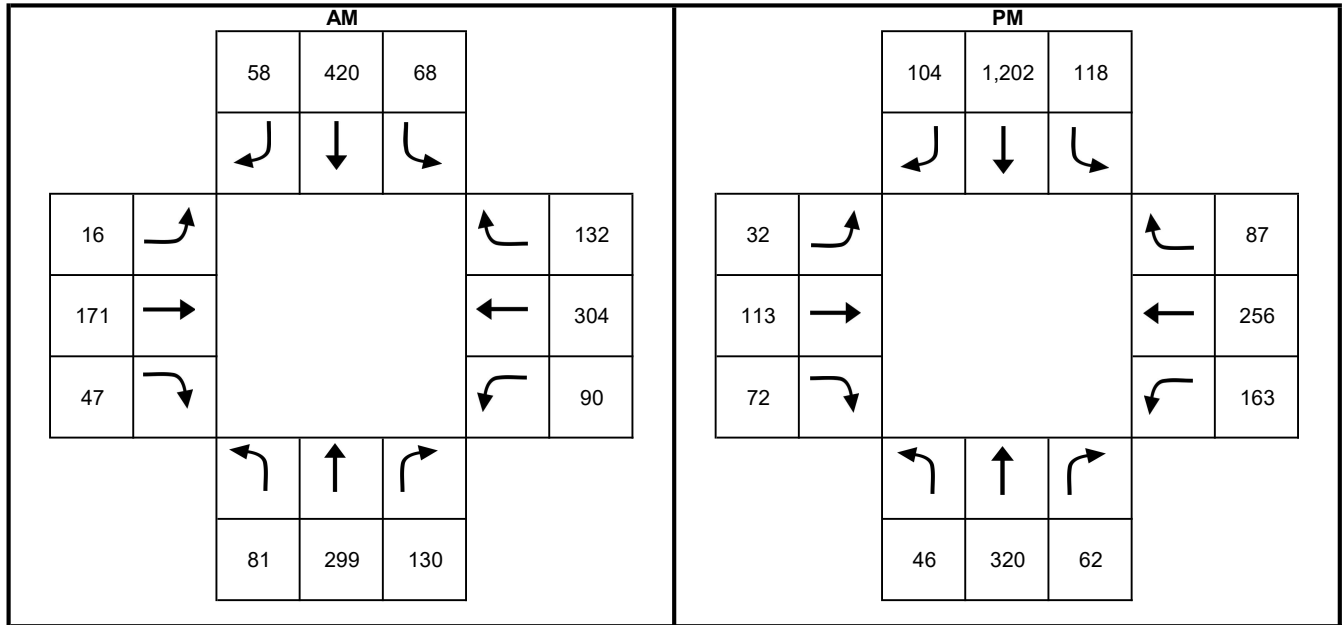
# Volume Projections (Year 2022 - Existing)

## Intersection 12

Analyst: JM  
 Intersection: Genesee Avenue / Executive Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Genesee Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	62	35	4,499	5,897	131%	81	46
<b>NTH</b>	<b>256</b>	<b>274</b>	<b>24,921</b>	<b>29,135</b>	<b>117%</b>	299	320
NRT	111	53	8,808	10,324	117%	130	62
SLT	58	101	8,808	10,324	117%	68	118
<b>STH</b>	<b>330</b>	<b>945</b>	<b>29,457</b>	<b>37,460</b>	<b>127%</b>	420	1202
SRT	44	79	4,499	5,897	131%	58	104
ELT	14	27	24,921	29,135	117%	16	32
<b>ETH</b>	<b>146</b>	<b>96</b>	<b>8,808</b>	<b>10,324</b>	<b>117%</b>	171	113
ERT	37	57	29,457	37,460	127%	47	72
WLT	71	128	29,457	37,460	127%	90	163
<b>WTH</b>	<b>232</b>	<b>195</b>	<b>4,499</b>	<b>5,897</b>	<b>131%</b>	304	256
WRT	113	74	24,921	29,135	117%	132	87



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

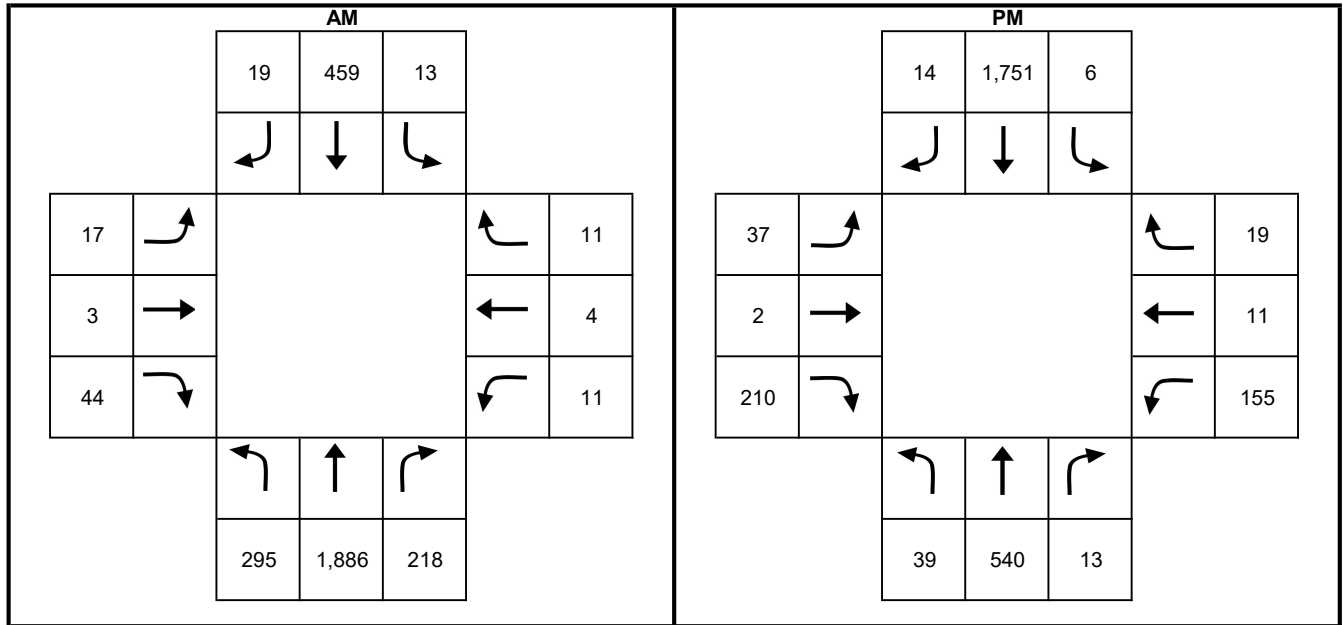
# Volume Projections (Year 2022 - Existing)

## Intersection 13

Analyst: JM  
 Intersection: Genesee Avenue / Executive Square  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Sq.  
 N/S Street Name: Genesee Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	281	37	0	0	105%	295	39
NTH	1,483	425	29,457	37,460	127%	1886	540
NRT	208	12	0	0	105%	218	13
SLT	12	6	0	0	105%	13	6
STH	376	1,435	29,457	35,948	122%	459	1751
SRT	18	13	0	0	105%	19	14
ELT	13	29	29,457	37,460	127%	17	37
ETH	3	2	0	0	105%	3	2
ERT	36	172	29,457	35,948	122%	44	210
WLT	9	127	29,457	35,948	122%	11	155
WTH	4	10	0	0	105%	4	11
WRT	9	15	29,457	37,460	127%	11	19



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Executive Square has been conservatively assumed to have a 5% growth due to having a buildout condition east and west of Genesee Avenue.

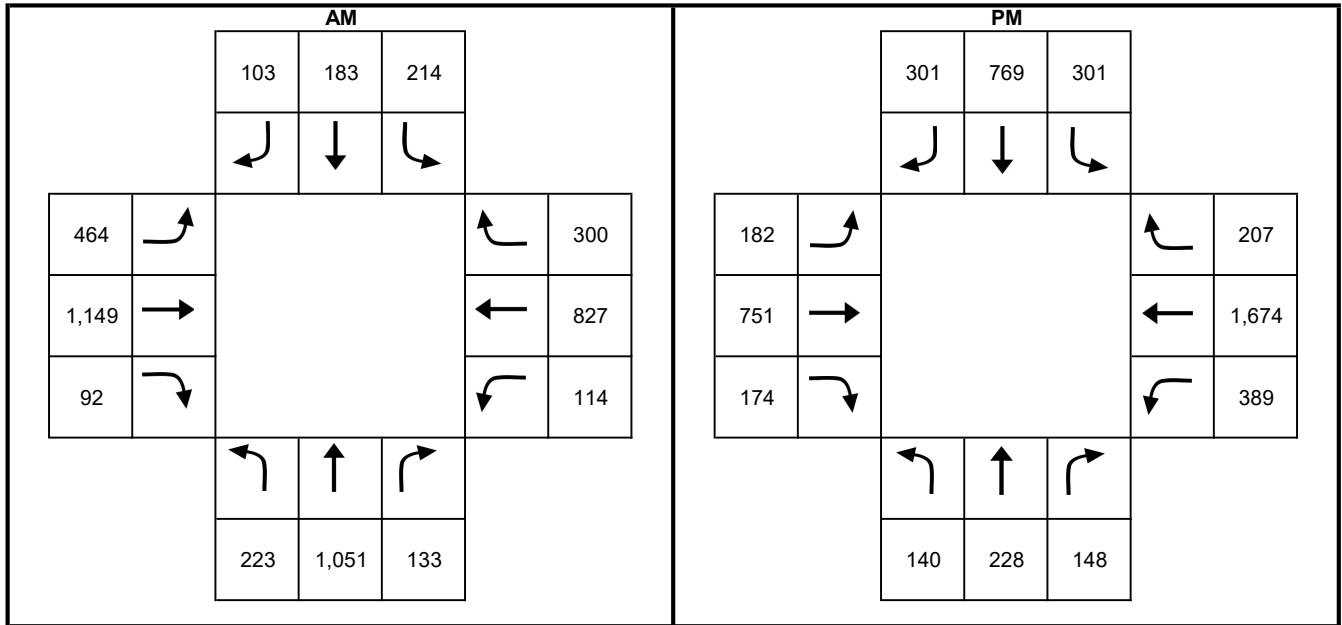
# Volume Projections (Year 2022 - Existing)

## Intersection 14

Analyst: JM  
 Intersection: La Jolla Village Drive / Genesee Avenue  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Genesee Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	217	136	33,741	34,701	103%	223	140
NTH	861	187	29,457	35,948	122%	1051	228
NRT	126	140	42,876	45,285	106%	133	148
SLT	203	285	42,876	45,285	106%	214	301
STH	170	716	22,052	23,676	107%	183	769
SRT	100	293	33,741	34,701	103%	103	301
ELT	380	149	29,457	35,948	122%	464	182
ETH	1,088	711	42,876	45,285	106%	1149	751
ERT	86	162	22,052	23,676	107%	92	174
WLT	106	362	22,052	23,676	107%	114	389
WTH	804	1,628	33,741	34,701	103%	827	1674
WRT	246	170	29,457	35,948	122%	300	207



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

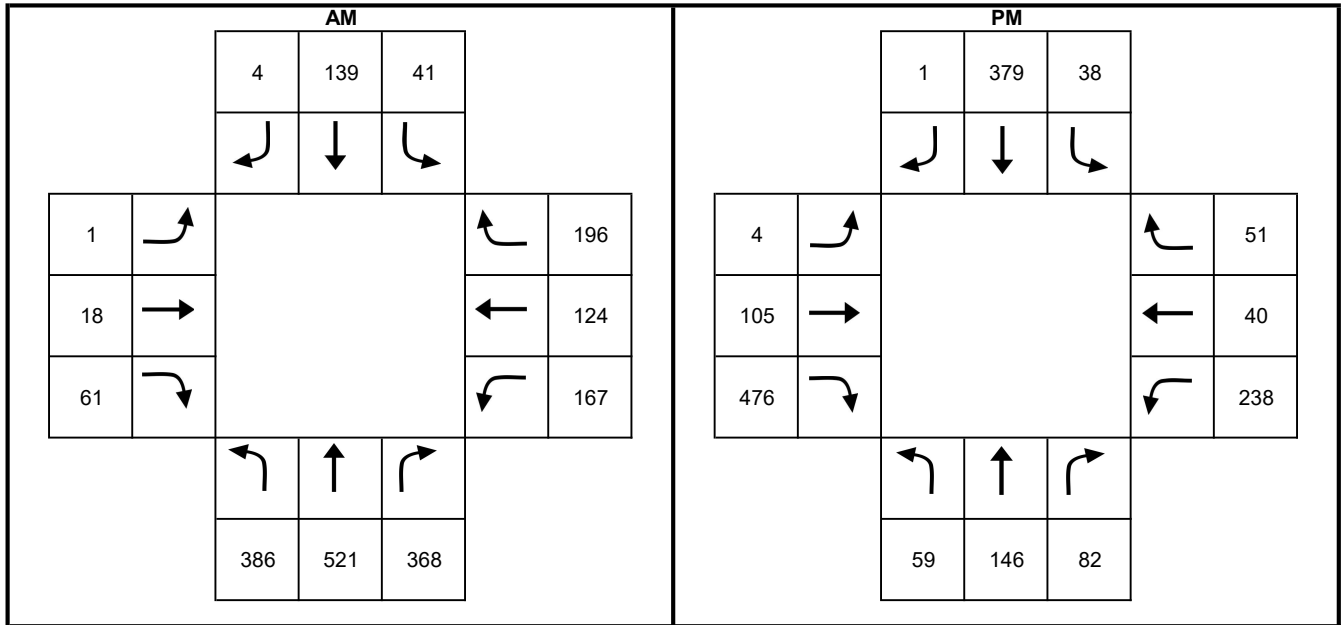
# Volume Projections (Year 2022 - Existing)

## Intersection 15

Analyst: JM  
 Intersection: Regents Road / Eastgate Mall  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Regents Rd.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	368	56	0	0	105%	386	59
NTH	407	114	6,260	8,011	128%	521	146
NRT	323	72	5,760	6,560	114%	368	82
SLT	36	33	5,760	6,560	114%	41	38
STH	121	329	14,835	17,070	115%	139	379
SRT	4	1	0	0	105%	4	1
ELT	1	3	6,260	8,011	128%	1	4
ETH	16	92	5,760	6,560	114%	18	105
ERT	53	414	14,835	17,070	115%	61	476
WLT	145	207	14,835	17,070	115%	167	238
WTH	118	38	0	0	105%	124	40
WRT	153	40	6,260	8,011	128%	196	51



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Athena Way has been conservatively assumed to have a 5% growth due to having a buildout condition west of Regents Road.

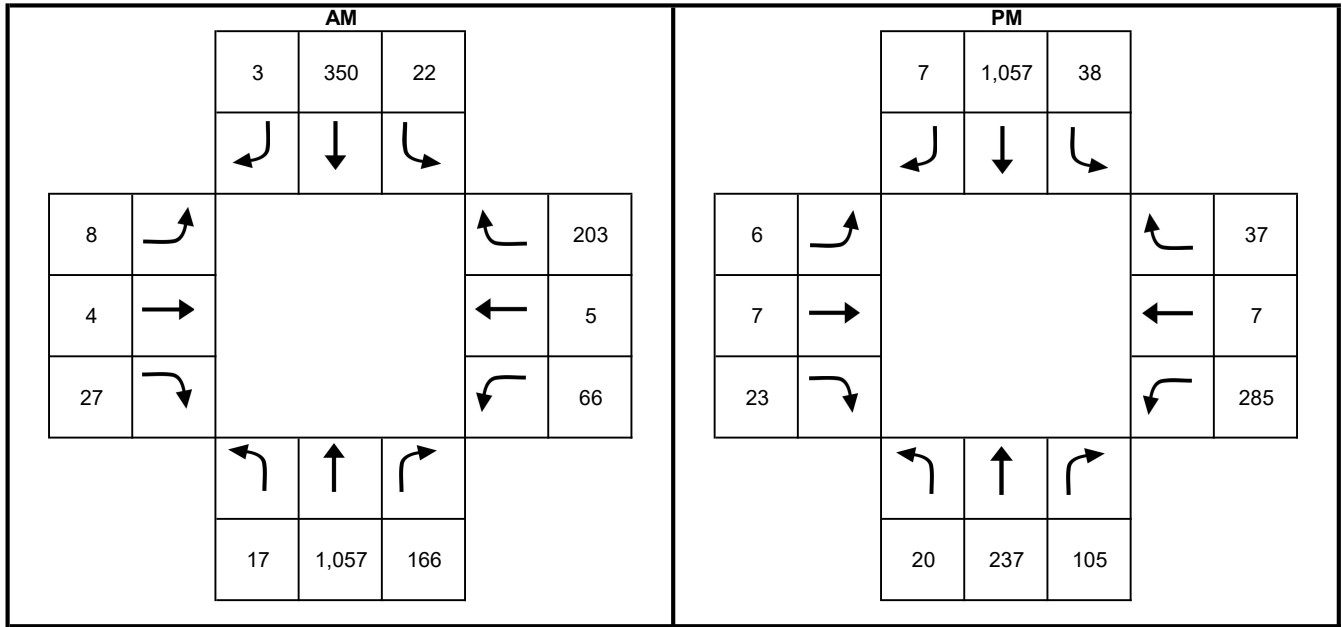
# Volume Projections (Year 2022 - Existing)

## Intersection 16

Analyst: JM  
 Intersection: Regents Road / Executive Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Executive Dr.  
 N/S Street Name: Regents Rd.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	16	19	0	0	105%	17	20
NTH	919	206	14,835	17,070	115%	1057	237
NRT	127	80	4,499	5,897	131%	166	105
SLT	17	29	4,499	5,897	131%	22	38
STH	301	908	17,757	20,670	116%	350	1057
SRT	3	7	0	0	105%	3	7
ELT	7	5	14,835	17,070	115%	8	6
ETH	3	5	4,499	5,897	131%	4	7
ERT	23	20	17,757	20,670	116%	27	23
WLT	57	245	17,757	20,670	116%	66	285
WTH	5	7	0	0	105%	5	7
WRT	176	32	14,835	17,070	115%	203	37



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Miramar Street has been conservatively assumed to have a 5% growth due to having a buildout condition west of Regents Road.

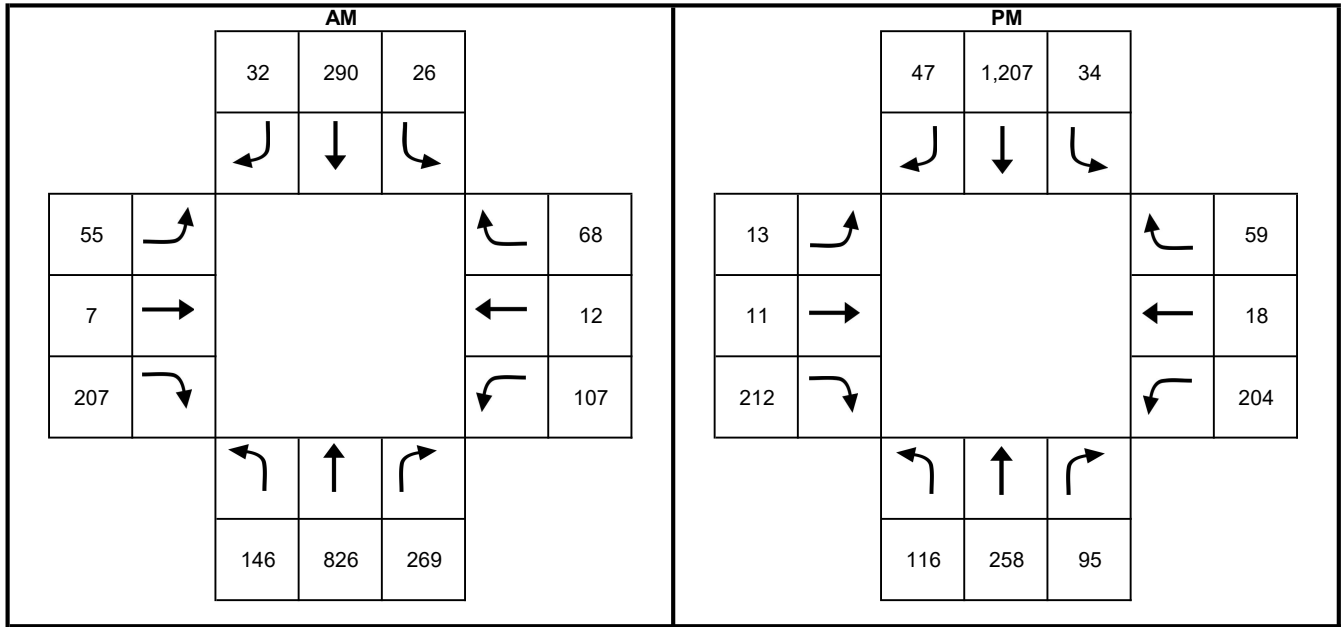
# Volume Projections (Year 2022 - Existing)

## Intersection 17

Analyst: JM  
 Intersection: Regents Road / Regents Park Row  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Regents Park Row  
 N/S Street Name: Regents Rd.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	139	110	0	0	105%	146	116
NTH	710	222	17,757	20,670	116%	826	258
NRT	256	90	0	0	105%	269	95
SLT	25	32	0	0	105%	26	34
STH	249	1,037	17,757	20,670	116%	290	1207
SRT	30	45	0	0	105%	32	47
ELT	47	11	17,757	20,670	116%	55	13
ETH	7	10	0	0	105%	7	11
ERT	178	182	17,757	20,670	116%	207	212
WLT	92	175	17,757	20,670	116%	107	204
WTH	11	17	0	0	105%	12	18
WRT	58	51	17,757	20,670	116%	68	59



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Miramar Street and Regents Park Row have been conservatively assumed to have a 5% growth due to having a buildout condition west and east of Regents Road.

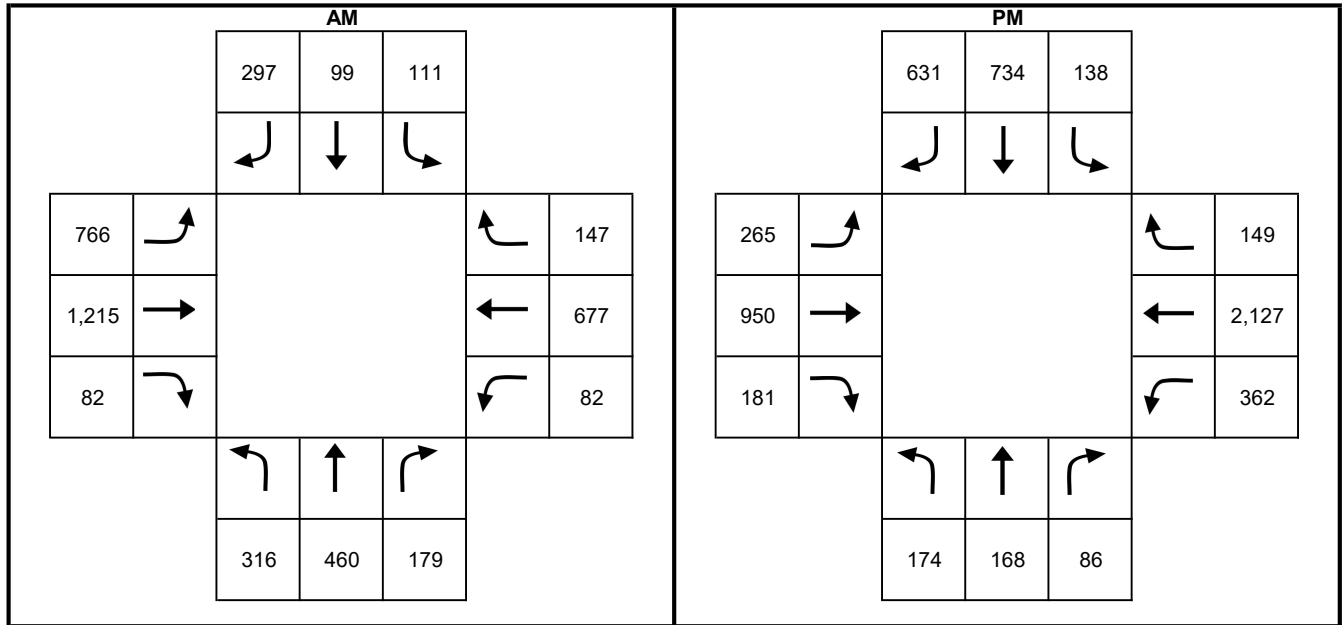
# Volume Projections (Year 2022 - Existing)

## Intersection 18

Analyst: JM  
 Intersection: Regents Road / La Jolla Village Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Regents Rd.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	304	168	45,322	47,058	104%	316	174
NTH	395	144	17,757	20,670	116%	460	168
NRT	174	84	33,741	34,701	103%	179	86
SLT	108	134	33,741	34,701	103%	111	138
STH	97	719	16,517	16,854	102%	99	734
SRT	286	608	45,322	47,058	104%	297	631
ELT	658	228	17,757	20,670	116%	766	265
ETH	1,181	924	33,741	34,701	103%	1,215	950
ERT	80	177	16,517	16,854	102%	82	181
WLT	80	355	16,517	16,854	102%	82	362
WTH	652	2,049	45,322	47,058	104%	677	2,127
WRT	126	128	17,757	20,670	116%	147	149



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.



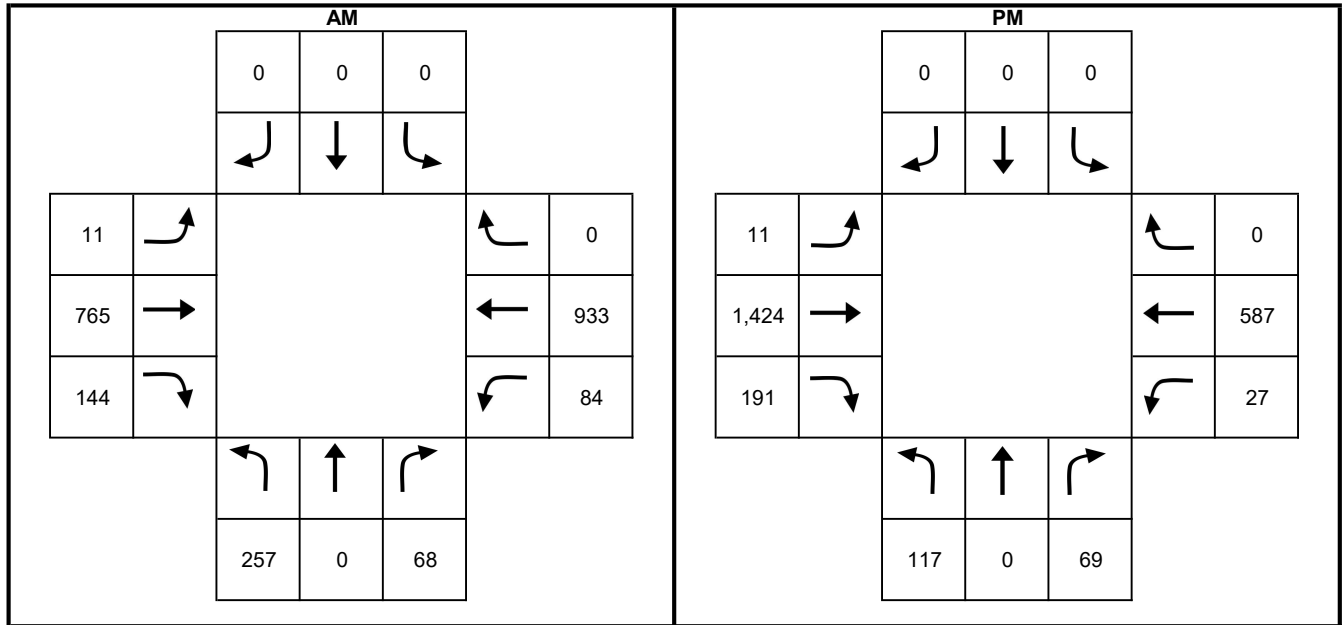
# Volume Projections (Year 2022 - Existing)

## Intersection 19

Analyst: JM  
 Intersection: Regents Road / Genesee Avenue  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: Regents Rd.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	247	112	27,413	28,536	104%	257	117
NTH	0	0	0	0	100%	0	0
NRT	64	65	26,588	28,116	106%	68	69
SLT	0	0	26,588	28,116	106%	0	0
STH	0	0	6,260	6,714	107%	0	0
SRT	0	0	27,413	28,536	104%	0	0
ELT	11	11	0	0	100%	11	11
ETH	723	1,347	26,588	28,116	106%	765	1424
ERT	134	178	6,260	6,714	107%	144	191
WLT	78	25	6,260	6,714	107%	84	27
WTH	896	564	27,413	28,536	104%	933	587
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

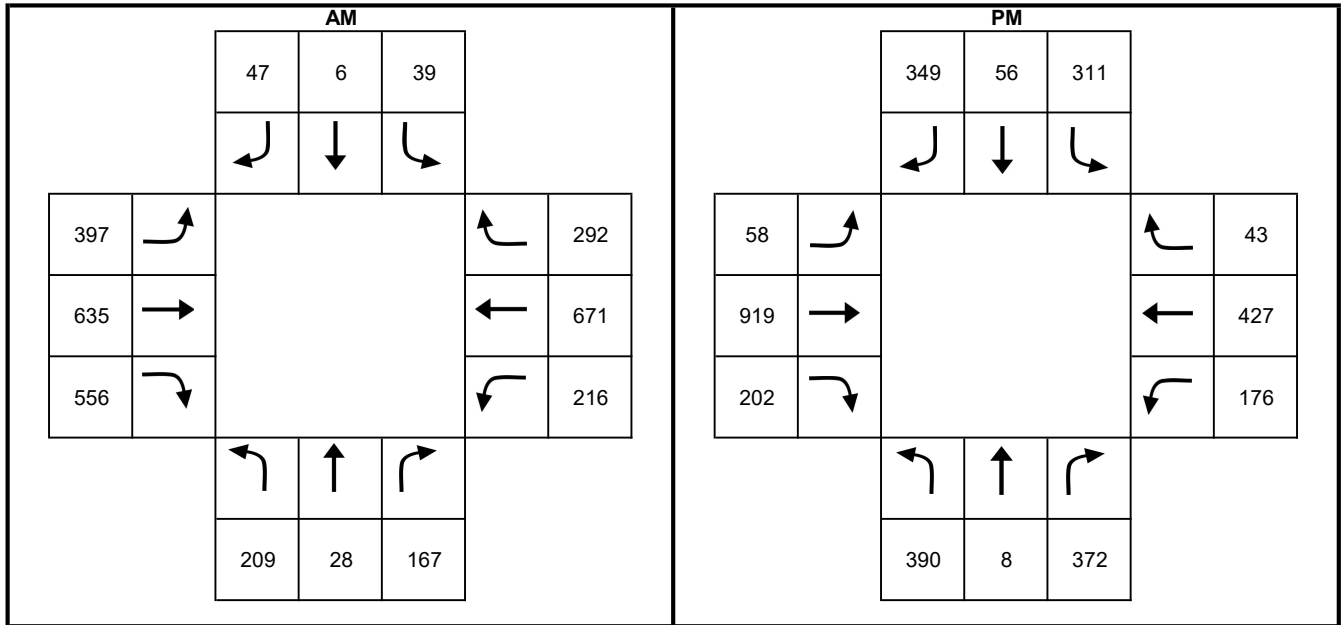
# Volume Projections (Year 2022 - Existing)

## Intersection 20

Analyst: JM  
 Intersection: Genesee Avenue / Campus Point Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: Campus Point Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	212	395	33,360	32,966	99%	209	390
NTH	27	8	2,577	2,652	103%	28	8
NRT	160	357	27,413	28,536	104%	167	372
SLT	37	299	27,413	28,536	104%	39	311
STH	6	54	18,694	19,276	103%	6	56
SRT	48	353	33,360	32,966	99%	47	349
ELT	386	56	2,577	2,652	103%	397	58
ETH	610	883	27,413	28,536	104%	635	919
ERT	539	196	18,694	19,276	103%	556	202
WLT	209	171	18,694	19,276	103%	216	176
WTH	679	432	33,360	32,966	99%	671	427
WRT	284	42	2,577	2,652	103%	292	43



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

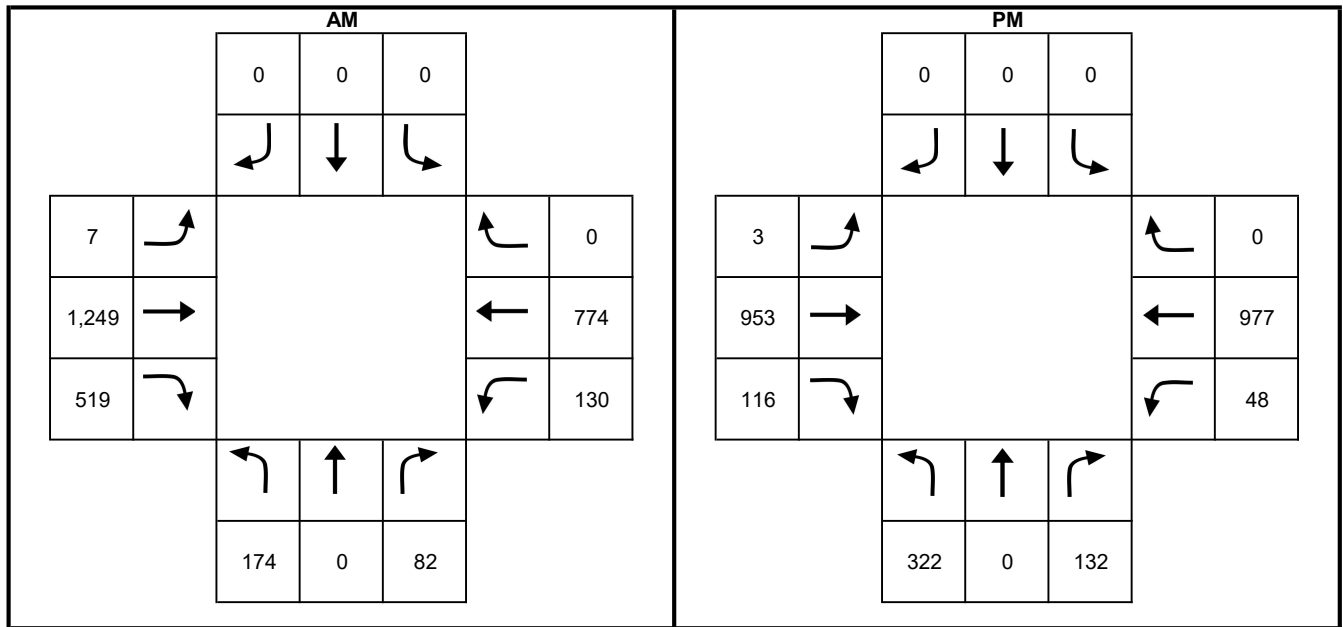
# Volume Projections (Year 2022 - Existing)

## Intersection 21

Analyst: JM  
 Intersection: Genesee Avenue / Scripps Hospital Driveway  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: Scripps Hospital Dwy.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	178	329	33,360	32,643	98%	174	322
NTH	0	0	0	0	100%	0	0
NRT	83	134	33,360	32,966	99%	82	132
SLT	0	0	33,360	32,966	99%	0	0
STH	0	0	16,200	15,333	95%	0	0
SRT	0	0	33,360	32,643	98%	0	0
ELT	7	3	0	0	100%	7	3
ETH	1,264	964	33,360	32,966	99%	1249	953
ERT	548	123	16,200	15,333	95%	519	116
WLT	137	51	16,200	15,333	95%	130	48
WTH	791	998	33,360	32,643	98%	774	977
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

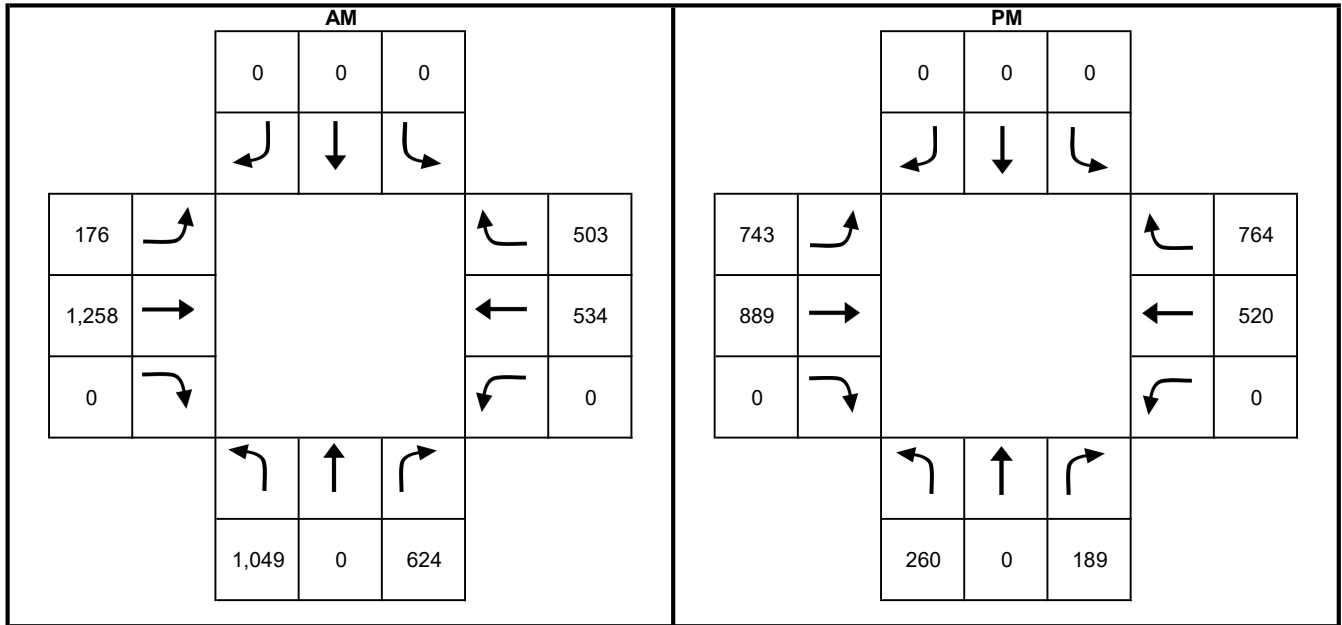
# Volume Projections (Year 2022 - Existing)

## Intersection 22

Analyst: JM  
 Intersection: Genesee Avenue / I-5 NB Ramps  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: I-5 NB Ramps  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	1,053	261	49,051	48,846	100%	1049	260
NTH	0	0	23,300	22,167	95%	0	0
NRT	638	193	33,360	32,643	98%	624	189
SLT	0	0	33,360	32,643	98%	0	0
STH	0	0	17,500	15,433	88%	0	0
SRT	0	0	49,051	48,846	100%	0	0
ELT	185	781	23,300	22,167	95%	176	743
ETH	1,286	909	33,360	32,643	98%	1258	889
ERT	0	0	17,500	15,433	88%	0	0
WLT	0	0	17,500	15,433	88%	0	0
WTH	536	522	49,051	48,846	100%	534	520
WRT	529	803	23,300	22,167	95%	503	764



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

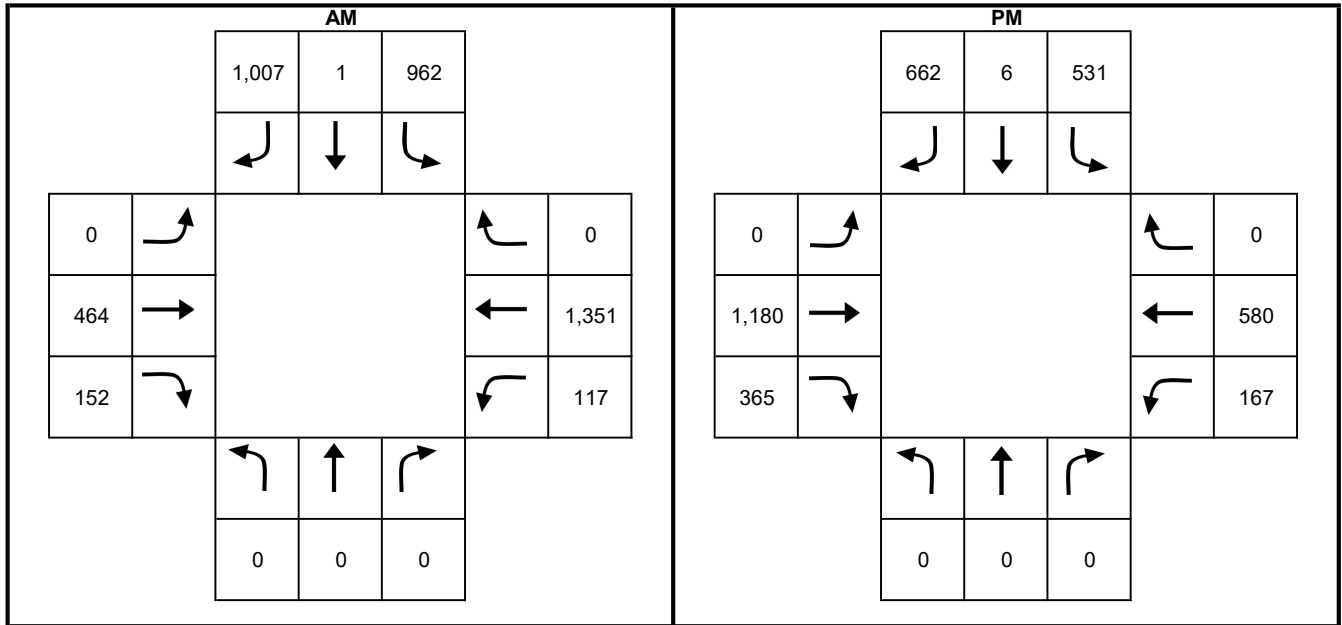
# Volume Projections (Year 2022 - Existing)

## Intersection 23

Analyst: JM  
 Intersection: Genesee Avenue / I-5 SB Ramps  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Genesee Ave.  
 N/S Street Name: I-5 SB Ramps  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	35,124	34,638	99%	0	0
NTH	0	0	25,600	23,000	90%	0	0
NRT	0	0	49,051	48,846	100%	0	0
SLT	966	533	49,051	48,846	100%	962	531
STH	1	7	17,500	15,100	86%	1	6
SRT	1,021	671	35,124	34,638	99%	1007	662
ELT	0	0	25,600	23,000	90%	0	0
ETH	466	1,185	49,051	48,846	100%	464	1180
ERT	176	423	17,500	15,100	86%	152	365
WLT	136	193	17,500	15,100	86%	117	167
WTH	1,370	588	35,124	34,638	99%	1351	580
WRT	0	0	25,600	23,000	90%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

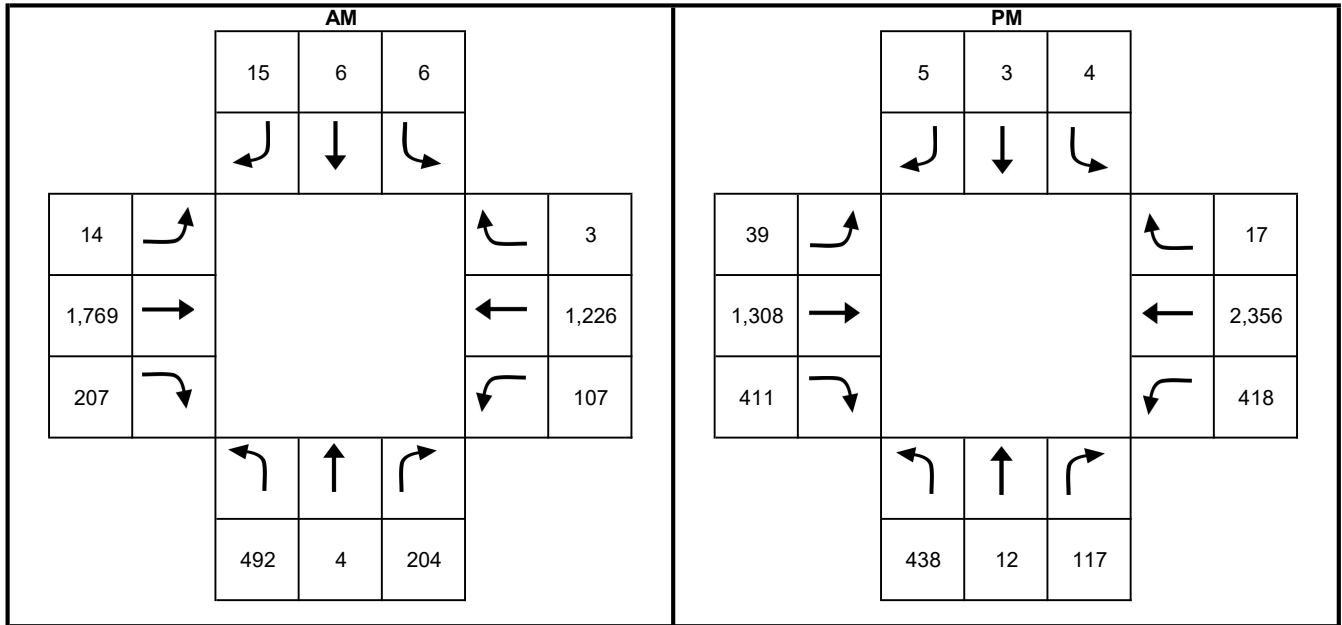
# Volume Projections (Year 2022 - Existing)

## Intersection 24

Analyst: JM  
 Intersection: La Jolla Village Drive / Lebon Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: Lebon Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	486	433	52,162	52,803	101%	492	438
NTH	4	12	0	0	100%	4	12
NRT	196	113	45,322	47,058	104%	204	117
SLT	6	4	45,322	47,058	104%	6	4
STH	6	3	9,212	9,330	101%	6	3
SRT	15	5	52,162	52,803	101%	15	5
ELT	14	39	0	0	100%	14	39
ETH	1,704	1,260	45,322	47,058	104%	1,769	1,308
ERT	204	406	9,212	9,330	101%	207	411
WLT	106	413	9,212	9,330	101%	107	418
WTH	1,211	2,327	52,162	52,803	101%	1,226	2,356
WRT	3	17	0	0	100%	3	17



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

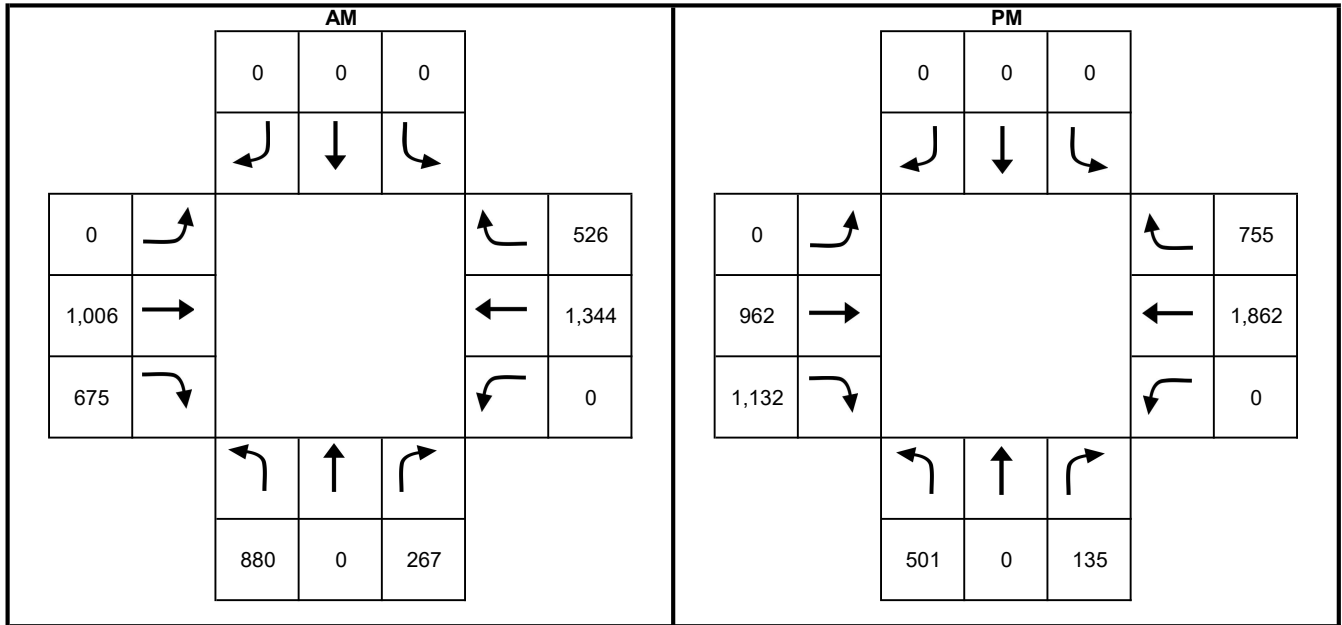
# Volume Projections (Year 2022 - Existing)

## Intersection 25

Analyst: JM  
 Intersection: Miramar Road / I-805 NB Ramps  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: I-805 NB Ramps  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	835	475	53,630	56,544	105%	880	501
NTH	0	0	0	0	100%	0	0
NRT	260	132	49,065	50,315	103%	267	135
SLT	0	0	49,065	50,315	103%	0	0
STH	0	0	0	0	100%	0	0
SRT	0	0	53,630	56,544	105%	0	0
ELT	0	0	0	0	100%	0	0
ETH	981	938	49,065	50,315	103%	1006	962
ERT	631	1,059	4,800	5,133	107%	675	1132
WLT	0	0	0	0	100%	0	0
WTH	1,275	1,766	53,630	56,544	105%	1344	1862
WRT	505	726	11,500	11,967	104%	526	755



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

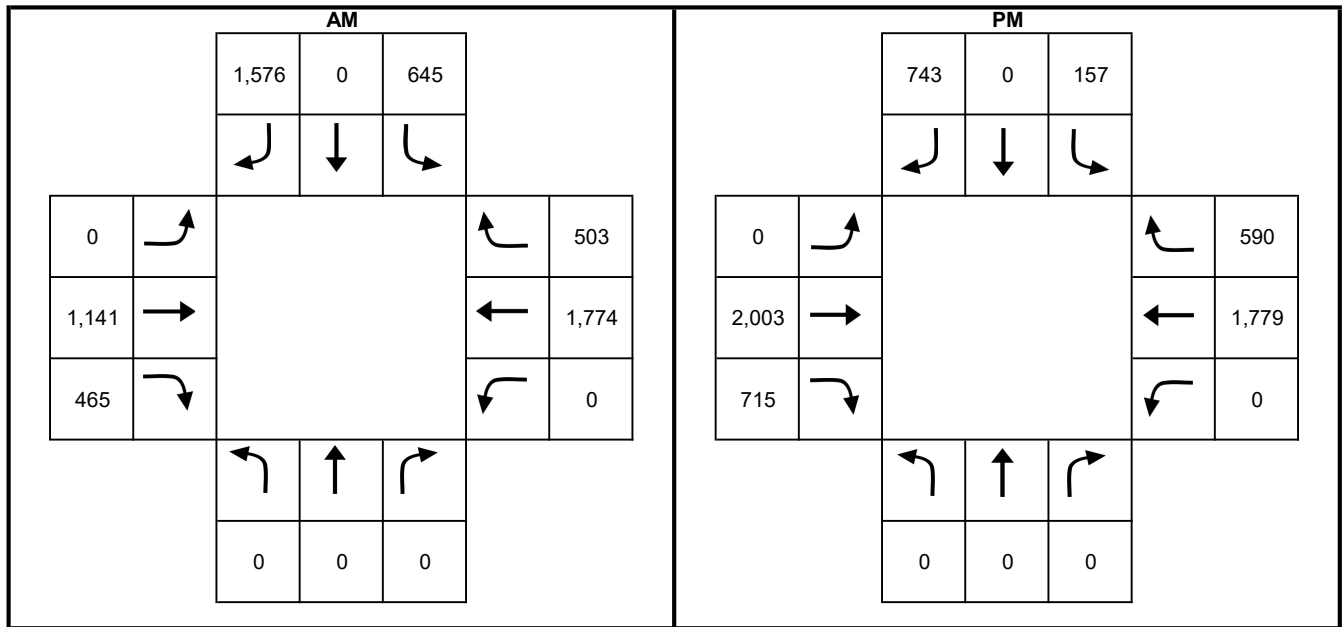
# Volume Projections (Year 2022 - Existing)

## Intersection 26

Analyst: JM  
 Intersection: La Jolla Village Drive / Miramar Road / I-805 SB Rar  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: I-805 SB Ramps  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	60,760	64,559	106%	0	0
NTH	0	0	0	0	100%	0	0
NRT	0	0	53,630	56,544	105%	0	0
SLT	612	149	53,630	56,544	105%	645	157
STH	0	0	0	0	100%	0	0
SRT	1,483	699	60,760	64,559	106%	1576	743
ELT	0	0	0	0	100%	0	0
ETH	1,082	1,900	53,630	56,544	105%	1141	2003
ERT	442	680	15,500	16,300	105%	465	715
WLT	0	0	0	0	100%	0	0
WTH	1,670	1,674	60,760	64,559	106%	1774	1779
WRT	482	565	3,000	3,133	104%	503	590



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.



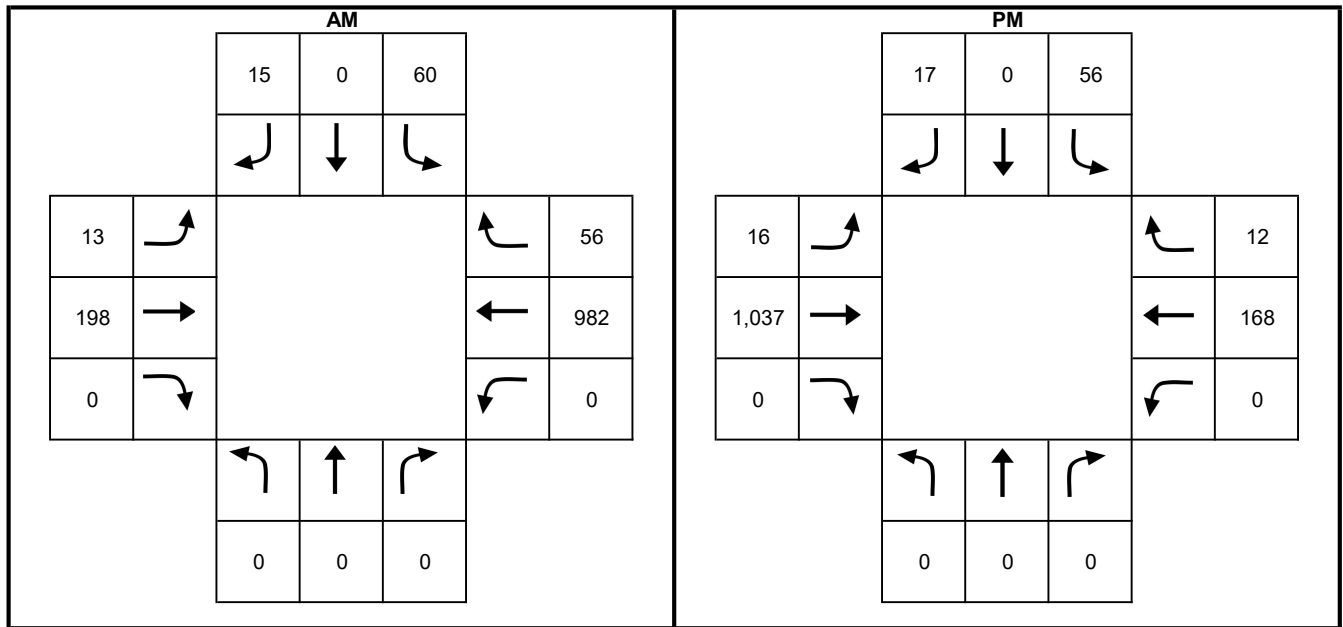
# Volume Projections (Year 2022 - Existing)

## Intersection 27

Analyst: JM  
 Intersection: Eastgate Mall / Eastgate Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Eastgate Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	10,705	11,798	110%	0	0
NTH	0	0	0	0	105%	0	0
NRT	0	0	13,396	14,764	110%	0	0
SLT	54	51	13,396	14,764	110%	60	56
STH	0	0	0	0	100%	0	0
SRT	14	15	10,705	11,798	110%	15	17
ELT	12	15	0	0	105%	13	16
ETH	180	941	13,396	14,764	110%	198	1037
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	891	152	10,705	11,798	110%	982	168
WRT	53	11	0	0	105%	56	12



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Eastgate Drive has been conservatively assumed to have a 5% growth due to having a buildout condition north of Eastgate Mall.

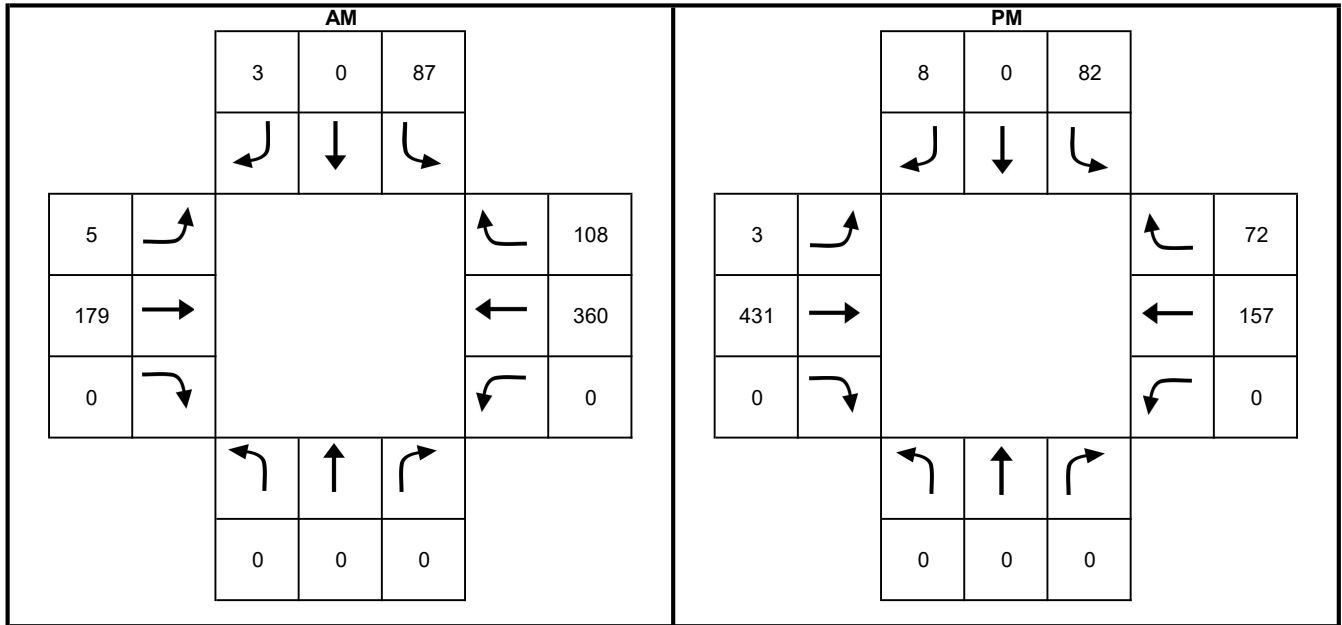
# Volume Projections (Year 2022 - Existing)

## Intersection 28

Analyst: JM  
 Intersection: Eastgate Mall / Olson Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Eastgate Mall  
 N/S Street Name: Olson Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	13,396	14,764	110%	0	0
NTH	0	0	0	0	105%	0	0
NRT	0	0	13,396	14,712	110%	0	0
SLT	79	75	13,396	14,712	110%	87	82
STH	0	0	0	0	100%	0	0
SRT	3	7	13,396	14,764	110%	3	8
ELT	5	3	0	0	105%	5	3
ETH	163	392	13,396	14,712	110%	179	431
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	327	142	13,396	14,764	110%	360	157
WRT	103	69	0	0	105%	108	72



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Olson Drive has been conservatively assumed to have a 5% growth due to having a buildout condition north of Eastgate Mall.

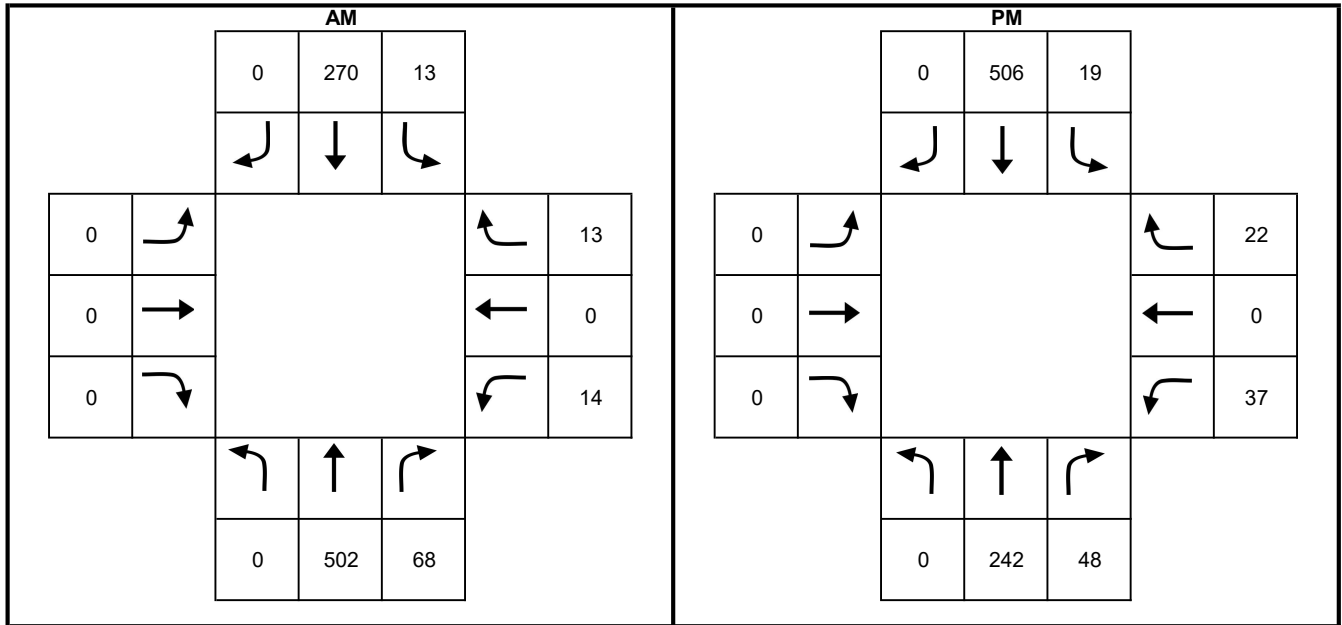
# Volume Projections (Year 2022 - Existing)

## Intersection 29

Analyst: JM  
 Intersection: Eastgate Mall / Autoport Mall  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Unsignalized

E/W Street Name: Autoport Mall  
 N/S Street Name: Eastgate Mall  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	0	0	100%	0	0
NTH	457	220	13,396	14,712	110%	502	242
NRT	65	46	0	0	105%	68	48
SLT	12	18	0	0	105%	13	19
STH	246	461	13,396	14,712	110%	270	506
SRT	0	0	0	0	100%	0	0
ELT	0	0	13,396	14,712	110%	0	0
ETH	0	0	0	0	105%	0	0
ERT	0	0	13,396	14,712	110%	0	0
WLT	13	34	13,396	14,712	110%	14	37
WTH	0	0	0	0	100%	0	0
WRT	12	20	13,396	14,712	110%	13	22



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Autoport Mall has been conservatively assumed to have a 5% growth due to having a buildout condition east of Eastgate Mall.

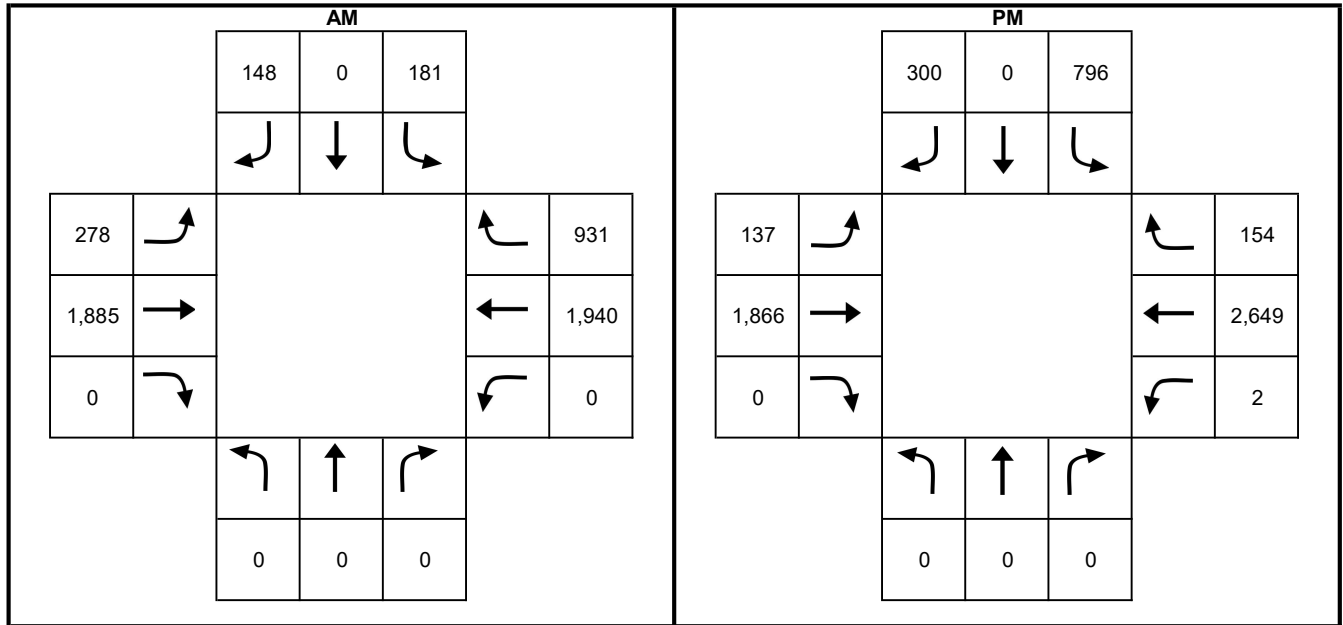
# Volume Projections (Year 2022 - Existing)

## Intersection 30

Analyst: JM  
 Intersection: Miramar Road / Eastgate Mall  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Eastgate Mall  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	49,065	49,830	102%	0	0
NTH	0	0	13,396	14,712	110%	0	0
NRT	0	0	67,748	70,715	104%	0	0
SLT	173	763	67,748	70,715	104%	181	796
STH	0	0	0	0	100%	0	0
SRT	146	295	49,065	49,830	102%	148	300
ELT	253	125	13,396	14,712	110%	278	137
ETH	1,806	1,788	67,748	70,715	104%	1,885	1,866
ERT	0	0	0	0	100%	0	0
WLT	0	2	0	0	100%	0	2
WTH	1,910	2,608	49,065	49,830	102%	1,940	2,649
WRT	848	140	13,396	14,712	110%	931	154



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

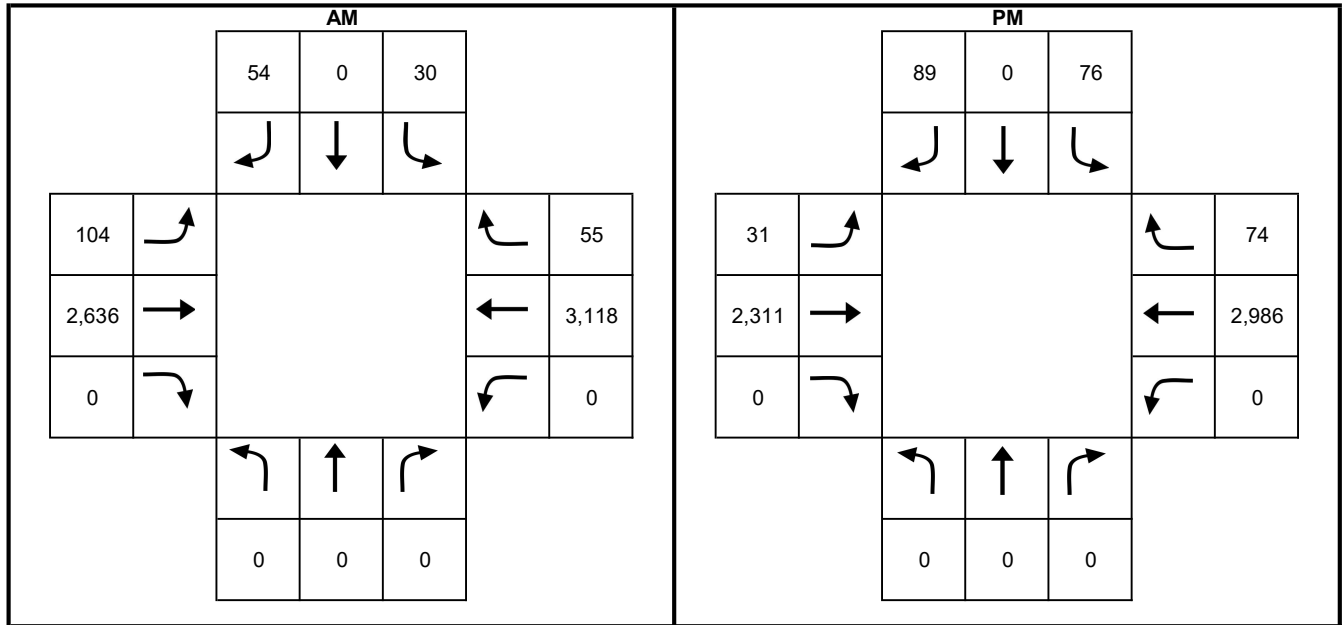
# Volume Projections (Year 2022 - Existing)

## Intersection 31

Analyst: JM  
 Intersection: Miramar Road / Miramar Mall  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Miramar Mall  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	67,748	70,715	104%	0	0
NTH	0	0	9,700	9,767	101%	0	0
NRT	0	0	67,748	71,077	105%	0	0
SLT	29	72	67,748	71,077	105%	30	76
STH	0	0	0	0	100%	0	0
SRT	52	85	67,748	70,715	104%	54	89
ELT	103	31	9,700	9,767	101%	104	31
ETH	2,513	2,203	67,748	71,077	105%	2636	2311
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	2,987	2,861	67,748	70,715	104%	3118	2986
WRT	55	73	9,700	9,767	101%	55	74



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

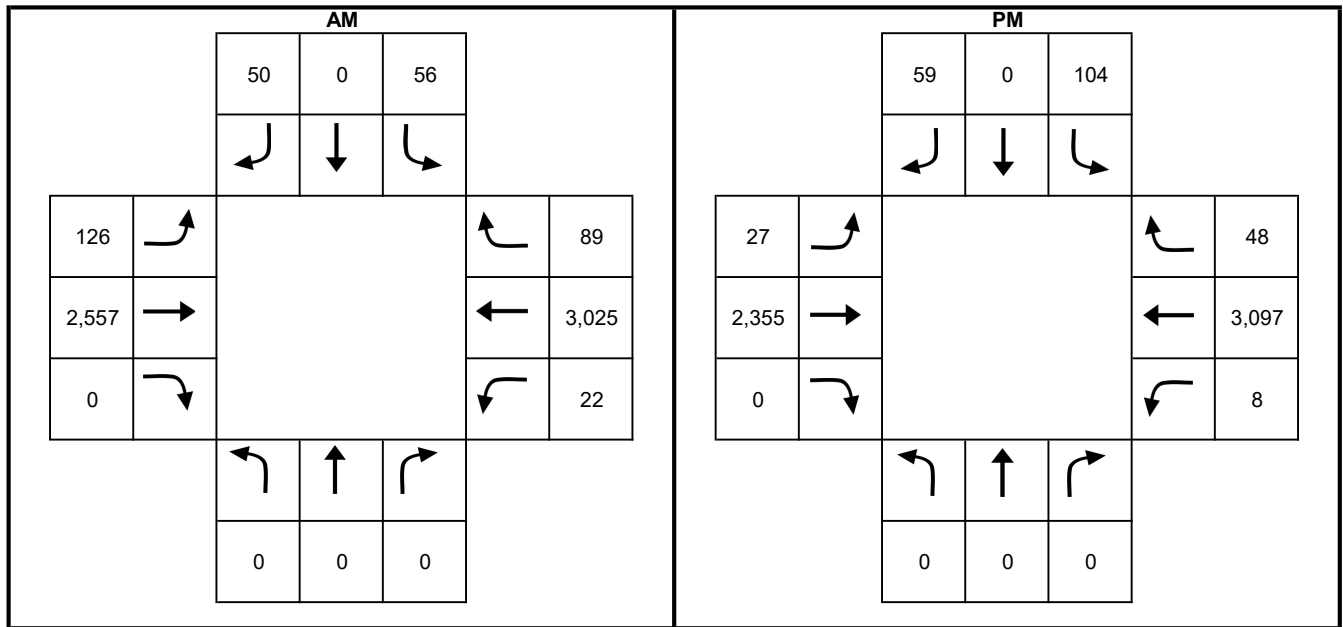
# Volume Projections (Year 2022 - Existing)

## Intersection 32

Analyst: JM  
 Intersection: Miramar Road / Miramar Place  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Miramar Pl.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	67,748	71,077	105%	0	0
NTH	0	0	4,300	4,367	102%	0	0
NRT	0	0	67,748	70,946	105%	0	0
SLT	53	99	67,748	70,946	105%	56	104
STH	0	0	0	0	100%	0	0
SRT	48	56	67,748	71,077	105%	50	59
ELT	124	27	4,300	4,367	102%	126	27
ETH	2,442	2,249	67,748	70,946	105%	2557	2355
ERT	0	0	0	0	100%	0	0
WLT	22	8	0	0	100%	22	8
WTH	2,883	2,952	67,748	71,077	105%	3025	3097
WRT	88	47	4,300	4,367	102%	89	48



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

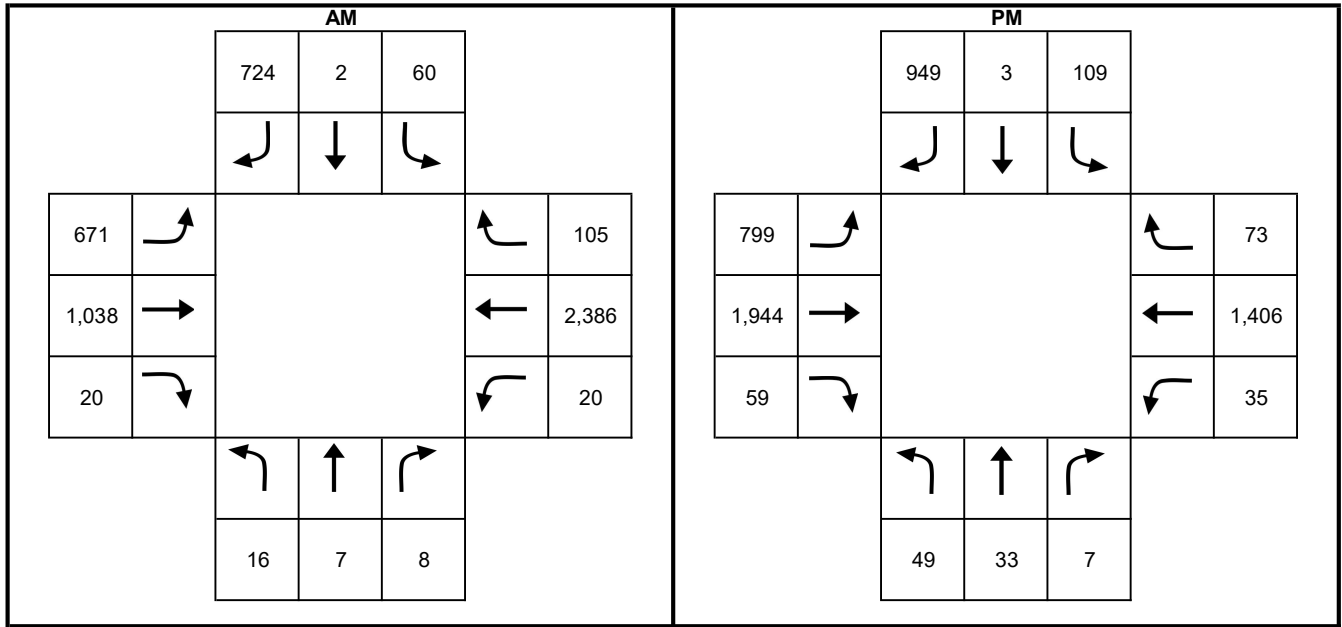
# Volume Projections (Year 2022 - Existing)

## Intersection 33

Analyst: JM  
 Intersection: Miramar Road / Camino Santa Fe / Frost Mar Place  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Camino Santa Fe  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	15	47	67,748	70,946	105%	16	49
NTH	7	31	21,494	23,022	107%	7	33
NRT	8	7	58,884	57,583	98%	8	7
SLT	61	111	58,884	57,583	98%	60	109
STH	2	3	0	0	105%	2	3
SRT	691	906	67,748	70,946	105%	724	949
ELT	626	746	21,494	23,022	107%	671	799
ETH	1,061	1,988	58,884	57,583	98%	1038	1944
ERT	19	56	0	0	105%	20	59
WLT	19	33	0	0	105%	20	35
WTH	2,278	1,343	67,748	70,946	105%	2386	1406
WRT	98	68	21,494	23,022	107%	105	73



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Frost Mar Pl. has been conservatively assumed to have a 5% growth due to having a buildout condition south of Miramar Rd.

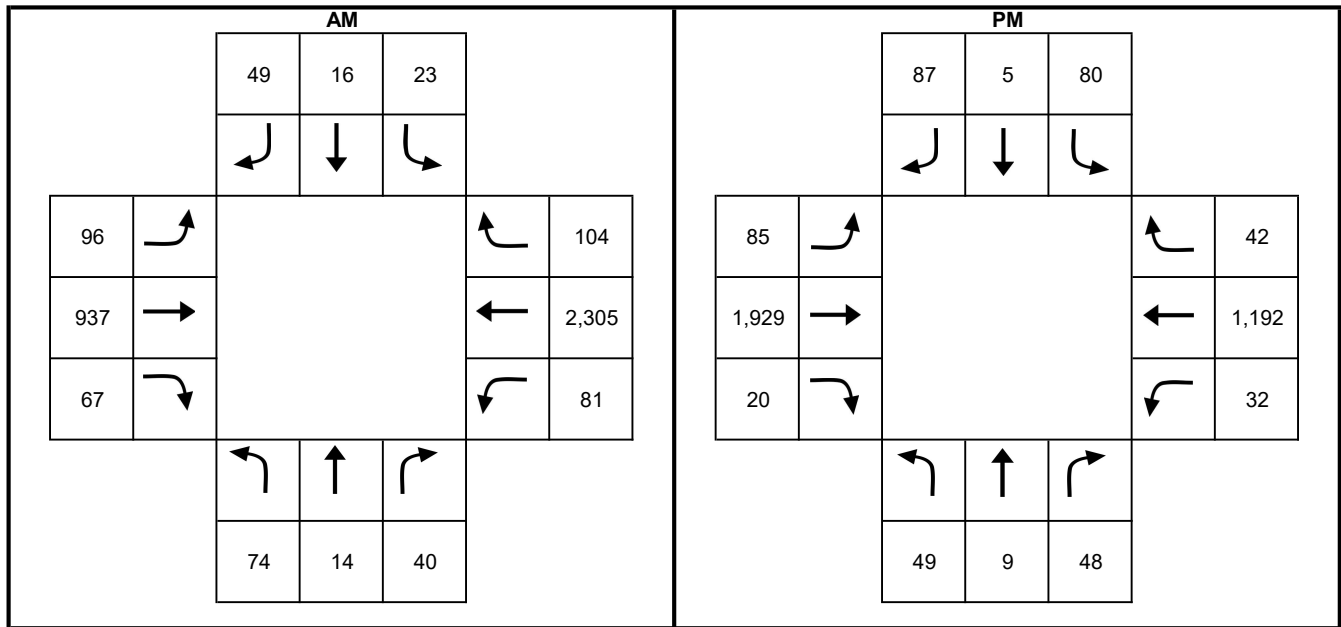
# Volume Projections (Year 2022 - Existing)

## Intersection 34

Analyst: JM  
 Intersection: Miramar Road / Commerce Avenue  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Commerce Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	76	50	58,884	57,583	98%	74	49
NTH	16	10	1,900	1,700	89%	14	9
NRT	41	49	58,884	57,322	97%	40	48
SLT	24	82	58,884	57,322	97%	23	80
STH	15	5	0	0	105%	16	5
SRT	50	89	58,884	57,583	98%	49	87
ELT	107	95	1,900	1,700	89%	96	85
ETH	963	1,982	58,884	57,322	97%	937	1929
ERT	64	19	0	0	105%	67	20
WLT	77	30	0	0	105%	81	32
WTH	2,357	1,219	58,884	57,583	98%	2305	1192
WRT	116	47	1,900	1,700	89%	104	42



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Commerce Ave. has been conservatively assumed to have a 5% growth due to having a buildout condition south of Miramar Rd.



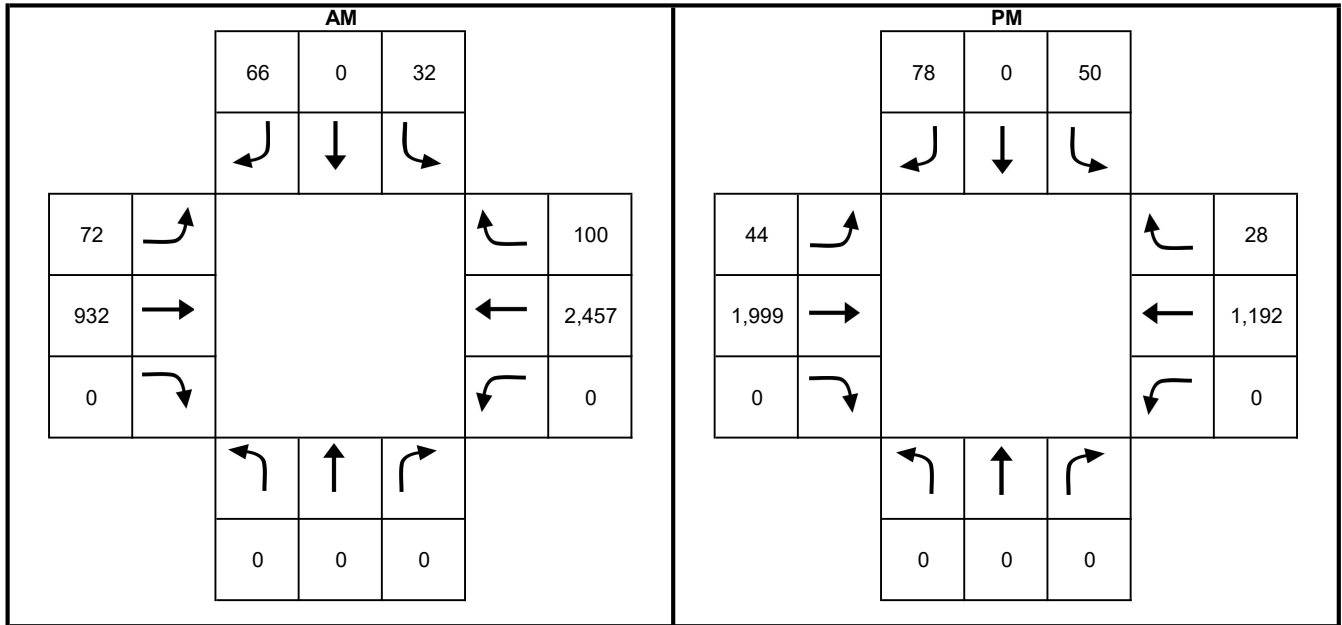
# Volume Projections (Year 2022 - Existing)

## Intersection 35

Analyst: JM  
 Intersection: Miramar Road / Production Avenue  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Production Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	58,884	57,322	97%	0	0
NTH	0	0	2,353	2,204	94%	0	0
NRT	0	0	54,165	52,405	97%	0	0
SLT	33	52	54,165	52,405	97%	32	50
STH	0	0	0	0	100%	0	0
SRT	68	80	58,884	57,322	97%	66	78
ELT	77	47	2,353	2,204	94%	72	44
ETH	963	2,066	54,165	52,405	97%	932	1999
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	2,524	1,224	58,884	57,322	97%	2457	1192
WRT	107	30	2,353	2,204	94%	100	28



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

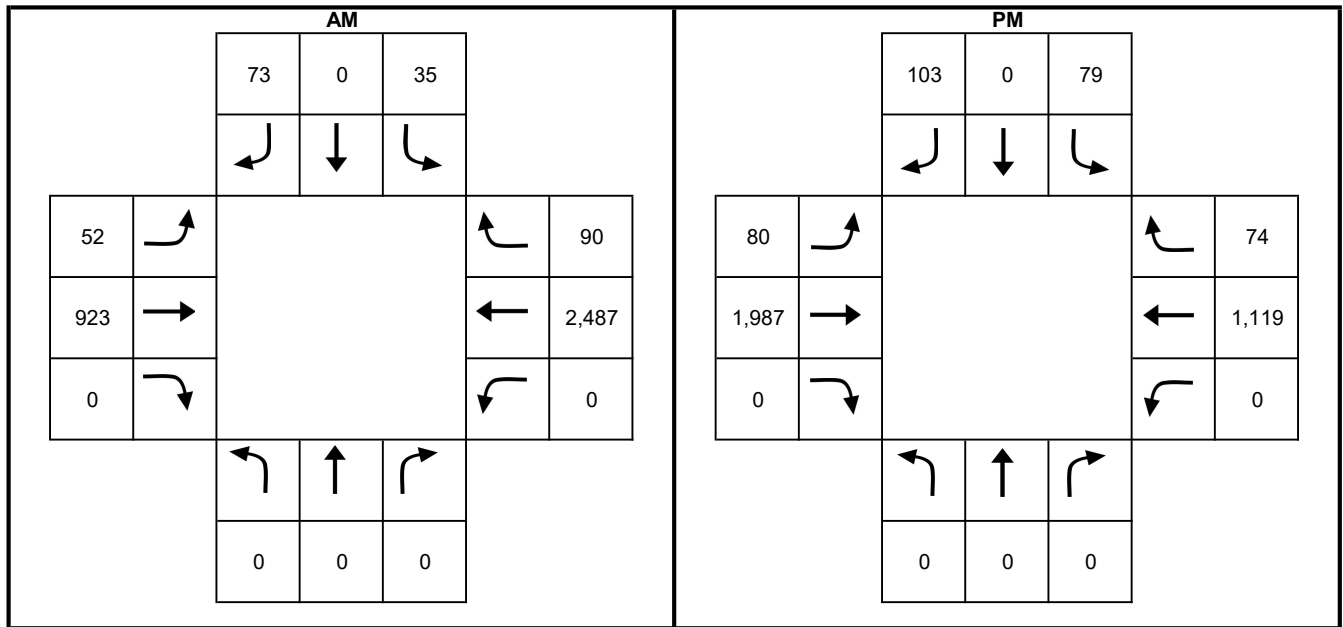
# Volume Projections (Year 2022 - Existing)

## Intersection 36

Analyst: JM  
 Intersection: Miramar Road / Distribution Avenue  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Distribution Ave.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	54,165	52,405	97%	0	0
NTH	0	0	2,931	2,838	97%	0	0
NRT	0	0	51,816	50,308	97%	0	0
SLT	36	81	51,816	50,308	97%	35	79
STH	0	0	0	0	100%	0	0
SRT	75	106	54,165	52,405	97%	73	103
ELT	54	83	2,931	2,838	97%	52	80
ETH	951	2,047	51,816	50,308	97%	923	1987
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	2,571	1,157	54,165	52,405	97%	2487	1119
WRT	93	76	2,931	2,838	97%	90	74



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

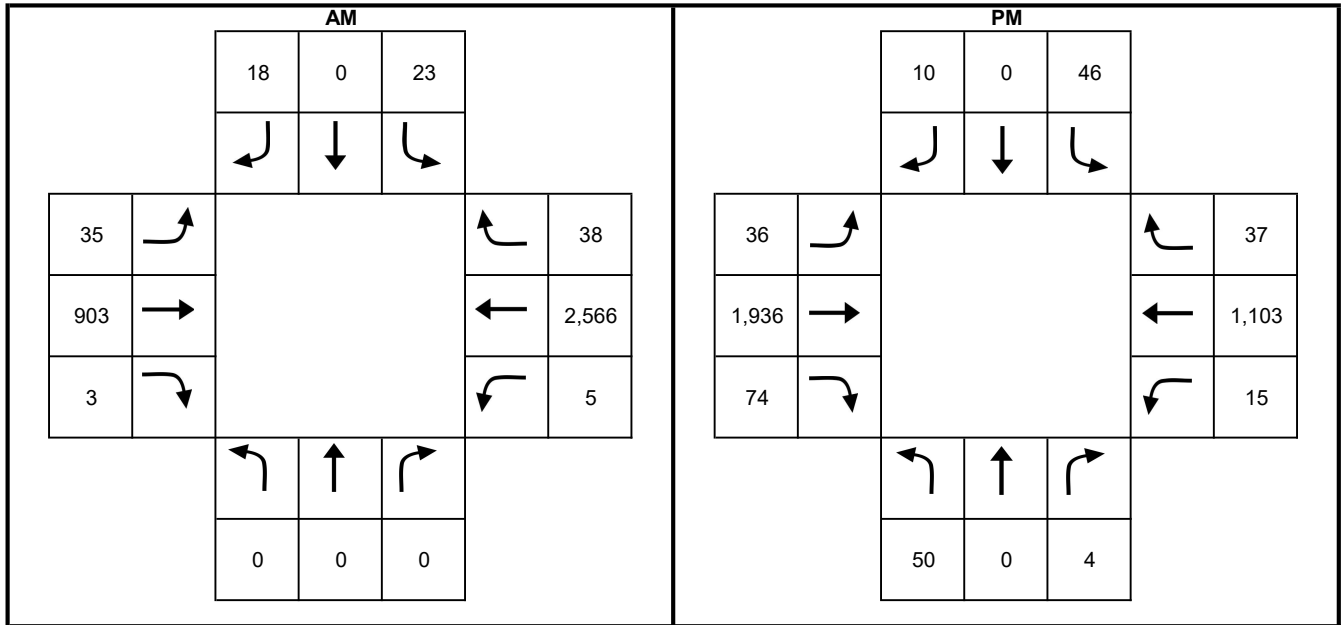
# Volume Projections (Year 2022 - Existing)

## Intersection 37

Analyst: JM  
 Intersection: Miramar Road / Miramar Way  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Miramar Wy.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	52	51,816	50,308	97%	0	50
NTH	0	0	0	0	100%	0	0
NRT	0	4	51,816	50,238	97%	0	4
SLT	24	47	51,816	50,238	97%	23	46
STH	0	0	3,400	3,400	100%	0	0
SRT	19	10	51,816	50,308	97%	18	10
ELT	35	36	0	0	100%	35	36
ETH	931	1,997	51,816	50,238	97%	903	1936
ERT	3	74	3,400	3,400	100%	3	74
WLT	5	15	3,400	3,400	100%	5	15
WTH	2,643	1,136	51,816	50,308	97%	2566	1103
WRT	38	37	0	0	100%	38	37



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

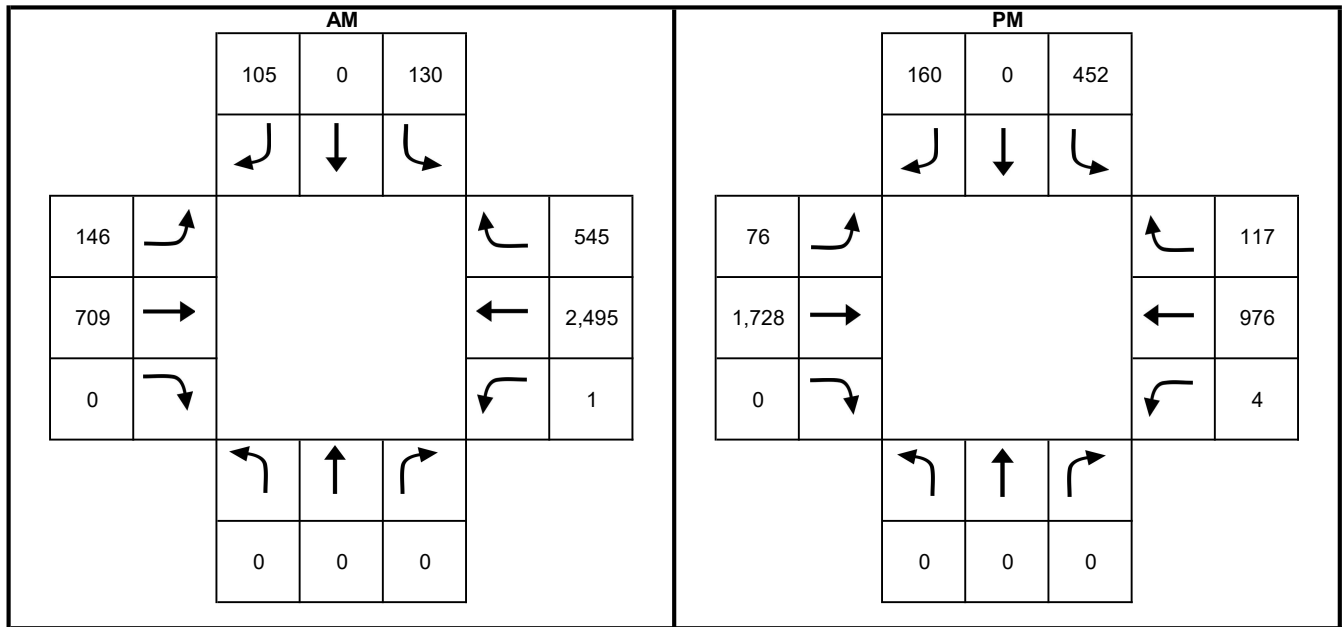
# Volume Projections (Year 2022 - Existing)

## Intersection 38

Analyst: JM  
 Intersection: Miramar Road / Carroll Road  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Carroll Rd.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	51,816	50,238	97%	0	0
NTH	0	0	9,755	8,770	90%	0	0
NRT	0	0	50,944	47,255	93%	0	0
SLT	140	487	50,944	47,255	93%	130	452
STH	0	0	0	0	100%	0	0
SRT	108	165	51,816	50,238	97%	105	160
ELT	162	85	9,755	8,770	90%	146	76
ETH	764	1,863	50,944	47,255	93%	709	1,728
ERT	0	0	0	0	100%	0	0
WLT	1	4	0	0	100%	1	4
WTH	2,573	1,007	51,816	50,238	97%	2,495	976
WRT	606	130	9,755	8,770	90%	545	117



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

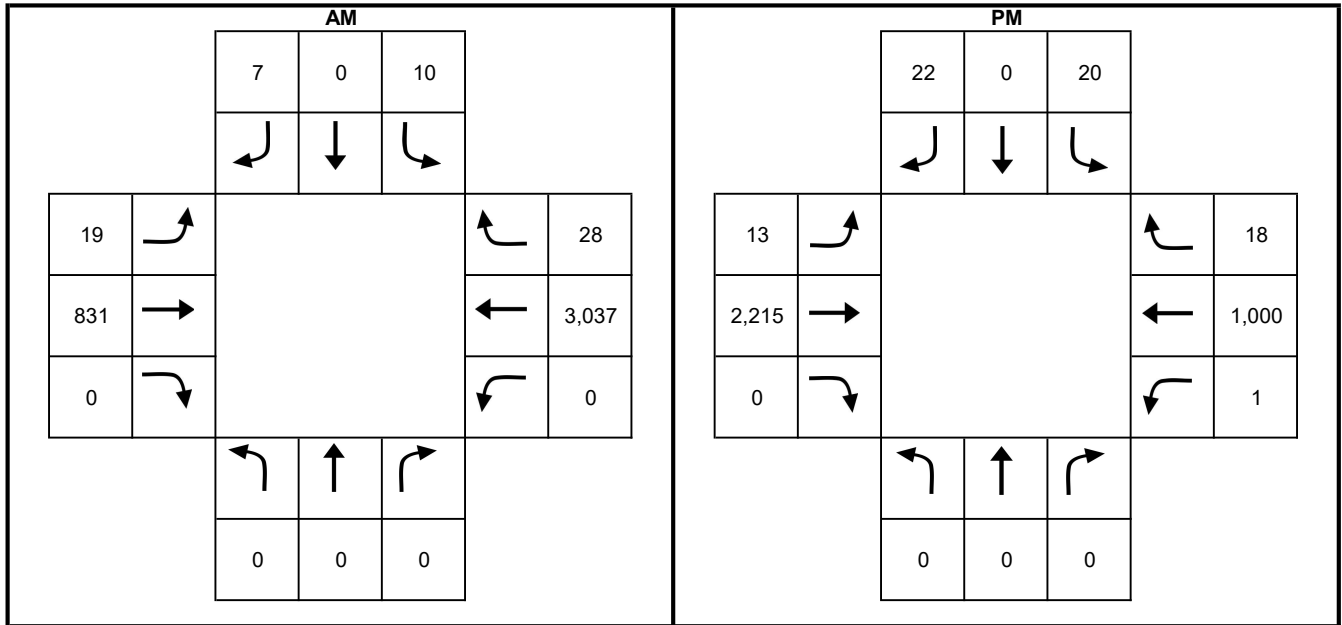
# Volume Projections (Year 2022 - Existing)

## Intersection 39

Analyst: JM  
 Intersection: Miramar Road / Alesmith Court  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Alesmith Ct.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	50,944	47,255	93%	0	0
NTH	0	0	0	0	105%	0	0
NRT	0	0	50,944	47,431	93%	0	0
SLT	11	22	50,944	47,431	93%	10	20
STH	0	0	0	0	100%	0	0
SRT	8	24	50,944	47,255	93%	7	22
ELT	18	12	0	0	105%	19	13
ETH	893	2,379	50,944	47,431	93%	831	2215
ERT	0	0	0	0	100%	0	0
WLT	0	1	0	0	100%	0	1
WTH	3,274	1,078	50,944	47,255	93%	3037	1000
WRT	27	17	0	0	105%	28	18



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Alesmith Ct. has been conservatively assumed to have a 5% growth due to having a buildout condition north of Miramar Rd.

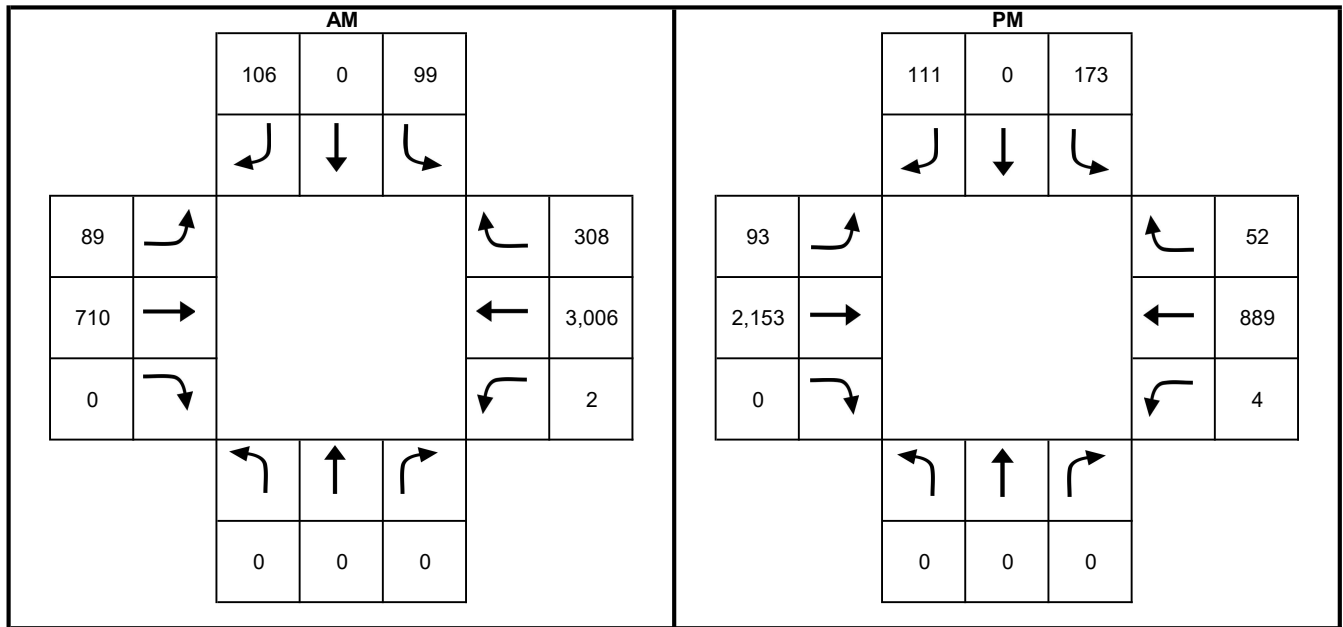
# Volume Projections (Year 2022 - Existing)

## Intersection 40

Analyst: JM  
 Intersection: Miramar Road / Dowdy Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Dowdy Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	50,944	47,431	93%	0	0
NTH	0	0	9,900	9,300	94%	0	0
NRT	0	0	50,944	47,109	92%	0	0
SLT	107	187	50,944	47,109	92%	99	173
STH	0	0	0	0	100%	0	0
SRT	114	119	50,944	47,431	93%	106	111
ELT	95	99	9,900	9,300	94%	89	93
ETH	768	2,328	50,944	47,109	92%	710	2153
ERT	0	0	0	0	100%	0	0
WLT	2	4	0	0	100%	2	4
WTH	3,229	955	50,944	47,431	93%	3006	889
WRT	328	55	9,900	9,300	94%	308	52



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

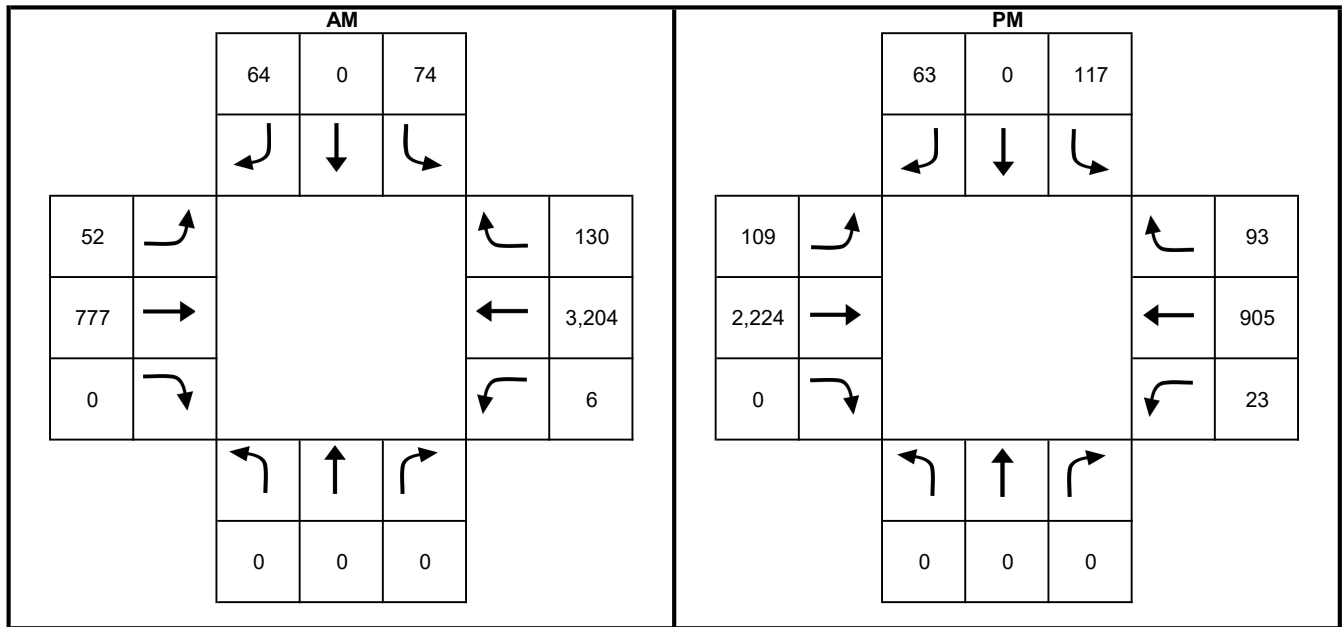
# Volume Projections (Year 2022 - Existing)

## Intersection 41

Analyst: JM  
 Intersection: Miramar Road / Cabot Drive  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Miramar Rd.  
 N/S Street Name: Cabot Dr.  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	50,944	47,109	92%	0	0
NTH	0	0	5,900	5,500	93%	0	0
NRT	0	0	50,944	47,342	93%	0	0
SLT	80	126	50,944	47,342	93%	74	117
STH	0	0	0	0	100%	0	0
SRT	69	68	50,944	47,109	92%	64	63
ELT	56	117	5,900	5,500	93%	52	109
ETH	836	2,393	50,944	47,342	93%	777	2224
ERT	0	0	0	0	100%	0	0
WLT	6	23	0	0	100%	6	23
WTH	3,465	979	50,944	47,109	92%	3204	905
WRT	139	100	5,900	5,500	93%	130	93



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

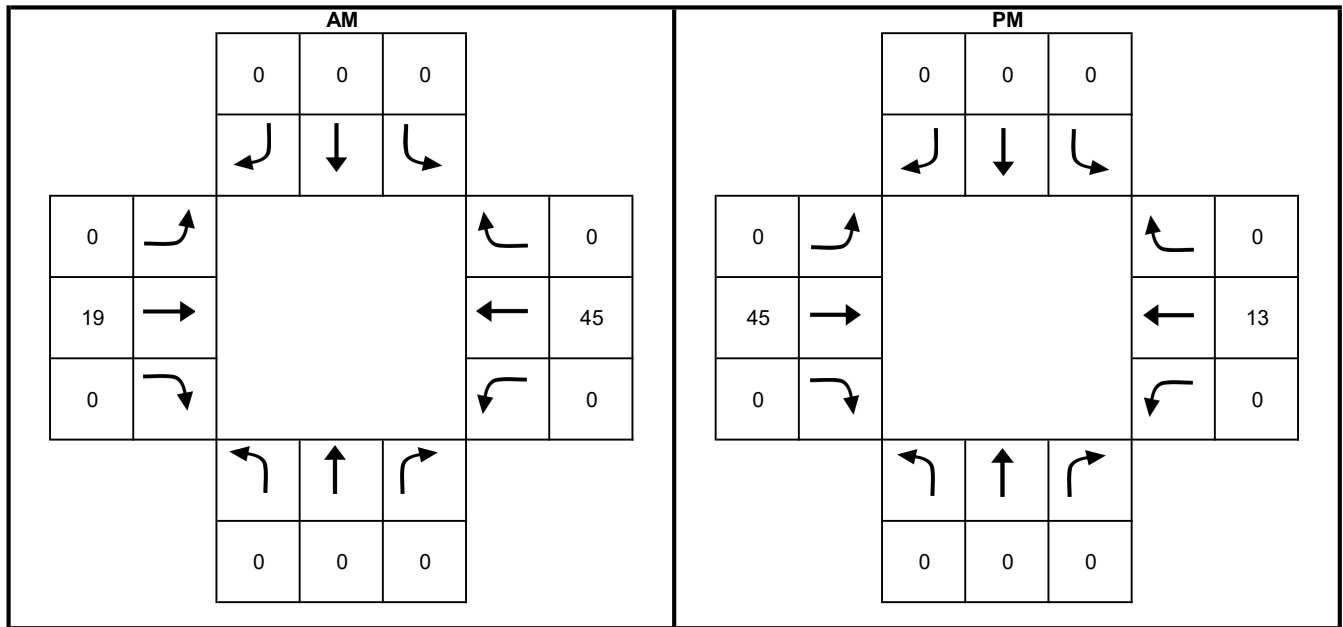
# Volume Projections (Year 2022 - Existing)

## Intersection 42

Analyst: JM  
 Intersection: Towne Centre Drive / Project Driveway "West"  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Project Dwy. "West"  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	9,322	9,322	100%	0	0
NTH	0	0	0	0	100%	0	0
NRT	0	0	9,322	9,322	100%	0	0
SLT	0	0	9,322	9,322	100%	0	0
STH	0	0	0	0	100%	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	19	45	9,322	9,322	100%	19	45
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	45	13	9,322	9,322	100%	45	13
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.



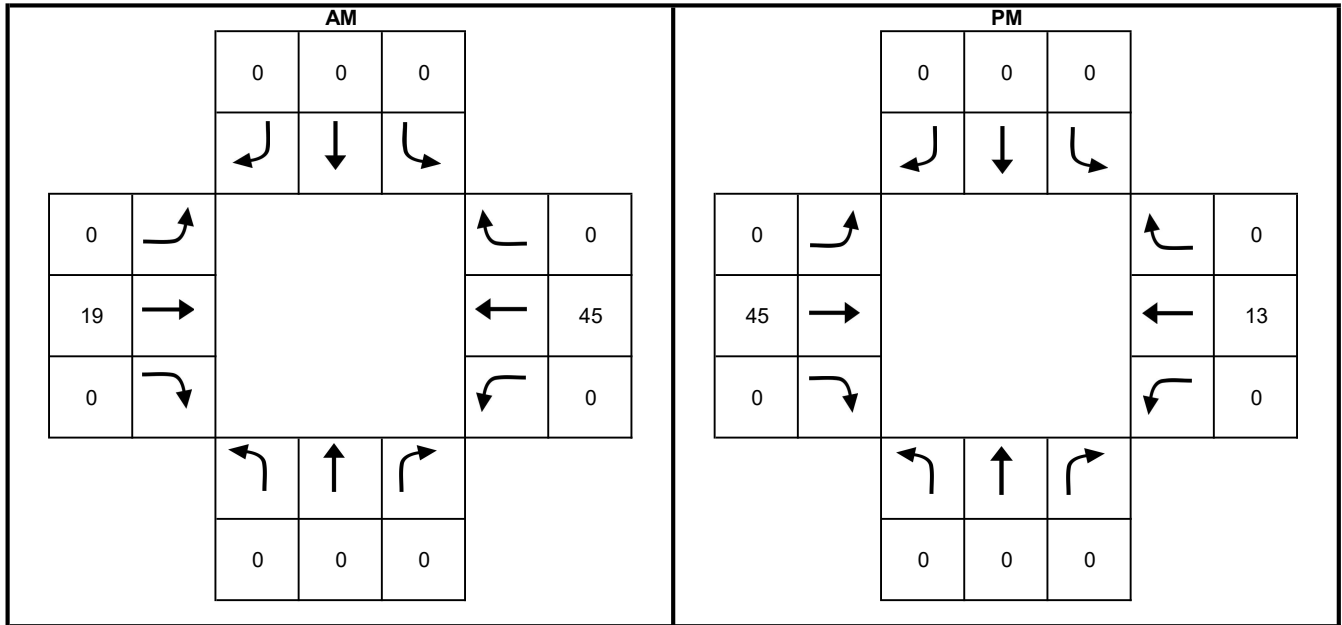
# Volume Projections (Year 2022 - Existing)

## Intersection 43

Analyst: JM  
 Intersection: Towne Centre Drive / Project Driveway "East"  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: Towne Centre Dr.  
 N/S Street Name: Project Dwy. "East"  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	9,322	9,322	100%	0	0
NTH	0	0	0	0	100%	0	0
NRT	0	0	9,322	9,322	100%	0	0
SLT	0	0	9,322	9,322	100%	0	0
STH	0	0	0	0	100%	0	0
SRT	0	0	9,322	9,322	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	19	45	9,322	9,322	100%	19	45
ERT	0	0	0	0	100%	0	0
WLT	0	0	0	0	100%	0	0
WTH	45	13	9,322	9,322	100%	45	13
WRT	0	0	0	0	100%	0	0



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

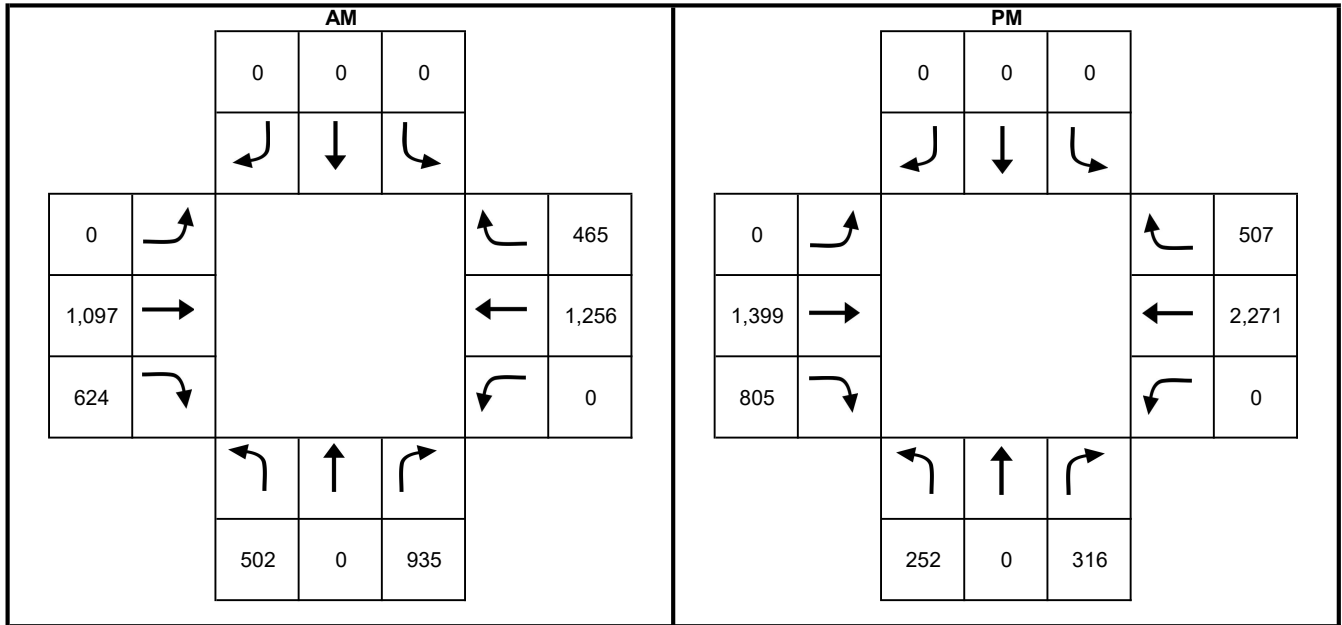
# Volume Projections (Year 2022 - Existing)

## Intersection 44

Analyst: JM  
 Intersection: La Jolla Village Drive / I-5 NB Ramps  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: I-5 NB Ramps  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	503	253	57,165	57,032	100%	502	252
NTH	0	0	0	0	100%	0	0
NRT	924	312	52,162	52,803	101%	935	316
SLT	0	0	52,162	52,803	101%	0	0
STH	0	0	0	0	100%	0	0
SRT	0	0	57,165	57,032	100%	0	0
ELT	0	0	0	0	100%	0	0
ETH	1,084	1,382	52,162	52,803	101%	1097	1399
ERT	624	805	13,000	13,133	100%	624	805
WLT	0	0	0	0	100%	0	0
WTH	1,259	2,276	57,165	57,032	100%	1256	2271
WRT	458	500	9,200	9,333	101%	465	507



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

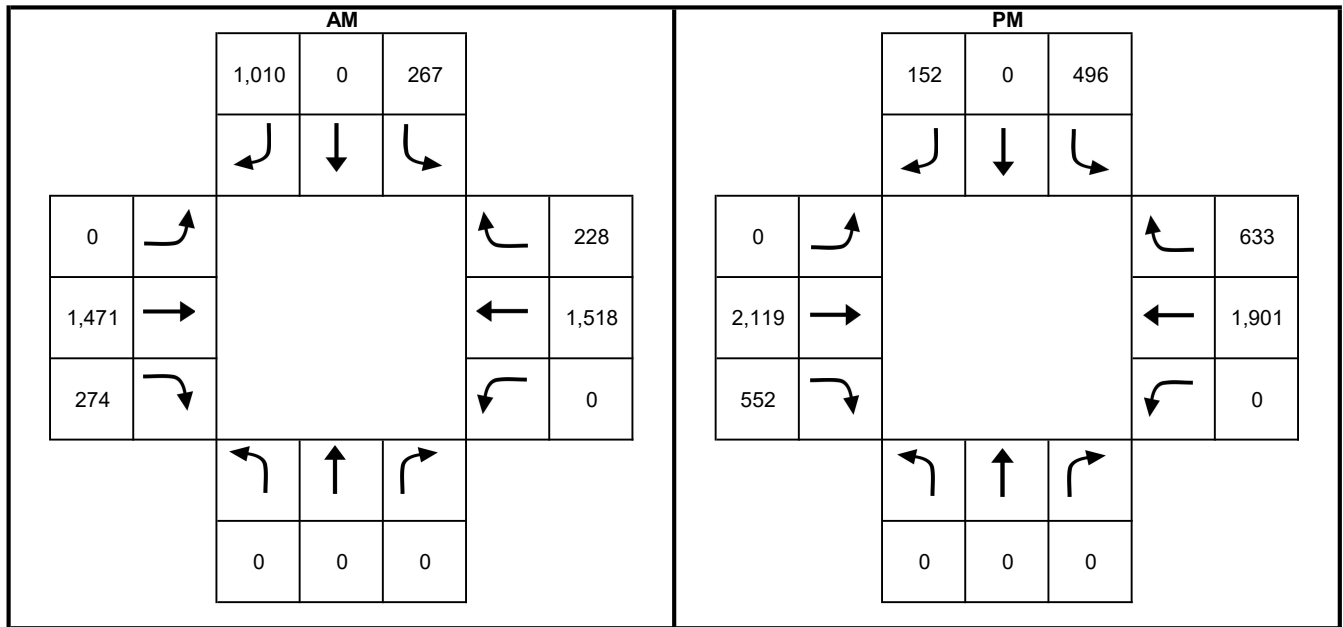
# Volume Projections (Year 2022 - Existing)

## Intersection 45

Analyst: JM  
 Intersection: La Jolla Village Drive / I-5 SB Ramps  
 Future Condition: Existing (Volume Projections)  
 Date: 9/9/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320  
 Intersection Control: Signalized

E/W Street Name: La Jolla Village Dr.  
 N/S Street Name: I-5 SB Ramps  
 Factored Turns

Turn Movement	Pre-Existing turn (v) AM	Pre-Existing turn (v) PM	Pre-Existing ADT	Existing ADT	% Factor	Existing turn (v) AM	Existing turn (v) PM
NLT	0	0	66,007	66,467	101%	0	0
NTH	0	0	0	0	100%	0	0
NRT	0	0	57,165	57,032	100%	0	0
SLT	268	497	57,165	57,032	100%	267	496
STH	0	0	0	0	100%	0	0
SRT	1,003	151	66,007	66,467	101%	1010	152
ELT	0	0	0	0	100%	0	0
ETH	1,474	2,124	57,165	57,032	100%	1471	2119
ERT	274	552	5,600	5,533	100%	274	552
WLT	0	0	0	0	100%	0	0
WTH	1,507	1,888	66,007	66,467	101%	1518	1901
WRT	204	567	4,600	5,133	112%	228	633



Note: spreadsheet used to project Pre-Existing peak hour volumes onto Existing peak hour volumes by means of growth projections calculated by comparing street segment growth from SANDAG TFIC Series 14 Year 2016 and Year 2025 models.

Manually input due to freeway ramp configurations.

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**Appendix G: Existing AM/PM Synchro Worksheets**

Provided on the following page

**Intersection**

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	18	28	0	4
Future Vol, veh/h	19	0	18	28	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	80	80	50	50
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	32	0	23	35	0	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	32	0	113
Stage 1	-	-	-	-	32
Stage 2	-	-	-	-	81
Critical Hdwy	-	-	4.13	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.227	-	3.527
Pot Cap-1 Maneuver	-	-	1574	-	881
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	940
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1574	-	868
Mov Cap-2 Maneuver	-	-	-	-	868
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	940

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1039	-	-	1574	-
HCM Lane V/C Ratio	0.008	-	-	0.014	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

**Intersection**

Int Delay, s/veh 2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	0	31	1	28	60	8	0	0	5	2	0	0
Future Vol, veh/h	0	31	1	28	60	8	0	0	5	2	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	8	0	4	4	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	79	79	79	62	62	62	50	50	50
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	46	1	35	76	10	0	0	8	4	0	0




























Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	87	0	0	47
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.227	-	-	2.227
Pot Cap-1 Maneuver	1503	-	-	1554
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1502	-	-	1554
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	2.1	8.6	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	1010	1554	-	-	1502	-	-
HCM Lane V/C Ratio	0.008	0.023	-	-	-	-	0.006
HCM Control Delay (s)	8.6	7.4	-	-	0	-	10
HCM Lane LOS	A	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	0

HCM 6th Signalized Intersection Summary  
3: Towne Centre Dr. & Eastgate Mall

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 	 		 	 	
Traffic Volume (veh/h)	82	192	141	62	542	204	367	540	233	19	61	25
Future Volume (veh/h)	82	192	141	62	542	204	367	540	233	19	61	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	209	153	67	589	222	399	587	253	22	69	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	139	747	518	86	964	363	466	919	396	60	661	252
Arrive On Green	0.04	0.38	0.38	0.05	0.39	0.39	0.14	0.39	0.39	0.02	0.27	0.27
Sat Flow, veh/h	3428	1970	1365	1767	2489	936	3428	2386	1027	3428	2477	943
Grp Volume(v), veh/h	89	186	176	67	417	394	399	433	407	22	48	49
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1767	1763	1663	1714	1763	1650	1714	1763	1657
Q Serve(g_s), s	3.0	8.5	9.1	4.4	22.1	22.1	13.2	23.3	23.4	0.7	2.4	2.6
Cycle Q Clear(g_c), s	3.0	8.5	9.1	4.4	22.1	22.1	13.2	23.3	23.4	0.7	2.4	2.6
Prop In Lane	1.00		0.87	1.00		0.56	1.00		0.62	1.00		0.57
Lane Grp Cap(c), veh/h	139	669	596	86	683	644	466	679	636	60	471	442
V/C Ratio(X)	0.64	0.28	0.30	0.78	0.61	0.61	0.86	0.64	0.64	0.37	0.10	0.11
Avail Cap(c_a), veh/h	224	669	596	176	717	676	696	679	636	165	471	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	25.0	25.2	54.7	28.6	28.6	49.1	29.1	29.2	56.5	32.1	32.2
Incr Delay (d2), s/veh	1.8	1.0	1.3	5.6	2.1	2.3	4.7	4.6	4.9	1.4	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.8	3.6	2.1	9.6	9.1	5.9	10.6	10.0	0.3	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	26.1	26.5	60.3	30.7	30.9	53.8	33.7	34.0	57.9	32.5	32.7
LnGrp LOS	E	C	C	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		451			878			1239			119	
Approach Delay, s/veh		32.3			33.0			40.3			37.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	49.8	20.2	36.2	9.1	50.7	6.4	50.0				
Change Period (Y+Rc), s	4.4	* 5.7	4.4	5.2	4.4	5.7	4.4	5.2				
Max Green Setting (Gmax), s	11.6	* 44	23.6	26.8	7.6	47.3	5.6	44.8				
Max Q Clear Time (g_c+I1), s	6.4	11.1	15.2	4.6	5.0	24.1	2.7	25.4				
Green Ext Time (p_c), s	0.0	4.7	0.6	0.8	0.0	9.6	0.0	8.8				

Intersection Summary























HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
4: Towne Centre Dr. & Executive Dr.

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	111	36	53	124	23	461	1082	442	13	174	78
Future Volume (veh/h)	137	111	36	53	124	23	461	1082	442	13	174	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	167	135	44	60	141	26	485	1139	465	14	191	86
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	203	573	179	76	434	78	651	1679	741	186	851	368
Arrive On Green	0.12	0.22	0.22	0.04	0.15	0.15	0.13	0.48	0.48	0.01	0.36	0.36
Sat Flow, veh/h	1767	2626	820	1767	2964	532	1767	3526	1555	1767	2390	1033
Grp Volume(v), veh/h	167	89	90	60	82	85	485	1139	465	14	139	138
Grp Sat Flow(s),veh/h/ln	1767	1763	1683	1767	1763	1733	1767	1763	1555	1767	1763	1660
Q Serve(g_s), s	7.3	3.3	3.5	2.7	3.3	3.5	10.6	19.8	17.7	0.4	4.4	4.6
Cycle Q Clear(g_c), s	7.3	3.3	3.5	2.7	3.3	3.5	10.6	19.8	17.7	0.4	4.4	4.6
Prop In Lane	1.00		0.49	1.00		0.31	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	203	385	368	76	258	254	651	1679	741	186	627	591
V/C Ratio(X)	0.82	0.23	0.25	0.79	0.32	0.33	0.74	0.68	0.63	0.08	0.22	0.23
Avail Cap(c_a), veh/h	239	770	735	154	690	678	651	1679	741	309	627	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	25.5	25.6	37.5	30.3	30.3	15.2	16.0	15.5	16.6	17.8	17.9
Incr Delay (d2), s/veh	15.3	0.3	0.4	6.5	1.3	1.4	4.1	2.2	4.0	0.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.4	1.4	1.3	1.5	1.5	2.4	7.8	6.5	0.2	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	25.8	26.0	44.0	31.5	31.7	19.3	18.3	19.5	16.6	18.6	18.8
LnGrp LOS	D	C	C	D	C	C	B	B	B	B	B	B
Approach Vol, veh/h		346			227			2089			291	
Approach Delay, s/veh		37.3			34.9			18.8			18.6	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	43.5	7.8	22.4	15.0	34.0	13.5	16.7				
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1				
Max Green Setting (Gmax), s	6.6	* 33	6.9	34.6	10.6	28.2	10.7	* 31				
Max Q Clear Time (g_c+I1), s	2.4	21.8	4.7	5.5	12.6	6.6	9.3	5.5				
Green Ext Time (p_c), s	0.0	7.6	0.0	1.2	0.0	1.7	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
5: Towne Centre Dr. & Towne Centre Dwy.




































Existing AM  
09/16/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶↷			↶↷
Traffic Volume (veh/h)	9	1	1011	63	0	267
Future Volume (veh/h)	9	1	1011	63	0	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	0	1856
Adj Flow Rate, veh/h	12	1	1076	67	0	326
Peak Hour Factor	0.75	0.75	0.94	0.94	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	24	22	2160	134	0	2260
Arrive On Green	0.01	0.01	0.64	0.64	0.00	0.64
Sat Flow, veh/h	1767	1572	3462	210	0	3711
Grp Volume(v), veh/h	12	1	563	580	0	326
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1816	0	1763
Q Serve(g_s), s	0.2	0.0	4.8	4.8	0.0	1.0
Cycle Q Clear(g_c), s	0.2	0.0	4.8	4.8	0.0	1.0
Prop In Lane	1.00	1.00		0.12	0.00	
Lane Grp Cap(c), veh/h	24	22	1130	1164	0	2260
V/C Ratio(X)	0.49	0.05	0.50	0.50	0.00	0.14
Avail Cap(c_a), veh/h	1369	1219	1130	1164	0	2260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	13.8	2.7	2.7	0.0	2.0
Incr Delay (d2), s/veh	5.7	0.3	1.6	1.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	14.1	4.3	4.2	0.0	2.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	13		1143			326
Approach Delay, s/veh	19.2		4.2			2.1
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	5.3
Change Period (Y+Rc), s		4.9			4.9	4.9
Max Green Setting (Gmax), s		18.2			18.2	22.0
Max Q Clear Time (g_c+I1), s		6.8			3.0	2.2
Green Ext Time (p_c), s		7.0			2.5	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			3.9			
HCM 6th LOS			A			























HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  	 	 	 	 	 	 	
Traffic Volume (veh/h)	344	996	111	358	1480	1246	132	195	305	193	35	32
Future Volume (veh/h)	344	996	111	358	1480	1246	132	195	305	193	35	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	370	1071	119	381	1574	1326	148	219	343	238	43	40
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	409	2383	818	394	2380	1526	198	658	831	289	752	332
Arrive On Green	0.24	0.94	0.94	0.12	0.47	0.47	0.06	0.19	0.19	0.08	0.21	0.21
Sat Flow, veh/h	3428	5066	1546	3428	5066	2753	3428	3526	2745	3428	3526	1557
Grp Volume(v), veh/h	370	1071	119	381	1574	1326	148	219	343	238	43	40
Grp Sat Flow(s),veh/h/ln	1714	1689	1546	1714	1689	1376	1714	1763	1373	1714	1763	1557
Q Serve(g_s), s	14.7	3.0	0.7	15.5	33.5	58.0	6.0	7.5	14.0	9.6	1.4	2.9
Cycle Q Clear(g_c), s	14.7	3.0	0.7	15.5	33.5	58.0	6.0	7.5	14.0	9.6	1.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	2383	818	394	2380	1526	198	658	831	289	752	332
V/C Ratio(X)	0.90	0.45	0.15	0.97	0.66	0.87	0.75	0.33	0.41	0.82	0.06	0.12
Avail Cap(c_a), veh/h	416	2383	818	394	2380	1526	416	1259	1299	416	1252	553
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	2.3	1.8	61.7	28.6	26.9	65.0	49.4	39.0	63.1	43.9	44.5
Incr Delay (d2), s/veh	16.9	0.4	0.3	36.2	1.5	7.0	2.1	0.7	0.8	5.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.8	0.3	8.7	13.8	20.0	2.7	3.4	4.8	4.4	0.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	2.7	2.0	97.9	30.0	33.9	67.1	50.1	39.8	68.9	43.9	44.8
LnGrp LOS	E	A	A	F	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1560			3281			710			321	
Approach Delay, s/veh		18.5			39.5			48.6			62.5	
Approach LOS		B			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	71.4	12.5	35.1	21.1	71.3	16.2	31.4				
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3				
Max Green Setting (Gmax), s	16.1	37.1	17.0	49.7	17.0	* 37	17.0	* 50				
Max Q Clear Time (g_c+I1), s	17.5	5.0	8.0	4.9	16.7	60.0	11.6	16.0				
Green Ext Time (p_c), s	0.0	15.6	0.2	0.7	0.0	0.0	0.2	6.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			36.3									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
7: Judicial Dr. & Eastgate Mall

Existing AM  
09/16/2022





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	267	55	112	629	34	187	112	116	8	8	20
Future Volume (veh/h)	150	267	55	112	629	34	187	112	116	8	8	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	281	58	122	684	37	243	145	151	14	14	35
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.77	0.77	0.77	0.57	0.57	0.57
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	191	1053	214	100	1051	57	110	648	547	23	139	346
Arrive On Green	0.11	0.36	0.36	0.06	0.31	0.31	0.06	0.35	0.35	0.01	0.30	0.30
Sat Flow, veh/h	1767	2916	593	1767	3393	183	1767	1856	1566	1767	462	1155
Grp Volume(v), veh/h	158	168	171	122	355	366	243	145	151	14	0	49
Grp Sat Flow(s),veh/h/ln	1767	1763	1746	1767	1763	1814	1767	1856	1566	1767	0	1616
Q Serve(g_s), s	7.9	6.1	6.2	5.1	15.7	15.7	5.6	5.0	6.3	0.7	0.0	2.0
Cycle Q Clear(g_c), s	7.9	6.1	6.2	5.1	15.7	15.7	5.6	5.0	6.3	0.7	0.0	2.0
Prop In Lane	1.00		0.34	1.00		0.10	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	191	637	630	100	546	562	110	648	547	23	0	485
V/C Ratio(X)	0.83	0.26	0.27	1.22	0.65	0.65	2.21	0.22	0.28	0.60	0.00	0.10
Avail Cap(c_a), veh/h	228	637	630	100	546	562	110	648	547	100	0	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	20.3	20.4	42.5	26.9	26.9	42.2	20.7	21.1	44.2	0.0	22.7
Incr Delay (d2), s/veh	16.3	1.0	1.1	159.9	5.9	5.8	572.9	0.8	1.3	9.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	2.6	2.7	6.6	7.3	7.5	19.9	2.2	2.4	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	21.3	21.4	202.3	32.8	32.6	615.1	21.5	22.4	53.2	0.0	23.2
LnGrp LOS	E	C	C	F	C	C	F	C	C	D	A	C
Approach Vol, veh/h		497			843			539				63
Approach Delay, s/veh		32.3			57.2			289.3				29.8
Approach LOS		C			E			F				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	38.6	10.0	31.9	14.1	34.0	5.6	36.3				
Change Period (Y+Rc), s	4.4	6.1	4.4	4.9	4.4	*6.1	4.4	4.9				
Max Green Setting (Gmax), s	5.1	32.5	5.6	27.0	11.6	*27	5.1	27.5				
Max Q Clear Time (g_c+I1), s	7.1	8.2	7.6	4.0	9.9	17.7	2.7	8.3				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.1	0.0	3.0	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay				114.4								
HCM 6th LOS				F								

Notes  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
8: Judicial Dr. & Executive Dr.

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	340	77	21	32	8	102	337	190	71	55	22
Future Volume (veh/h)	194	340	77	21	32	8	102	337	190	71	55	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	226	395	90	27	41	10	111	366	207	85	65	26
Peak Hour Factor	0.86	0.86	0.86	0.78	0.78	0.78	0.92	0.92	0.92	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	599	616	266	318	510	128	98	665	369	98	765	288
Arrive On Green	0.17	0.17	0.17	0.27	0.27	0.27	0.06	0.31	0.31	0.06	0.31	0.31
Sat Flow, veh/h	3428	3526	1525	1186	1899	476	1767	2163	1200	1767	2490	936
Grp Volume(v), veh/h	226	395	90	41	0	37	111	297	276	85	45	46
Grp Sat Flow(s),veh/h/ln	1714	1763	1525	1796	0	1765	1767	1763	1600	1767	1763	1664
Q Serve(g_s), s	5.9	10.5	5.2	1.7	0.0	1.6	5.6	14.1	14.5	4.8	1.8	2.0
Cycle Q Clear(g_c), s	5.9	10.5	5.2	1.7	0.0	1.6	5.6	14.1	14.5	4.8	1.8	2.0
Prop In Lane	1.00		1.00	0.66		0.27	1.00		0.75	1.00		0.56
Lane Grp Cap(c), veh/h	599	616	266	482	0	474	98	542	492	98	542	511
V/C Ratio(X)	0.38	0.64	0.34	0.08	0.00	0.08	1.13	0.55	0.56	0.86	0.08	0.09
Avail Cap(c_a), veh/h	920	947	409	482	0	474	98	542	492	98	542	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	38.6	36.4	27.5	0.0	27.5	47.5	29.0	29.2	47.1	24.8	24.8
Incr Delay (d2), s/veh	0.4	1.3	0.8	0.3	0.0	0.3	129.4	4.0	4.6	48.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.6	2.0	0.8	0.0	0.7	6.0	6.5	6.1	3.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	39.8	37.2	27.9	0.0	27.8	176.9	33.0	33.7	95.6	25.1	25.2
LnGrp LOS	D	D	D	C	A	C	F	C	C	F	C	C
Approach Vol, veh/h		711			78			684			176	
Approach Delay, s/veh		38.6			27.8			56.6			59.2	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	36.2		22.5	10.0	36.2		31.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	5.6	30.9		27.0	5.6	30.9		27.0				
Max Q Clear Time (g_c+I1), s	6.8	16.5		12.5	7.6	4.0		3.7				
Green Ext Time (p_c), s	0.0	4.6		3.7	0.0	0.7		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			47.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

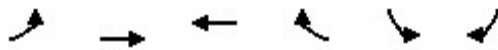
Existing AM  
 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	0	0	1	1	0	3	50	232	1	9	56	5
Future Volume (veh/h)	0	0	1	1	0	3	50	232	1	9	56	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.98		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	0	4	2	0	6	56	258	1	11	71	6
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.90	0.90	0.90	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	0	0	25	130	0	15	84	2077	8	20	1780	149
Arrive On Green	0.00	0.00	0.02	0.02	0.00	0.02	0.05	0.58	0.58	0.01	0.54	0.54
Sat Flow, veh/h	0	0	1568	316	0	948	1767	3602	14	1767	3292	275
Grp Volume(v), veh/h	0	0	4	8	0	0	56	126	133	11	38	39
Grp Sat Flow(s),veh/h/ln	0	0	1568	1264	0	0	1767	1763	1853	1767	1763	1804
Q Serve(g_s), s	0.0	0.0	0.1	0.2	0.0	0.0	1.1	1.2	1.2	0.2	0.4	0.4
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	1.1	1.2	1.2	0.2	0.4	0.4
Prop In Lane	0.00		1.00	0.25		0.75	1.00		0.01	1.00		0.15
Lane Grp Cap(c), veh/h	0	0	25	146	0	0	84	1017	1069	20	953	975
V/C Ratio(X)	0.00	0.00	0.16	0.05	0.00	0.00	0.66	0.12	0.12	0.54	0.04	0.04
Avail Cap(c_a), veh/h	0	0	1092	1166	0	0	325	1017	1069	251	953	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.4	17.6	0.0	0.0	16.8	3.5	3.5	17.6	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.2	0.0	0.0	8.7	0.3	0.2	20.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.6	0.2	0.3	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	20.3	17.7	0.0	0.0	25.5	3.7	3.7	37.8	3.9	3.9
LnGrp LOS	A	A	C	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		4			8			315			88	
Approach Delay, s/veh		20.3			17.7			7.6			8.2	
Approach LOS		C			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	25.6		5.5	6.1	24.3		5.5				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.1	20.7		25.0	6.6	19.2		25.0				
Max Q Clear Time (g_c+I1), s	2.2	3.2		2.1	3.1	2.4		2.3				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	0.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
10: Eastgate Mall & Easter Wy.

Existing AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑	↑↗		↕	
Traffic Volume (veh/h)	29	315	467	20	33	51
Future Volume (veh/h)	29	315	467	20	33	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	32	342	497	21	40	61
Peak Hour Factor	0.92	0.92	0.94	0.94	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	628	1570	1535	65	64	98
Arrive On Green	0.45	0.45	0.45	0.45	0.10	0.10
Sat Flow, veh/h	875	3618	3539	145	634	967
Grp Volume(v), veh/h	32	342	254	264	102	0
Grp Sat Flow(s),veh/h/ln	875	1763	1763	1829	1617	0
Q Serve(g_s), s	0.6	1.3	2.1	2.1	1.4	0.0
Cycle Q Clear(g_c), s	2.7	1.3	2.1	2.1	1.4	0.0
Prop In Lane	1.00			0.08	0.39	0.60
Lane Grp Cap(c), veh/h	628	1570	785	814	164	0
V/C Ratio(X)	0.05	0.22	0.32	0.32	0.62	0.00
Avail Cap(c_a), veh/h	1082	3400	1700	1764	2020	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	3.8	4.0	4.0	9.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.3	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	3.9	4.4	4.4	11.1	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		374	518		102	
Approach Delay, s/veh		4.0	4.4		11.1	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.3		7.2		15.3
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		21.7		28.1		21.7
Max Q Clear Time (g_c+I1), s		4.7		3.4		4.1
Green Ext Time (p_c), s		2.7		0.1		4.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			4.9			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 11: Genesee Ave. & Eastgate Mall

Existing AM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	147	77	79	336	501	51	291	41	315	427	115
Future Volume (veh/h)	84	147	77	79	336	501	51	291	41	315	427	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	196	103	86	365	545	53	303	43	380	514	139
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.96	0.96	0.96	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	135	689	567	107	659	534	68	1302	179	444	1507	394
Arrive On Green	0.08	0.37	0.37	0.06	0.36	0.36	0.04	0.29	0.29	0.04	0.13	0.13
Sat Flow, veh/h	1767	1856	1527	1767	1856	1503	1767	4487	618	3428	3956	1033
Grp Volume(v), veh/h	112	196	103	86	365	545	53	226	120	380	436	217
Grp Sat Flow(s),veh/h/ln	1767	1856	1527	1767	1856	1503	1767	1689	1728	1714	1689	1612
Q Serve(g_s), s	8.2	9.8	6.0	6.3	20.8	46.9	3.9	6.7	7.0	14.5	15.6	16.2
Cycle Q Clear(g_c), s	8.2	9.8	6.0	6.3	20.8	46.9	3.9	6.7	7.0	14.5	15.6	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.64
Lane Grp Cap(c), veh/h	135	689	567	107	659	534	68	980	501	444	1287	614
V/C Ratio(X)	0.83	0.28	0.18	0.80	0.55	1.02	0.78	0.23	0.24	0.86	0.34	0.35
Avail Cap(c_a), veh/h	182	689	567	182	659	534	155	980	501	665	1287	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.99	0.99	0.99	0.95	0.95	0.95
Uniform Delay (d), s/veh	60.1	29.2	28.0	61.2	34.1	42.5	62.9	35.6	35.7	62.0	42.5	42.8
Incr Delay (d2), s/veh	15.5	0.1	0.1	5.0	0.6	43.8	6.9	0.5	1.1	4.6	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.4	0.0	3.0	9.5	23.7	1.9	2.9	3.1	7.0	7.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.6	29.3	28.0	66.2	34.7	86.4	69.8	36.2	36.9	66.5	43.2	44.3
LnGrp LOS	E	C	C	E	C	F	E	D	D	E	D	D
Approach Vol, veh/h		411			996			399			1033	
Approach Delay, s/veh		41.6			65.7			40.8			52.0	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.5	44.0	12.4	54.1	9.5	56.0	14.5	52.0				
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	4.4	5.7	4.4	5.1				
Max Green Setting (Gmax), s	25.6	26.3	13.6	* 47	11.6	40.3	13.6	46.9				
Max Q Clear Time (g_c+I1), s	16.5	9.0	8.3	11.8	5.9	18.2	10.2	48.9				
Green Ext Time (p_c), s	0.5	2.8	0.0	0.9	0.0	6.6	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			53.7									
HCM 6th LOS			D									

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
12: Genesee Ave. & Executive Dr.

Existing AM  
09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	171	47	90	304	132	81	299	130	68	420	58
Future Volume (veh/h)	16	171	47	90	304	132	81	299	130	68	420	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	199	55	115	390	169	85	315	137	79	488	67
Peak Hour Factor	0.86	0.86	0.86	0.78	0.78	0.78	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	27	508	136	165	520	222	107	1988	804	99	2522	340
Arrive On Green	0.02	0.19	0.19	0.05	0.22	0.22	0.06	0.56	0.56	0.11	1.00	1.00
Sat Flow, veh/h	1767	2730	732	3428	2377	1013	1767	3522	1423	1767	4503	606
Grp Volume(v), veh/h	19	126	128	115	288	271	85	301	151	79	364	191
Grp Sat Flow(s),veh/h/ln	1767	1763	1700	1714	1763	1628	1767	1689	1568	1767	1689	1732
Q Serve(g_s), s	1.4	8.3	8.7	4.4	20.1	20.6	6.3	5.6	6.1	5.8	0.0	0.0
Cycle Q Clear(g_c), s	1.4	8.3	8.7	4.4	20.1	20.6	6.3	5.6	6.1	5.8	0.0	0.0
Prop In Lane	1.00		0.43	1.00		0.62	1.00		0.91	1.00		0.35
Lane Grp Cap(c), veh/h	27	328	316	165	386	356	107	1906	885	99	1891	970
V/C Ratio(X)	0.71	0.39	0.40	0.70	0.74	0.76	0.80	0.16	0.17	0.80	0.19	0.20
Avail Cap(c_a), veh/h	129	589	568	353	642	593	262	1906	885	249	1891	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	0.99	0.99	0.99	1.00	1.00	1.00	0.77	0.77	0.77	0.96	0.96	0.96
Uniform Delay (d), s/veh	64.7	47.1	47.3	61.9	48.1	48.3	61.2	13.7	13.9	57.9	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.3	0.3	2.0	1.1	1.3	3.9	0.1	0.3	5.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.7	3.7	2.0	9.0	8.5	2.9	2.2	2.3	2.6	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	47.4	47.6	63.8	49.2	49.6	65.2	13.9	14.2	63.2	0.2	0.4
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		273			674			537			634	
Approach Delay, s/veh		49.5			51.9			22.1			8.1	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	80.0	10.8	29.4	12.4	79.4	6.4	33.8				
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9				
Max Green Setting (Gmax), s	18.6	36.5	13.6	44.1	19.6	* 36	9.6	48.1				
Max Q Clear Time (g_c+I1), s	7.8	8.1	6.4	10.7	8.3	2.0	3.4	22.6				
Green Ext Time (p_c), s	0.1	3.9	0.1	1.0	0.1	5.3	0.0	2.4				

Intersection Summary												
HCM 6th Ctrl Delay											30.9	
HCM 6th LOS											C	























Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
 13: Genesee Ave. & Executive Square

Existing AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	3	44	11	4	11	295	1886	218	13	459	19
Future Volume (veh/h)	17	3	44	11	4	11	295	1886	218	13	459	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	14	0	59	18	7	18	307	1965	227	17	596	25
Peak Hour Factor	0.87	0.87	0.87	0.61	0.61	0.61	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	114	0	202	77	20	51	368	2528	289	37	1809	75
Arrive On Green	0.06	0.00	0.06	0.04	0.04	0.04	0.21	0.55	0.55	0.02	0.36	0.36
Sat Flow, veh/h	1767	0	3124	1767	460	1183	1767	4588	524	1767	4977	208
Grp Volume(v), veh/h	14	0	59	18	0	25	307	1440	752	17	403	218
Grp Sat Flow(s),veh/h/ln	1767	0	1562	1767	0	1643	1767	1689	1734	1767	1689	1808
Q Serve(g_s), s	0.4	0.0	1.0	0.6	0.0	0.8	9.4	18.8	19.3	0.5	4.9	4.9
Cycle Q Clear(g_c), s	0.4	0.0	1.0	0.6	0.0	0.8	9.4	18.8	19.3	0.5	4.9	4.9
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	114	0	202	77	0	71	368	1861	956	37	1227	657
V/C Ratio(X)	0.12	0.00	0.29	0.23	0.00	0.35	0.83	0.77	0.79	0.46	0.33	0.33
Avail Cap(c_a), veh/h	566	0	1000	566	0	526	531	1861	956	157	1227	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	25.1	26.0	0.0	26.1	21.3	9.9	10.0	27.2	12.9	13.0
Incr Delay (d2), s/veh	0.5	0.0	0.8	1.5	0.0	2.9	7.5	3.2	6.5	8.9	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	0.3	0.0	0.4	4.3	6.0	7.2	0.3	1.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	25.9	27.5	0.0	29.0	28.8	13.1	16.5	36.1	13.7	14.3
LnGrp LOS	C	A	C	C	A	C	C	B	B	D	B	B
Approach Vol, veh/h		73			43			2499			638	
Approach Delay, s/veh		25.8			28.4			16.0			14.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	35.5		8.1	16.2	24.9		6.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	16.9	19.1		18.0				
Max Q Clear Time (g_c+I1), s	2.5	21.3		3.0	11.4	6.9		2.8				
Green Ext Time (p_c), s	0.0	8.3		0.2	0.5	3.2		0.1				

Intersection Summary

























HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 14: Genesee Ave. & La Jolla Village Dr.

Existing AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	464	1149	92	114	827	300	223	1051	133	214	183	103
Future Volume (veh/h)	464	1149	92	114	827	300	223	1051	133	214	183	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	521	1291	103	120	871	316	253	1194	151	268	229	129
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	577	2174	645	168	1570	634	303	1449	440	318	1472	444
Arrive On Green	0.17	0.43	0.43	0.02	0.10	0.10	0.09	0.29	0.29	0.09	0.29	0.29
Sat Flow, veh/h	3428	5066	1502	3428	5066	1572	3428	5066	1539	3428	5066	1529
Grp Volume(v), veh/h	521	1291	103	120	871	316	253	1194	151	268	229	129
Grp Sat Flow(s),veh/h/ln	1714	1689	1502	1714	1689	1572	1714	1689	1539	1714	1689	1529
Q Serve(g_s), s	20.9	27.3	5.9	4.9	22.9	23.4	10.2	30.8	10.9	10.8	4.7	9.2
Cycle Q Clear(g_c), s	20.9	27.3	5.9	4.9	22.9	23.4	10.2	30.8	10.9	10.8	4.7	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	577	2174	645	168	1570	634	303	1449	440	318	1472	444
V/C Ratio(X)	0.90	0.59	0.16	0.71	0.55	0.50	0.83	0.82	0.34	0.84	0.16	0.29
Avail Cap(c_a), veh/h	720	2174	645	235	1570	634	411	1480	450	431	1520	459
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.68	0.68	0.68	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.1	30.6	24.5	67.9	53.6	41.6	62.8	46.7	39.6	62.5	36.9	38.5
Incr Delay (d2), s/veh	8.2	0.8	0.4	1.8	1.0	1.9	7.9	5.4	2.1	7.8	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	11.3	2.2	2.2	10.6	10.2	4.8	13.7	4.4	5.1	2.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	31.4	24.8	69.7	54.6	43.5	70.7	52.1	41.7	70.3	37.0	39.0
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1915			1307			1598			626	
Approach Delay, s/veh		40.3			53.3			54.1			51.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	65.6	16.8	46.4	27.9	48.9	17.4	45.7				
Change Period (Y+Rc), s	4.4	* 5.5	4.4	* 5.7	4.4	5.5	4.4	5.7				
Max Green Setting (Gmax), s	9.6	* 52	16.8	* 42	29.4	32.1	17.6	40.9				
Max Q Clear Time (g_c+I1), s	6.9	29.3	12.2	11.2	22.9	25.4	12.8	32.8				
Green Ext Time (p_c), s	0.0	18.2	0.2	3.1	0.7	5.4	0.2	7.2				

























Intersection Summary												
HCM 6th Ctrl Delay			48.8									
HCM 6th LOS			D									

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

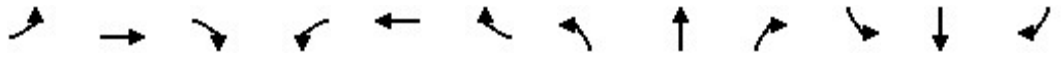
HCM 6th Signalized Intersection Summary  
15: Regents Rd. & Eastgate Mall

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	18	61	167	124	196	386	521	368	41	139	4
Future Volume (veh/h)	1	18	61	167	124	196	386	521	368	41	139	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1	22	73	196	146	231	429	579	409	53	181	5
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.90	0.90	0.90	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	2	230	185	229	445	389	464	1799	768	68	991	27
Arrive On Green	0.00	0.12	0.12	0.13	0.25	0.25	0.26	0.51	0.51	0.04	0.28	0.28
Sat Flow, veh/h	1767	1856	1496	1767	1763	1540	1767	3526	1505	1767	3503	96
Grp Volume(v), veh/h	1	22	73	196	146	231	429	579	409	53	91	95
Grp Sat Flow(s),veh/h/ln	1767	1856	1496	1767	1763	1540	1767	1763	1505	1767	1763	1836
Q Serve(g_s), s	0.1	1.0	4.2	10.0	6.2	12.2	21.9	8.9	16.9	2.8	3.6	3.6
Cycle Q Clear(g_c), s	0.1	1.0	4.2	10.0	6.2	12.2	21.9	8.9	16.9	2.8	3.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	2	230	185	229	445	389	464	1799	768	68	499	520
V/C Ratio(X)	0.52	0.10	0.39	0.85	0.33	0.59	0.93	0.32	0.53	0.78	0.18	0.18
Avail Cap(c_a), veh/h	97	641	517	260	771	674	565	1799	768	176	499	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	36.0	37.4	39.4	28.2	30.4	33.3	13.3	15.2	44.1	25.1	25.1
Incr Delay (d2), s/veh	61.8	0.1	0.5	19.5	0.3	1.2	17.6	0.5	2.6	7.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	1.5	5.5	2.6	4.6	11.4	3.5	6.0	1.3	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.0	36.0	37.9	58.9	28.5	31.6	50.8	13.8	17.9	51.3	25.9	25.9
LnGrp LOS	F	D	D	E	C	C	D	B	B	D	C	C
Approach Vol, veh/h		96			573			1417			239	
Approach Delay, s/veh		38.2			40.2			26.2			31.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	52.1	16.4	16.4	28.7	31.1	4.5	28.3				
Change Period (Y+Rc), s	4.1	4.9	4.4	4.9	4.4	4.9	4.4	4.9				
Max Green Setting (Gmax), s	9.2	46.9	13.6	32.0	29.6	26.2	5.1	40.5				
Max Q Clear Time (g_c+I1), s	4.8	18.9	12.0	6.2	23.9	5.6	2.1	14.2				
Green Ext Time (p_c), s	0.0	8.5	0.0	0.2	0.4	1.5	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 16: Regents Rd. & Miramar St./Executive Dr.

Existing AM  
 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	4	27	66	5	203	17	1057	166	22	350	3
Future Volume (veh/h)	8	4	27	66	5	203	17	1057	166	22	350	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.96		0.98	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	14	7	46	85	0	251	19	1174	184	26	417	4
Peak Hour Factor	0.59	0.59	0.59	0.81	0.81	0.81	0.90	0.90	0.90	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	396	49	321	808	0	366	32	1459	228	42	1736	17
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.02	0.48	0.48	0.02	0.49	0.49
Sat Flow, veh/h	1112	204	1343	2583	0	1534	1767	3040	474	1767	3575	34
Grp Volume(v), veh/h	14	0	53	85	0	251	19	678	680	26	205	216
Grp Sat Flow(s),veh/h/ln	1112	0	1547	1291	0	1534	1767	1763	1751	1767	1763	1847
Q Serve(g_s), s	0.5	0.0	1.5	1.5	0.0	8.2	0.6	17.9	18.2	0.8	3.7	3.8
Cycle Q Clear(g_c), s	0.5	0.0	1.5	3.0	0.0	8.2	0.6	17.9	18.2	0.8	3.7	3.8
Prop In Lane	1.00		0.87	1.00		1.00	1.00		0.27	1.00		0.02
Lane Grp Cap(c), veh/h	396	0	369	808	0	366	32	846	841	42	856	897
V/C Ratio(X)	0.04	0.00	0.14	0.11	0.00	0.69	0.59	0.80	0.81	0.62	0.24	0.24
Avail Cap(c_a), veh/h	616	0	676	1319	0	670	166	846	841	166	856	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.6	17.7	0.0	19.1	26.9	12.1	12.2	26.7	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	2.4	6.1	7.9	8.3	5.4	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.4	0.0	2.9	0.3	7.4	7.6	0.4	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.6	17.8	0.0	21.5	33.0	20.0	20.4	32.1	8.9	8.9
LnGrp LOS	B	A	B	B	A	C	C	C	C	C	A	A
Approach Vol, veh/h		67			336			1377			447	
Approach Delay, s/veh		16.5			20.6			20.4			10.3	
Approach LOS		B			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	31.4		18.1	5.4	31.7		18.1				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	2.8	20.2		3.5	2.6	5.8		10.2				
Green Ext Time (p_c), s	0.0	4.4		0.2	0.0	2.5		1.1				

Intersection Summary

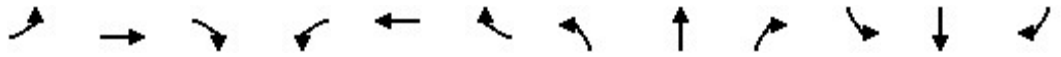
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
17: Regents Rd. & Regents Park Row

Existing AM  
09/16/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	55	7	207	107	12	68	146	826	269	26	290	32
Future Volume (veh/h)	55	7	207	107	12	68	146	826	269	26	290	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	1.00		0.98	1.00		0.94	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	65	8	244	129	14	82	164	928	302	31	349	39
Peak Hour Factor	0.85	0.85	0.85	0.83	0.83	0.83	0.89	0.89	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	413	14	439	275	67	392	131	1237	400	46	1375	152
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.96	0.96	0.03	0.43	0.43
Sat Flow, veh/h	1269	50	1511	1119	231	1350	1767	2572	832	1767	3179	352
Grp Volume(v), veh/h	65	0	252	129	0	96	164	634	596	31	192	196
Grp Sat Flow(s),veh/h/ln	1269	0	1561	1119	0	1581	1767	1763	1641	1767	1763	1768
Q Serve(g_s), s	2.9	0.0	9.6	7.7	0.0	3.2	5.2	3.4	3.5	1.2	4.9	5.0
Cycle Q Clear(g_c), s	6.1	0.0	9.6	17.3	0.0	3.2	5.2	3.4	3.5	1.2	4.9	5.0
Prop In Lane	1.00		0.97	1.00		0.85	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	413	0	453	275	0	459	131	848	789	46	762	765
V/C Ratio(X)	0.16	0.00	0.56	0.47	0.00	0.21	1.25	0.75	0.75	0.68	0.25	0.26
Avail Cap(c_a), veh/h	482	0	537	335	0	544	131	848	789	131	762	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.53	0.53	0.53	0.99	0.99	0.99
Uniform Delay (d), s/veh	21.1	0.0	21.0	28.3	0.0	18.8	29.8	0.8	0.8	33.8	12.7	12.7
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.5	0.0	0.1	141.1	3.3	3.6	6.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.3	2.0	0.0	1.1	7.1	1.1	1.1	0.6	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	21.4	28.8	0.0	18.8	170.9	4.0	4.4	40.1	13.4	13.5
LnGrp LOS	C	A	C	C	A	B	F	A	A	D	B	B
Approach Vol, veh/h		317			225			1394			419	
Approach Delay, s/veh		21.4			24.6			23.8			15.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	38.6		25.2	9.6	35.2		25.2				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	3.2	5.5		11.6	7.2	7.0		19.3				
Green Ext Time (p_c), s	0.0	11.5		1.0	0.0	2.9		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		22.1
HCM 6th LOS		C

HCM 6th Signalized Intersection Summary  
 18: La Jolla Village Dr. & Regents Rd.

Existing AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	766	1215	82	82	677	147	316	460	179	111	99	297
Future Volume (veh/h)	766	1215	82	82	677	147	316	460	179	111	99	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	833	1321	89	92	761	165	336	489	190	137	122	367
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.94	0.94	0.94	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	798	2456	165	138	1596	479	343	1116	477	160	1083	473
Arrive On Green	0.23	0.51	0.51	0.01	0.10	0.10	0.10	0.32	0.32	0.09	0.31	0.31
Sat Flow, veh/h	3428	4838	326	3428	5066	1522	3428	3526	1508	1767	3526	1541
Grp Volume(v), veh/h	833	922	488	92	761	165	336	489	190	137	122	367
Grp Sat Flow(s),veh/h/ln	1714	1689	1787	1714	1689	1522	1714	1763	1508	1767	1763	1541
Q Serve(g_s), s	32.6	25.9	25.9	3.7	19.8	14.1	13.7	15.4	13.8	10.7	3.5	30.3
Cycle Q Clear(g_c), s	32.6	25.9	25.9	3.7	19.8	14.1	13.7	15.4	13.8	10.7	3.5	30.3
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	1715	907	138	1596	479	343	1116	477	160	1083	473
V/C Ratio(X)	1.04	0.54	0.54	0.67	0.48	0.34	0.98	0.44	0.40	0.85	0.11	0.78
Avail Cap(c_a), veh/h	798	1715	907	235	1596	479	343	1116	477	210	1083	473
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.73	0.73	0.73	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	53.7	23.3	23.3	68.1	51.8	49.3	62.9	38.0	37.4	62.7	34.8	44.1
Incr Delay (d2), s/veh	33.9	0.6	1.1	1.5	0.7	1.4	43.0	0.3	0.7	17.4	0.2	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	10.5	11.2	1.7	9.2	6.0	8.0	6.8	5.2	5.6	1.5	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.6	23.9	24.4	69.7	52.6	50.7	105.8	38.3	38.1	80.2	35.0	55.0
LnGrp LOS	F	C	C	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2243			1018			1015			626	
Approach Delay, s/veh		47.7			53.8			60.6			56.6	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	76.9	18.4	48.7	37.0	49.9	17.1	50.0				
Change Period (Y+Rc), s	4.4	* 5.4	4.4	* 5.7	4.4	5.4	4.4	5.7				
Max Green Setting (Gmax), s	9.6	* 54	14.0	* 43	32.6	30.9	16.6	40.0				
Max Q Clear Time (g_c+I1), s	5.7	27.9	15.7	32.3	34.6	21.8	12.7	17.4				
Green Ext Time (p_c), s	0.0	22.1	0.0	2.2	0.0	6.5	0.1	5.0				




















Intersection Summary												
HCM 6th Ctrl Delay			52.8									
HCM 6th LOS			D									

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



































HCM 6th Signalized Intersection Summary  
 19: Regents Rd. & Genesee Ave.

Existing AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	765	144	84	933	0	257	0	68	0	0	0
Future Volume (veh/h)	11	765	144	84	933	0	257	0	68	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1856	1856	1856	1856	0	1856	0	1856			
Adj Flow Rate, veh/h	13	890	167	88	982	0	334	0	88			
Peak Hour Factor	0.86	0.86	0.86	0.95	0.95	0.92	0.77	0.92	0.77			
Percent Heavy Veh, %	2	3	3	3	3	0	3	0	3			
Cap, veh/h	26	2520	760	110	2759	0	1119	0	513			
Arrive On Green	0.01	0.50	0.50	0.06	0.54	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	1781	5066	1528	1767	5233	0	3428	0	1572			
Grp Volume(v), veh/h	13	890	167	88	982	0	334	0	88			
Grp Sat Flow(s),veh/h/ln	1781	1689	1528	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	1.0	14.1	8.1	6.5	14.5	0.0	9.6	0.0	5.3			
Cycle Q Clear(g_c), s	1.0	14.1	8.1	6.5	14.5	0.0	9.6	0.0	5.3			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	26	2520	760	110	2759	0	1119	0	513			
V/C Ratio(X)	0.51	0.35	0.22	0.80	0.36	0.00	0.30	0.00	0.17			
Avail Cap(c_a), veh/h	115	2520	760	289	2759	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.97	0.97	0.97	0.82	0.82	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.6	20.2	18.7	61.1	17.0	0.0	33.2	0.0	31.7			
Incr Delay (d2), s/veh	14.3	0.4	0.6	4.1	0.1	0.0	0.7	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	5.7	3.0	3.0	5.6	0.0	4.1	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	20.6	19.4	65.2	17.1	0.0	33.9	0.0	32.4			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1070			1070			422				
Approach Delay, s/veh		21.1			21.0			33.6				
Approach LOS		C			C			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	12.6	71.4			6.4	77.6		48.0				
Change Period (Y+Rc), s	4.4	5.7			4.5	5.7		4.9				
Max Green Setting (Gmax), s	21.6	52.3			8.5	65.3		43.1				
Max Q Clear Time (g_c+I1), s	8.5	16.1			3.0	16.5		11.6				
Green Ext Time (p_c), s	0.1	15.9			0.0	12.6		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Existing AM  
 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	397	635	556	216	671	292	209	28	167	39	6	47
Future Volume (veh/h)	397	635	556	216	671	292	209	28	167	39	6	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	422	676	591	235	729	317	327	44	261	55	0	71
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.64	0.64	0.64	0.71	0.71	0.71
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	480	2866	876	288	2583	874	388	272	400	187	0	248
Arrive On Green	0.14	0.57	0.57	0.08	0.51	0.51	0.11	0.15	0.15	0.05	0.00	0.09
Sat Flow, veh/h	3428	5066	1548	3428	5066	1550	3428	1856	2730	3534	0	2875
Grp Volume(v), veh/h	422	676	591	235	729	317	327	44	261	55	0	71
Grp Sat Flow(s),veh/h/ln	1714	1689	1548	1714	1689	1550	1714	1856	1365	1767	0	1438
Q Serve(g_s), s	15.9	8.8	35.4	8.9	10.9	14.8	12.3	2.7	11.9	2.0	0.0	3.1
Cycle Q Clear(g_c), s	15.9	8.8	35.4	8.9	10.9	14.8	12.3	2.7	11.9	2.0	0.0	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	2866	876	288	2583	874	388	272	400	187	0	248
V/C Ratio(X)	0.88	0.24	0.67	0.82	0.28	0.36	0.84	0.16	0.65	0.29	0.00	0.29
Avail Cap(c_a), veh/h	639	2866	876	405	2583	874	912	493	726	378	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	14.4	20.1	59.5	18.5	15.8	57.4	49.3	53.2	60.1	0.0	56.5
Incr Delay (d2), s/veh	8.2	0.2	3.8	5.6	0.3	1.1	1.9	0.1	0.7	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	3.4	13.4	4.1	4.3	5.5	5.5	1.3	4.1	0.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	14.5	23.9	65.1	18.8	17.0	59.3	49.4	53.9	60.4	0.0	56.7
LnGrp LOS	E	B	C	E	B	B	E	D	D	E	A	E
Approach Vol, veh/h		1689			1281			632			126	
Approach Delay, s/veh		30.2			26.8			56.4			58.4	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.9	73.0	19.8	16.3	15.5	80.4	11.9	24.2				
Change Period (Y+Rc), s	4.4	5.7	4.9	4.9	4.4	5.7	4.9	4.9				
Max Green Setting (Gmax), s	24.6	38.3	35.1	14.1	15.6	47.3	14.1	35.1				
Max Q Clear Time (g_c+I1), s	17.9	16.8	14.3	5.1	10.9	37.4	4.0	13.9				
Green Ext Time (p_c), s	0.5	8.2	0.6	0.1	0.2	6.2	0.0	0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												



HCM 6th Signalized Intersection Summary  
 21: Scripps Hospital Drwy. & Genesee Ave.

Existing AM  
 09/16/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↵	↑↑↑		↵	↑↑↑	↵	↵↵		↵
Traffic Volume (veh/h)	0	0	130	774	0	7	1249	519	174	0	82
Future Volume (veh/h)	0	0	130	774	0	7	1249	519	174	0	82
Initial Q (Qb), veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00	1.00		0.97	1.00	1.00	1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln			1856	1856	0	1870	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h			144	860	0	7	1301	541	256	121	121
Peak Hour Factor			0.90	0.90	0.90	0.96	0.96	0.96	0.68	0.68	0.68
Percent Heavy Veh, %			3	3	0	2	3	3	3	3	3
Cap, veh/h			169	3958	0	15	3520	1064	328	150	150
Arrive On Green			0.10	0.78	0.00	0.01	0.69	0.69	0.10	0.10	0.10
Sat Flow, veh/h			1767	5233	0	1781	5066	1532	3428	1572	1572
Grp Volume(v), veh/h			144	860	0	7	1301	541	256	121	121
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			10.6	5.9	0.0	0.5	13.9	22.0	9.6	10.0	10.0
Cycle Q Clear(g_c), s			10.6	5.9	0.0	0.5	13.9	22.0	9.6	10.0	10.0
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			169	3958	0	15	3520	1064	328	150	150
V/C Ratio(X)			0.85	0.22	0.00	0.46	0.37	0.51	0.78	0.80	0.80
Avail Cap(c_a), veh/h			303	3958	0	74	3520	1064	860	394	394
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)			0.94	0.94	0.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh			58.7	3.8	0.0	65.1	8.3	9.5	58.3	58.5	58.5
Incr Delay (d2), s/veh			4.3	0.1	0.0	16.4	0.2	1.4	1.5	3.8	3.8
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			4.9	1.8	0.0	0.3	4.9	7.4	4.3	8.6	8.6
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			63.0	3.9	0.0	81.5	8.5	10.9	59.9	62.3	62.3
LnGrp LOS			E	A	A	F	A	B	E	E	E
Approach Vol, veh/h				1004			1849		377		
Approach Delay, s/veh				12.4			9.5		60.7		
Approach LOS				B			A		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.6	108.8		17.5	17.0	97.4					
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7					
Max Green Setting (Gmax), s	5.5	78.3		33.1	22.6	61.3					
Max Q Clear Time (g_c+I1), s	2.5	7.9		12.0	12.6	24.0					
Green Ext Time (p_c), s	0.0	17.0		0.7	0.1	23.0					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.4								
HCM 6th LOS			B								

HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Existing AM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1258	0	0	534	503	1049	0	624	0	0	0
Future Volume (veh/h)	176	1258	0	0	534	503	1049	0	624	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	187	1338	0	0	636	599	1093	0	650			
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.84	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	266	2814	0	0	3158	1137	1049	0	933			
Arrive On Green	0.10	0.74	0.00	0.00	0.42	0.42	0.30	0.00	0.30			
Sat Flow, veh/h	3428	5233	0	0	7867	2705	3534	0	3145			
Grp Volume(v), veh/h	187	1338	0	0	636	599	1093	0	650			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1352	1767	0	1572			
Q Serve(g_s), s	4.7	9.6	0.0	0.0	4.8	14.8	26.7	0.0	16.5			
Cycle Q Clear(g_c), s	4.7	9.6	0.0	0.0	4.8	14.8	26.7	0.0	16.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	266	2814	0	0	3158	1137	1049	0	933			
V/C Ratio(X)	0.70	0.48	0.00	0.00	0.20	0.53	1.04	0.00	0.70			
Avail Cap(c_a), veh/h	495	2814	0	0	3158	1137	1049	0	933			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.89	0.89	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.4	6.5	0.0	0.0	16.5	19.4	31.6	0.0	28.1			
Incr Delay (d2), s/veh	3.0	0.5	0.0	0.0	0.1	1.7	39.5	0.0	4.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	2.7	0.0	0.0	1.6	4.7	16.7	0.0	6.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	7.0	0.0	0.0	16.7	21.1	71.1	0.0	32.4			
LnGrp LOS	D	A	A	A	B	C	F	A	C			
Approach Vol, veh/h		1525			1235			1743				
Approach Delay, s/veh		11.3			18.8			56.7				
Approach LOS		B			B			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.2			12.2	45.0		32.8				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		50.0			* 13	31.8		26.7				
Max Q Clear Time (g_c+I1), s		11.6			6.7	16.8		28.7				
Green Ext Time (p_c), s		13.2			0.3	6.3		0.0				

Intersection Summary

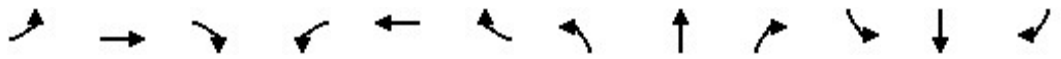
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 23: Genesee Ave. & I-5 SB Ramps

Existing AM  
 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↗↘	↑↑↑↑					↘	↗	↗↘
Traffic Volume (veh/h)	0	464	152	117	1351	0	0	0	0	962	1	1007
Future Volume (veh/h)	0	464	152	117	1351	0	0	0	0	962	1	1007
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	504	165	121	1393	0				993	0	1038
Peak Hour Factor	0.92	0.92	0.92	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	2583	928	187	2281	0				1420	0	1246
Arrive On Green	0.00	0.34	0.34	0.05	0.45	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	7867	2699	3428	5233	0				3534	0	3100
Grp Volume(v), veh/h	0	504	165	121	1393	0				993	0	1038
Grp Sat Flow(s),veh/h/ln	0	1503	1350	1714	1689	0				1767	0	1550
Q Serve(g_s), s	0.0	4.2	3.8	3.1	18.8	0.0				21.0	0.0	27.1
Cycle Q Clear(g_c), s	0.0	4.2	3.8	3.1	18.8	0.0				21.0	0.0	27.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2583	928	187	2281	0				1420	0	1246
V/C Ratio(X)	0.00	0.20	0.18	0.65	0.61	0.00				0.70	0.00	0.83
Avail Cap(c_a), veh/h	0	2583	928	240	2281	0				1606	0	1409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	20.6	41.7	18.7	0.0				22.4	0.0	24.2
Incr Delay (d2), s/veh	0.0	0.2	0.4	2.8	0.9	0.0				1.2	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.2	1.4	7.1	0.0				8.6	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	21.1	44.5	19.6	0.0				23.6	0.0	28.2
LnGrp LOS	A	C	C	D	B	A				C	A	C
Approach Vol, veh/h		669			1514						2031	
Approach Delay, s/veh		21.0			21.6						25.9	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.6	38.1		42.3		47.7						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 6.3	24.8		40.9		35.8						
Max Q Clear Time (g_c+I1), s	5.1	6.2		29.1		20.8						
Green Ext Time (p_c), s	0.0	4.0		7.1		8.7						

Intersection Summary































HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 24: Lebon Dr. & La Jolla Village Dr.

Existing AM  
 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	 
Traffic Volume (veh/h)	14	1769	207	107	1226	3	492	4	204	6	6	15
Future Volume (veh/h)	14	1769	207	107	1226	3	492	4	204	6	6	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	1882	220	130	1495	4	566	0	237	11	11	27
Peak Hour Factor	0.94	0.94	0.94	0.82	0.82	0.82	0.87	0.87	0.87	0.56	0.56	0.56
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	22	2361	1047	176	2634	7	748	0	666	116	116	191
Arrive On Green	0.01	0.47	0.47	0.05	0.50	0.50	0.21	0.00	0.21	0.13	0.13	0.13
Sat Flow, veh/h	1767	5066	1531	3428	5216	14	3534	0	3145	905	905	1488
Grp Volume(v), veh/h	15	1882	220	130	968	531	566	0	237	22	0	27
Grp Sat Flow(s),veh/h/ln	1767	1689	1531	1714	1689	1853	1767	0	1572	1810	0	1488
Q Serve(g_s), s	1.2	44.2	7.6	5.2	27.8	27.8	21.0	0.0	9.0	1.5	0.0	2.3
Cycle Q Clear(g_c), s	1.2	44.2	7.6	5.2	27.8	27.8	21.0	0.0	9.0	1.5	0.0	2.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	22	2361	1047	176	1705	936	748	0	666	233	0	191
V/C Ratio(X)	0.67	0.80	0.21	0.74	0.57	0.57	0.76	0.00	0.36	0.09	0.00	0.14
Avail Cap(c_a), veh/h	69	2361	1047	191	1705	936	884	0	786	233	0	191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	31.7	8.5	65.5	24.0	24.0	51.8	0.0	47.0	53.8	0.0	54.1
Incr Delay (d2), s/veh	9.7	2.3	0.4	7.1	0.9	1.6	7.0	0.0	1.5	0.8	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	18.3	4.7	2.5	11.3	12.6	10.1	0.0	3.7	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	34.0	8.8	72.6	24.9	25.6	58.8	0.0	48.5	54.6	0.0	55.7
LnGrp LOS	E	C	A	E	C	C	E	A	D	D	A	E
Approach Vol, veh/h		2117			1629			803				49
Approach Delay, s/veh		31.7			29.0			55.8				55.2
Approach LOS		C			C			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	71.0		22.9	6.2	76.4		34.5				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	7.8	* 60		18.0	5.5	61.6		35.0				
Max Q Clear Time (g_c+I1), s	7.2	46.2		4.3	3.2	29.8		23.0				
Green Ext Time (p_c), s	0.0	13.1		0.1	0.0	24.2		6.6				

Intersection Summary













HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

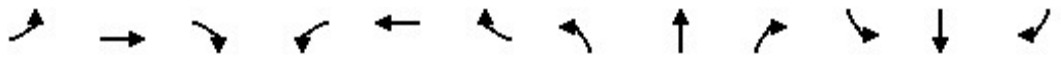
HCM 6th Signalized Intersection Summary  
 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Existing AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↘	↖		↗			
Traffic Volume (veh/h)	0	1006	675	0	1344	0	880	0	267	0	0	0
Future Volume (veh/h)	0	1006	675	0	1344	0	880	0	267	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	0	1059	711	0	1461	0	978	0	297			
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	2836	1383	0	3574	0	1135	0	916			
Arrive On Green	0.00	1.00	1.00	0.00	0.56	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1059	711	0	1461	0	978	0	297			
Grp Sat Flow(s),veh/h/ln	0	1689	1540	0	1596	0	1714	0	1384			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	15.7	0.0	32.0	0.0	9.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	15.7	0.0	32.0	0.0	9.7			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2836	1383	0	3574	0	1135	0	916			
V/C Ratio(X)	0.00	0.37	0.51	0.00	0.41	0.00	0.86	0.00	0.32			
Avail Cap(c_a), veh/h	0	2836	1383	0	3574	0	1697	0	1370			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.83	0.83	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	15.1	0.0	37.6	0.0	30.1			
Incr Delay (d2), s/veh	0.0	0.3	1.1	0.0	0.1	0.0	3.2	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.4	0.0	5.6	0.0	13.8	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	1.1	0.0	15.1	0.0	40.7	0.0	30.3			
LnGrp LOS	A	A	A	A	B	A	D	A	C			
Approach Vol, veh/h		1770			1461			1275				
Approach Delay, s/veh		0.6			15.1			38.3				
Approach LOS		A			B			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		74.7				74.7		45.3				
Change Period (Y+Rc), s		7.5				7.5		5.6				
Max Green Setting (Gmax), s		47.5				47.5		59.4				
Max Q Clear Time (g_c+I1), s		2.0				17.7		34.0				
Green Ext Time (p_c), s		15.8				13.5		5.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

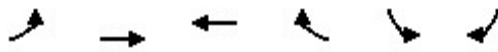
Existing AM  
 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1141	0	0	1774	503	0	0	0	645	0	1576
Future Volume (veh/h)	0	1141	0	0	1774	503	0	0	0	645	0	1576
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	1189	0	0	1928	275				672	0	1069
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	2311	0	0	2311	1401				1490	0	1203
Arrive On Green	0.00	0.46	0.00	0.00	0.46	0.46				0.43	0.00	0.43
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1189	0	0	1928	275				672	0	1069
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	20.0	0.0	0.0	40.1	2.8				16.5	0.0	42.7
Cycle Q Clear(g_c), s	0.0	20.0	0.0	0.0	40.1	2.8				16.5	0.0	42.7
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2311	0	0	2311	1401				1490	0	1203
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.83	0.20				0.45	0.00	0.89
Avail Cap(c_a), veh/h	0	2311	0	0	2311	1401				1754	0	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	0.00	0.00	0.79	0.79				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.2	0.0	0.0	28.6	0.9				23.9	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	3.0	0.2				0.2	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	0.0	0.0	16.5	5.2				6.7	0.0	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.0	0.0	0.0	31.6	1.1				24.1	0.0	37.8
LnGrp LOS	A	C	A	A	C	A				C	A	D
Approach Vol, veh/h		1189			2203						1741	
Approach Delay, s/veh		24.0			27.8						32.5	
Approach LOS		C			C						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		62.3		57.7		62.3						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		45.5		61.4		45.5						
Max Q Clear Time (g_c+I1), s		22.0		44.7		42.1						
Green Ext Time (p_c), s		9.4		7.4		3.1						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary  
27: Eastgate Mall & Eastgate Dr.

Existing AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗	↖	↕	↘	↘
Traffic Volume (veh/h)	13	198	982	56	60	15
Future Volume (veh/h)	13	198	982	56	60	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	14	206	1012	58	64	16
Peak Hour Factor	0.96	0.96	0.97	0.97	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	23	1244	1054	60	284	71
Arrive On Green	0.01	0.67	0.61	0.61	0.21	0.21
Sat Flow, veh/h	1767	1856	1738	100	1364	341
Grp Volume(v), veh/h	14	206	0	1070	81	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1837	1726	0
Q Serve(g_s), s	0.7	3.6	0.0	47.8	3.4	0.0
Cycle Q Clear(g_c), s	0.7	3.6	0.0	47.8	3.4	0.0
Prop In Lane	1.00			0.05	0.79	0.20
Lane Grp Cap(c), veh/h	23	1244	0	1114	359	0
V/C Ratio(X)	0.60	0.17	0.00	0.96	0.23	0.00
Avail Cap(c_a), veh/h	83	1313	0	1114	359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.7	5.3	0.0	16.1	28.7	0.0
Incr Delay (d2), s/veh	22.3	0.1	0.0	18.9	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.0	22.9	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.0	5.4	0.0	35.1	30.1	0.0
LnGrp LOS	E	A	A	D	C	A
Approach Vol, veh/h		220	1070		81	
Approach Delay, s/veh		9.2	35.1		30.1	
Approach LOS		A	D		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.0		23.0	5.5	58.5
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.1	4.1	52.8
Max Q Clear Time (g_c+I1), s		5.6		5.4	2.7	49.8
Green Ext Time (p_c), s		1.3		0.1	0.0	2.1

Intersection Summary

HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Int Delay, s/veh 2.9

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	5	179	360	108	87	3
Future Vol, veh/h	5	179	360	108	87	3
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	96	96	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	203	375	113	136	5

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	489	0	-	0	648	433
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1069	-	-	-	433	621
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1068	-	-	-	430	620
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	817	-

**Approach** EB WB SB

HCM Control Delay, s 0.2 0 17.2

HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1068	-	-	-	434
HCM Lane V/C Ratio	0.005	-	-	-	0.324
HCM Control Delay (s)	8.4	-	-	-	17.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.4



Intersection						
Int Delay, s/veh	0.6					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	502	68	13	270	14	13
Future Vol, veh/h	502	68	13	270	14	13
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	91	91	78	78
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	540	73	14	297	18	17




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	617	0	721 544
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	177 -
Critical Hdwy	-	-	4.145	-	6.645 6.245
Critical Hdwy Stg 1	-	-	-	-	5.445 -
Critical Hdwy Stg 2	-	-	-	-	5.845 -
Follow-up Hdwy	-	-	2.2285	-	3.5285 3.3285
Pot Cap-1 Maneuver	-	-	955	-	376 536
Stage 1	-	-	-	-	578 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	951	-	369 534
Mov Cap-2 Maneuver	-	-	-	-	369 -
Stage 1	-	-	-	-	567 -
Stage 2	-	-	-	-	834 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	14
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	951	-	433
HCM Lane V/C Ratio	-	-	0.015	-	0.08
HCM Control Delay (s)	-	-	8.8	-	14
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.3

HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	1885	0	0	1940	931	0	0	0	181	0	148
Future Volume (veh/h)	278	1885	0	0	1940	931	0	0	0	181	0	148
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	296	2005	0	0	2132	1023				226	0	185
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91				0.80	0.80	0.80
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	396	3241	0	3	2862	705				603	0	276
Arrive On Green	0.12	0.64	0.00	0.00	0.45	0.45				0.18	0.00	0.18
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	296	2005	0	0	2132	1023				226	0	185
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	4.8	13.7	0.0	0.0	16.0	26.0				3.4	0.0	6.4
Cycle Q Clear(g_c), s	4.8	13.7	0.0	0.0	16.0	26.0				3.4	0.0	6.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	396	3241	0	3	2862	705				603	0	276
V/C Ratio(X)	0.75	0.62	0.00	0.00	0.75	1.45				0.38	0.00	0.67
Avail Cap(c_a), veh/h	396	3241	0	157	2862	705				1070	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	6.2	0.0	0.0	13.3	16.0				21.1	0.0	22.3
Incr Delay (d2), s/veh	6.8	0.9	0.0	0.0	1.8	210.9				0.7	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.5	0.0	0.0	5.2	58.9				1.3	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	7.1	0.0	0.0	15.1	226.9				21.8	0.0	27.1
LnGrp LOS	C	A	A	A	B	F				C	A	C
Approach Vol, veh/h		2301			3155						411	
Approach Delay, s/veh		10.3			83.7						24.1	
Approach LOS		B			F						C	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	43.4		14.6	11.1	32.3						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	5.1	26.7		18.1	6.7	* 26						
Max Q Clear Time (g_c+I1), s	0.0	15.7		8.4	6.8	28.0						
Green Ext Time (p_c), s	0.0	10.4		1.8	0.0	0.0						

Intersection Summary

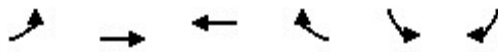
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 31: Miramar Rd. & Miramar Mall

Existing AM  
 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	104	2636	3118	55	30	54
Future Volume (veh/h)	104	2636	3118	55	30	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	121	3065	3389	60	37	67
Peak Hour Factor	0.86	0.86	0.92	0.92	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	121	4049	3553	1078	127	229
Arrive On Green	0.07	0.80	0.70	0.70	0.22	0.22
Sat Flow, veh/h	1767	5233	5233	1537	575	1042
Grp Volume(v), veh/h	121	3065	3389	60	105	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1633	0
Q Serve(g_s), s	10.3	46.1	90.6	1.8	8.0	0.0
Cycle Q Clear(g_c), s	10.3	46.1	90.6	1.8	8.0	0.0
Prop In Lane	1.00			1.00	0.35	0.64
Lane Grp Cap(c), veh/h	121	4049	3553	1078	359	0
V/C Ratio(X)	1.00	0.76	0.95	0.06	0.29	0.00
Avail Cap(c_a), veh/h	121	4049	3553	1078	359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.76	0.76	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	69.8	7.6	20.2	7.0	48.8	0.0
Incr Delay (d2), s/veh	70.3	1.0	0.9	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	14.5	32.9	0.6	3.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	140.1	8.7	21.1	7.0	50.8	0.0
LnGrp LOS	F	A	C	A	D	A
Approach Vol, veh/h		3186	3449		105	
Approach Delay, s/veh		13.7	20.9		50.8	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		126.1		37.9	14.7	111.4
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		106.3		33.0	10.3	* 92
Max Q Clear Time (g_c+I1), s		48.1		10.0	12.3	92.6
Green Ext Time (p_c), s		56.9		0.1	0.0	0.0

Intersection Summary

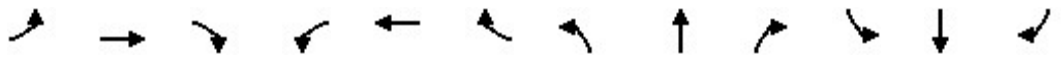
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
32: Miramar Rd. & Miramar Pl.

Existing AM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑↑		↵	↑↑↑					↵	↑	↵
Traffic Volume (veh/h)	126	2557	0	22	3025	89	0	0	0	56	0	50
Future Volume (veh/h)	126	2557	0	22	3025	89	0	0	0	56	0	50
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	148	3008	0	23	3184	94				156	0	73
Peak Hour Factor	0.85	0.85	0.85	0.95	0.95	0.95				0.46	0.46	0.46
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	154	3441	0	36	3098	90				729	0	324
Arrive On Green	0.09	0.68	0.00	0.02	0.61	0.61				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5053	147				3534	0	1572
Grp Volume(v), veh/h	148	3008	0	23	2116	1162				156	0	73
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1824				1767	0	1572
Q Serve(g_s), s	13.4	75.0	0.0	2.1	98.1	98.1				5.9	0.0	6.2
Cycle Q Clear(g_c), s	13.4	75.0	0.0	2.1	98.1	98.1				5.9	0.0	6.2
Prop In Lane	1.00		0.00	1.00		0.08				1.00		1.00
Lane Grp Cap(c), veh/h	154	3441	0	36	2071	1118				729	0	324
V/C Ratio(X)	0.96	0.87	0.00	0.65	1.02	1.04				0.21	0.00	0.23
Avail Cap(c_a), veh/h	154	3441	0	56	2071	1118				729	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.43	0.43	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.8	20.2	0.0	77.8	31.0	31.0				52.7	0.0	52.9
Incr Delay (d2), s/veh	38.0	1.5	0.0	1.8	12.6	21.0				0.7	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	28.6	0.0	1.0	42.0	47.9				2.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.8	21.8	0.0	79.6	43.6	52.0				53.4	0.0	54.5
LnGrp LOS	F	C	A	E	F	F				D	A	D
Approach Vol, veh/h		3156			3301						229	
Approach Delay, s/veh		25.9			46.8						53.7	
Approach LOS		C			D						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.7	114.4		37.9	18.3	103.8						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.8		33.0	13.9	98.1						
Max Q Clear Time (g_c+I1), s	4.1	77.0		8.2	15.4	100.1						
Green Ext Time (p_c), s	0.0	29.4		0.7	0.0	0.0						

Intersection Summary































HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
33: Miramar Rd. & Camino Santa Fe

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  					 	 	 
Traffic Volume (veh/h)	671	1038	20	20	2386	105	16	7	8	60	2	724
Future Volume (veh/h)	671	1038	20	20	2386	105	16	7	8	60	2	724
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	754	1166	19	21	2460	103	21	9	0	65	0	398
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.75	0.75	0.75	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	605	2944	48	54	2058	85	426	448	0	97	0	642
Arrive On Green	0.18	0.57	0.57	0.02	0.41	0.41	0.24	0.24	0.00	0.03	0.00	0.03
Sat Flow, veh/h	3428	5133	84	3428	4984	207	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	754	767	418	21	1660	903	21	9	0	65	0	398
Grp Sat Flow(s),veh/h/ln	1714	1689	1839	1714	1689	1814	1767	1856	0	1767	0	1572
Q Serve(g_s), s	25.6	18.2	18.2	0.9	59.9	59.9	1.3	0.5	0.0	2.6	0.0	4.0
Cycle Q Clear(g_c), s	25.6	18.2	18.2	0.9	59.9	59.9	1.3	0.5	0.0	2.6	0.0	4.0
Prop In Lane	1.00		0.05	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	605	1937	1055	54	1394	749	426	448	0	97	0	642
V/C Ratio(X)	1.25	0.40	0.40	0.39	1.19	1.21	0.05	0.02	0.00	0.67	0.00	0.62
Avail Cap(c_a), veh/h	605	1937	1055	95	1394	749	426	448	0	97	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.8	17.1	17.1	70.7	42.6	42.6	42.3	42.0	0.0	69.9	0.0	52.6
Incr Delay (d2), s/veh	124.4	0.6	1.1	1.7	93.2	105.1	0.2	0.1	0.0	30.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	7.3	8.1	0.4	42.7	48.4	0.6	0.3	0.0	1.6	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	184.1	17.7	18.2	72.4	135.8	147.7	42.5	42.1	0.0	100.6	0.0	57.1
LnGrp LOS	F	B	B	E	F	F	D	D	A	F	A	E
Approach Vol, veh/h		1939			2584			30				463
Approach Delay, s/veh		82.5			139.4			42.4				63.2
Approach LOS		F			F			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	89.0		9.5	30.0	65.7		39.9				
Change Period (Y+Rc), s	4.4	5.8		5.5	4.4	* 5.8		4.9				
Max Green Setting (Gmax), s	4.0	81.4		4.0	25.6	* 60		35.0				
Max Q Clear Time (g_c+I1), s	2.9	20.2		6.0	27.6	61.9		3.3				
Green Ext Time (p_c), s	0.0	22.4		0.0	0.0	0.0		0.0				

Intersection Summary




















HCM 6th Ctrl Delay	109.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
34: Miramar Rd. & Commerce Ave.

Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	937	67	81	2305	104	74	14	40	23	16	49
Future Volume (veh/h)	96	937	67	81	2305	104	74	14	40	23	16	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	102	997	71	84	2376	107	116	22	62	27	19	57
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.64	0.64	0.64	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	145	2905	206	103	3074	137	215	45	100	223	148	372
Arrive On Green	0.04	0.60	0.60	0.08	0.82	0.82	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	3428	4820	343	1767	4967	222	747	191	421	782	624	1570
Grp Volume(v), veh/h	102	698	370	84	1609	874	200	0	0	46	0	57
Grp Sat Flow(s),veh/h/ln	1714	1689	1785	1767	1689	1812	1359	0	0	1405	0	1570
Q Serve(g_s), s	4.4	15.5	15.6	7.0	34.5	35.6	17.1	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear(g_c), s	4.4	15.5	15.6	7.0	34.5	35.6	20.7	0.0	0.0	3.6	0.0	4.3
Prop In Lane	1.00		0.19	1.00		0.12	0.58		0.31	0.59		1.00
Lane Grp Cap(c), veh/h	145	2036	1076	103	2090	1121	360	0	0	371	0	372
V/C Ratio(X)	0.70	0.34	0.34	0.81	0.77	0.78	0.56	0.00	0.00	0.12	0.00	0.15
Avail Cap(c_a), veh/h	219	2036	1076	172	2090	1121	360	0	0	371	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.41	0.41	0.41	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.9	14.9	14.9	68.3	8.1	8.2	52.2	0.0	0.0	44.9	0.0	45.3
Incr Delay (d2), s/veh	2.1	0.4	0.8	2.4	1.2	2.3	6.1	0.0	0.0	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.1	6.6	3.2	8.1	9.3	7.4	0.0	0.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	15.3	15.7	70.7	9.3	10.5	58.3	0.0	0.0	45.6	0.0	46.2
LnGrp LOS	E	B	B	E	A	B	E	A	A	D	A	D
Approach Vol, veh/h		1170			2567			200				103
Approach Delay, s/veh		20.5			11.7			58.3				46.0
Approach LOS		C			B			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	96.4		40.4	10.8	98.8		40.4				
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	* 6		4.9				
Max Green Setting (Gmax), s	14.6	84.6		35.5	9.6	* 90		35.5				
Max Q Clear Time (g_c+I1), s	9.0	17.6		6.3	6.4	37.6		22.7				
Green Ext Time (p_c), s	0.0	19.7		0.6	0.0	49.1		0.9				

Intersection Summary

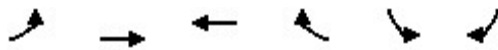
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
35: Miramar Rd. & Production Ave.

Existing AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗↗↗	↖↖↖		↘	↘
Traffic Volume (veh/h)	72	932	2457	100	32	66
Future Volume (veh/h)	72	932	2457	100	32	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	981	2533	103	43	89
Peak Hour Factor	0.95	0.95	0.97	0.97	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	94	3516	3050	123	414	368
Arrive On Green	0.07	0.92	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5157	201	1767	1572
Grp Volume(v), veh/h	76	981	1706	930	43	89
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1813	1767	1572
Q Serve(g_s), s	6.4	3.0	59.5	61.4	2.9	6.9
Cycle Q Clear(g_c), s	6.4	3.0	59.5	61.4	2.9	6.9
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	94	3516	2064	1108	414	368
V/C Ratio(X)	0.80	0.28	0.83	0.84	0.10	0.24
Avail Cap(c_a), veh/h	125	3516	2064	1108	414	368
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.50	0.50	1.00	1.00
Uniform Delay (d), s/veh	68.9	1.9	22.9	23.3	45.1	46.6
Incr Delay (d2), s/veh	17.3	0.2	2.0	4.0	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.9	23.6	26.7	1.3	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.2	2.1	24.9	27.3	45.6	48.2
LnGrp LOS	F	A	C	C	D	D
Approach Vol, veh/h		1057	2636		132	
Approach Delay, s/veh		8.1	25.8		47.4	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		40.0	12.4	97.6
Change Period (Y+Rc), s		5.9		4.9	4.4	* 5.9
Max Green Setting (Gmax), s		104.1		35.1	10.6	* 90
Max Q Clear Time (g_c+I1), s		5.0		8.9	8.4	63.4
Green Ext Time (p_c), s		26.3		0.2	0.0	26.1

Intersection Summary

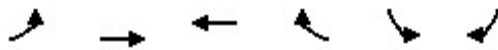
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
36: Miramar Rd. & Distribution Ave.

Existing AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑↑	↑↑↑		↕	↕
Traffic Volume (veh/h)	52	923	2487	90	35	73
Future Volume (veh/h)	52	923	2487	90	35	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	55	982	2538	92	39	81
Peak Hour Factor	0.94	0.94	0.98	0.98	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	77	3634	3230	116	379	338
Arrive On Green	0.09	1.00	0.64	0.64	0.21	0.21
Sat Flow, veh/h	1767	5233	5182	180	1767	1572
Grp Volume(v), veh/h	55	982	1702	928	39	81
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1818	1767	1572
Q Serve(g_s), s	4.5	0.0	54.2	55.7	2.7	6.4
Cycle Q Clear(g_c), s	4.5	0.0	54.2	55.7	2.7	6.4
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	77	3634	2175	1171	379	338
V/C Ratio(X)	0.71	0.27	0.78	0.79	0.10	0.24
Avail Cap(c_a), veh/h	217	3634	2175	1171	379	338
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.97	0.97	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	19.1	19.4	47.3	48.8
Incr Delay (d2), s/veh	4.3	0.2	0.3	0.5	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	20.5	22.8	1.2	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.8	0.2	19.4	19.9	47.8	50.4
LnGrp LOS	E	A	B	B	D	D
Approach Vol, veh/h		1037	2630		120	
Approach Delay, s/veh		4.0	19.6		49.6	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		113.4		36.6	11.0	102.4
Change Period (Y+Rc), s		5.8		4.4	4.4	* 5.8
Max Green Setting (Gmax), s		107.6		32.2	18.4	* 85
Max Q Clear Time (g_c+I1), s		2.0		8.4	6.5	57.7
Green Ext Time (p_c), s		19.0		0.2	0.0	26.7

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B
























Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
























HCM 6th Signalized Intersection Summary  
37: Miramar Rd. & Miramar Wy.

Existing AM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	23	0	18	0	0	0	35	903	3	5	2566	38
Future Volume (veh/h)	23	0	18	0	0	0	35	903	3	5	2566	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	30	0	23	0	0	0	37	951	3	5	2618	39
Peak Hour Factor	0.77	0.77	0.77	0.25	0.25	0.25	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	203	0	155	377	396	0	47	2855	9	9	2704	40
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.00	0.03	0.55	0.55	0.01	0.53	0.53
Sat Flow, veh/h	949	0	728	1767	1856	0	1767	5213	16	1767	5140	76
Grp Volume(v), veh/h	53	0	0	0	0	0	37	616	338	5	1717	940
Grp Sat Flow(s),veh/h/ln	1677	0	0	1767	1856	0	1767	1689	1853	1767	1689	1839
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.1	15.1	0.4	73.5	74.4
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.1	15.1	0.4	73.5	74.4
Prop In Lane	0.57		0.43	1.00		0.00	1.00		0.01	1.00		0.04
Lane Grp Cap(c), veh/h	358	0	0	377	396	0	47	1849	1015	9	1776	968
V/C Ratio(X)	0.15	0.00	0.00	0.00	0.00	0.00	0.79	0.33	0.33	0.56	0.97	0.97
Avail Cap(c_a), veh/h	358	0	0	377	396	0	47	1849	1015	47	1776	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.97	0.62	0.62	0.62
Uniform Delay (d), s/veh	47.9	0.0	0.0	0.0	0.0	0.0	72.6	18.8	18.8	74.5	34.3	34.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	56.6	0.5	0.9	30.5	10.6	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	0.0	0.0	2.2	6.1	6.8	0.3	32.0	37.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	0.0	0.0	0.0	0.0	129.2	19.2	19.6	104.9	44.9	51.5
LnGrp LOS	D	A	A	A	A	A	F	B	B	F	D	D
Approach Vol, veh/h		53			0			991			2662	
Approach Delay, s/veh		48.8			0.0			23.5			47.3	
Approach LOS		D						C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	88.5		36.9	8.4	85.3		36.9				
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		4.9				
Max Green Setting (Gmax), s	4.0	61.9		32.0	4.0	* 62		32.0				
Max Q Clear Time (g_c+I1), s	2.4	17.1		5.9	5.1	76.4		0.0				
Green Ext Time (p_c), s	0.0	7.8		0.2	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.0									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
38: Miramar Rd. & Carroll Rd.

Existing AM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	0	105	0	0	0	146	709	0	1	2495	545
Future Volume (veh/h)	130	0	105	0	0	0	146	709	0	1	2495	545
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	197	0	85				149	723	0	1	2546	556
Peak Hour Factor	0.83	0.83	0.83				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	2	3				3	3	0	2	3	3
Cap, veh/h	279	0	123				171	4144	0	2	3658	1111
Arrive On Green	0.08	0.00	0.08				0.10	0.82	0.00	0.00	0.72	0.72
Sat Flow, veh/h	3534	0	1561				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	197	0	85				149	723	0	1	2546	556
Grp Sat Flow(s),veh/h/ln	1767	0	1561				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	8.2	0.0	8.0				12.5	4.5	0.0	0.1	42.1	23.6
Cycle Q Clear(g_c), s	8.2	0.0	8.0				12.5	4.5	0.0	0.1	42.1	23.6
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	0	123				171	4144	0	2	3658	1111
V/C Ratio(X)	0.71	0.00	0.69				0.87	0.17	0.00	0.52	0.70	0.50
Avail Cap(c_a), veh/h	707	0	312				231	4144	0	61	3658	1111
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.91	0.91	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	67.4	0.0	67.3				66.8	2.9	0.0	74.9	11.6	9.1
Incr Delay (d2), s/veh	3.3	0.0	6.7				17.2	0.1	0.0	6.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	7.0				6.5	1.4	0.0	0.0	14.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	0.0	74.0				84.1	3.0	0.0	81.8	11.7	9.2
LnGrp LOS	E	A	E				F	A	A	F	B	A
Approach Vol, veh/h		282						872			3103	
Approach Delay, s/veh		71.7						16.8			11.3	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	128.7		16.7	18.9	114.3						
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0						
Max Green Setting (Gmax), s	5.1	* 1E2		30.0	19.6	85.1						
Max Q Clear Time (g_c+I1), s	2.1	6.5		10.2	14.5	44.1						
Green Ext Time (p_c), s	0.0	11.2		0.9	0.1	39.1						

Intersection Summary

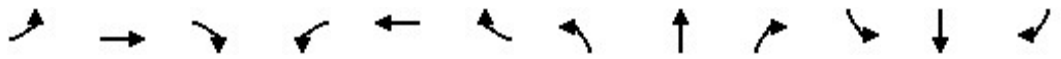
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
39: Miramar Rd. & Empire St.

Existing AM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘		↘
Traffic Volume (veh/h)	19	831	0	0	3037	28	0	0	0	10	0	7
Future Volume (veh/h)	19	831	0	0	3037	28	0	0	0	10	0	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1670	1670	0	1683	1670	1670				1670	0	1670
Adj Flow Rate, veh/h	20	894	0	0	3099	29				15	0	10
Peak Hour Factor	0.93	0.93	0.93	0.98	0.98	0.98				0.68	0.68	0.68
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	24	3289	0	1	3165	30				339	0	302
Arrive On Green	0.02	0.72	0.00	0.00	0.68	0.68				0.21	0.00	0.21
Sat Flow, veh/h	1590	4709	0	1603	4657	43				1590	0	1415
Grp Volume(v), veh/h	20	894	0	0	2019	1109				15	0	10
Grp Sat Flow(s),veh/h/ln	1590	1520	0	1603	1520	1661				1590	0	1415
Q Serve(g_s), s	1.9	10.2	0.0	0.0	95.1	96.6				1.1	0.0	0.8
Cycle Q Clear(g_c), s	1.9	10.2	0.0	0.0	95.1	96.6				1.1	0.0	0.8
Prop In Lane	1.00		0.00	1.00		0.03				1.00		1.00
Lane Grp Cap(c), veh/h	24	3289	0	1	2066	1129				339	0	302
V/C Ratio(X)	0.83	0.27	0.00	0.00	0.98	0.98				0.04	0.00	0.03
Avail Cap(c_a), veh/h	61	3289	0	59	2066	1129				339	0	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	73.7	7.2	0.0	0.0	22.9	23.2				46.9	0.0	46.7
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.0	2.7	5.0				0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.3	0.0	0.0	32.2	36.5				0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	7.4	0.0	0.0	25.6	28.1				47.1	0.0	46.9
LnGrp LOS	F	A	A	A	C	C				D	A	D
Approach Vol, veh/h		914			3128							25
Approach Delay, s/veh		9.4			26.5							47.0
Approach LOS		A			C							D
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	114.0		36.0	6.3	107.7						
Change Period (Y+Rc), s	4.0	* 5.8		4.0	4.0	5.8						
Max Green Setting (Gmax), s	5.5	* 99		32.0	5.8	98.4						
Max Q Clear Time (g_c+I1), s	0.0	12.2		3.1	3.9	98.6						
Green Ext Time (p_c), s	0.0	17.9		0.0	0.0	0.0						

Intersection Summary























HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

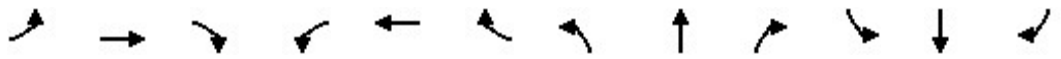
HCM 6th Signalized Intersection Summary  
40: Miramar Rd. & Dowdy St.

Existing AM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	99	0	106	0	0	0	89	710	0	2	3006	308
Future Volume (veh/h)	99	0	106	0	0	0	89	710	0	2	3006	308
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	115	0	123				100	798	0	2	3164	324
Peak Hour Factor	0.86	0.86	0.86				0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				3	3	0	2	3	3
Cap, veh/h	154	0	246				122	4082	0	4	3456	341
Arrive On Green	0.09	0.00	0.09				0.07	0.81	0.00	0.00	0.74	0.74
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4676	461
Grp Volume(v), veh/h	115	0	123				100	798	0	2	2251	1237
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1760
Q Serve(g_s), s	9.5	0.0	10.7				8.4	5.4	0.0	0.2	78.2	92.5
Cycle Q Clear(g_c), s	9.5	0.0	10.7				8.4	5.4	0.0	0.2	78.2	92.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	154	0	246				122	4082	0	4	2496	1301
V/C Ratio(X)	0.74	0.00	0.50				0.82	0.20	0.00	0.53	0.90	0.95
Avail Cap(c_a), veh/h	707	0	737				366	4082	0	369	2496	1301
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.97	0.97	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	66.8	0.0	57.9				68.9	3.4	0.0	74.8	15.3	17.2
Incr Delay (d2), s/veh	2.7	0.0	0.6				5.0	0.1	0.0	3.7	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	9.5				4.0	1.7	0.0	0.1	27.2	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	0.0	58.5				73.9	3.5	0.0	78.5	15.9	19.4
LnGrp LOS	E	A	E				E	A	A	E	B	B
Approach Vol, veh/h		238						898			3490	
Approach Delay, s/veh		63.8						11.3			17.2	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.7	127.3		18.0	14.7	117.3						
Change Period (Y+Rc), s	4.4	*6.4		4.9	4.4	6.4						
Max Green Setting (Gmax), s	31.1	*44		60.0	31.1	43.2						
Max Q Clear Time (g_c+I1), s	2.2	7.4		12.7	10.4	94.5						
Green Ext Time (p_c), s	0.0	8.7		0.4	0.1	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
41: Miramar Rd. & Cabot Dr.

Existing AM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘	↕	
Traffic Volume (veh/h)	52	777	0	6	3204	130	0	0	0	74	0	64
Future Volume (veh/h)	52	777	0	6	3204	130	0	0	0	74	0	64
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	58	873	0	6	3269	133				81	8	75
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98				0.85	0.85	0.85
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	74	3469	0	11	3239	130				366	32	301
Arrive On Green	0.04	0.68	0.00	0.01	0.65	0.65				0.21	0.21	0.21
Sat Flow, veh/h	1767	5233	0	1781	4991	200				1767	155	1454
Grp Volume(v), veh/h	58	873	0	6	2196	1206				81	0	83
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1814				1767	0	1609
Q Serve(g_s), s	4.9	9.8	0.0	0.5	97.3	97.3				5.7	0.0	6.5
Cycle Q Clear(g_c), s	4.9	9.8	0.0	0.5	97.3	97.3				5.7	0.0	6.5
Prop In Lane	1.00		0.00	1.00		0.11				1.00		0.90
Lane Grp Cap(c), veh/h	74	3469	0	11	2191	1177				366	0	334
V/C Ratio(X)	0.79	0.25	0.00	0.57	1.00	1.02				0.22	0.00	0.25
Avail Cap(c_a), veh/h	74	3469	0	62	2191	1177				366	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	9.0	0.0	74.4	26.3	26.3				49.4	0.0	49.7
Incr Delay (d2), s/veh	37.7	0.2	0.0	16.8	19.7	32.7				1.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.7	0.0	0.3	42.6	50.1				2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.9	9.2	0.0	91.2	46.0	59.0				50.8	0.0	51.5
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		931			3408						164	
Approach Delay, s/veh		15.4			50.7						51.1	
Approach LOS		B			D						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.3	108.7		36.0	10.7	103.3						
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	6.0						
Max Green Setting (Gmax), s	5.2	98.4		31.1	6.3	97.3						
Max Q Clear Time (g_c+I1), s	2.5	11.8		8.5	6.9	99.3						
Green Ext Time (p_c), s	0.0	13.6		0.4	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	19	45	0	0	0
Future Vol, veh/h	0	19	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	49	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	49	0	-	0	70 49
Stage 1	-	-	-	-	49 -
Stage 2	-	-	-	-	21 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1558	-	-	-	934 1020
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	1002 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1558	-	-	-	934 1020
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	1002 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	19	45	0	0	0
Future Vol, veh/h	0	19	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	49	0	0	0

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	49	0	-	0	70 49
Stage 1	-	-	-	-	49 -
Stage 2	-	-	-	-	21 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1558	-	-	-	934 1020
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	1002 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	934 1020
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	1002 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary  
 44: I-5 NB Ramps & La Jolla Village Dr.

Existing AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	1097	624	0	1256	465	502	0	935	0	0	0
Future Volume (veh/h)	0	1097	624	0	1256	465	502	0	935	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	1430	0	0	1380	0	523	0	974			
Peak Hour Factor	0.97	0.97	0.97	0.91	0.91	0.91	0.96	0.96	0.96			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3208		0	2919		1097	0	886			
Arrive On Green	0.00	0.38	0.00	0.00	0.57	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1430	0	0	1380	0	523	0	974			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	22.8	0.0	0.0	19.0	0.0	14.6	0.0	38.1			
Cycle Q Clear(g_c), s	0.0	22.8	0.0	0.0	19.0	0.0	14.6	0.0	38.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3208		0	2919		1097	0	886			
V/C Ratio(X)	0.00	0.45		0.00	0.47		0.48	0.00	1.10			
Avail Cap(c_a), veh/h	0	3208		0	2919		1097	0	886			
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.55	0.00	0.00	0.74	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	22.9	0.0	0.0	15.1	0.0	32.9	0.0	41.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	61.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.8	0.0	0.0	7.2	0.0	6.1	0.0	20.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.1	0.0	0.0	15.1	0.0	33.1	0.0	102.2			
LnGrp LOS	A	C		A	B		C	A	F			
Approach Vol, veh/h		1430	A		1380	A		1497				
Approach Delay, s/veh		23.1			15.1			78.1				
Approach LOS		C			B			E				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		75.8				75.8		44.2				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		40.6				20.8		38.1				
Max Q Clear Time (g_c+I1), s		24.8				21.0		40.1				
Green Ext Time (p_c), s		6.9				0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D













Notes

User approved volume balancing among the lanes for turning movement.  
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
45: La Jolla Village Dr. & I-5 SB Ramps




Existing AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1471	274	0	1518	228	0	0	0	267	0	1010
Future Volume (veh/h)	0	1471	274	0	1518	228	0	0	0	267	0	1010
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	1548	0	0	1549	0				287	0	1086
Peak Hour Factor	0.95	0.95	0.95	0.98	0.98	0.98				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	2545		0	2545					1348	0	1088
Arrive On Green	0.00	0.50	0.00	0.00	0.50	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5443	0	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	1548	0	0	1549	0				287	0	1086
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	26.2	0.0	0.0	26.2	0.0				6.6	0.0	46.7
Cycle Q Clear(g_c), s	0.0	26.2	0.0	0.0	26.2	0.0				6.6	0.0	46.7
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2545		0	2545					1348	0	1088
V/C Ratio(X)	0.00	0.61		0.00	0.61					0.21	0.00	1.00
Avail Cap(c_a), veh/h	0	2545		0	2545					1348	0	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.7	0.0	0.0	21.7	0.0				24.3	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.1	0.0				0.0	0.0	26.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	0.0	0.0	10.3	0.0				2.7	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.8	0.0	0.0	21.8	0.0				24.4	0.0	63.4
LnGrp LOS	A	C		A	C					C	A	E
Approach Vol, veh/h		1548	A		1549	A					1373	
Approach Delay, s/veh		22.8			21.8						55.2	
Approach LOS		C			C						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		67.0		53.0		67.0						
Change Period (Y+Rc), s		7.2		6.2		7.2						
Max Green Setting (Gmax), s		24.8		46.8		27.8						
Max Q Clear Time (g_c+I1), s		28.2		48.7		28.2						
Green Ext Time (p_c), s		0.0		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			32.4									
HCM 6th LOS			C									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

**Intersection**

Int Delay, s/veh 2.8

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	28	1	4	9	0	17
Future Vol, veh/h	28	1	4	9	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	41	41	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	42	2	10	22	0	24

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	44	0	85	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1558	-	914	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1558	-	909	1025
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	978	-

**Approach** EB WB NB

HCM Control Delay, s 0 2.3 8.6

HCM LOS A

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	1025	-	-	1558	-
HCM Lane V/C Ratio	0.023	-	-	0.006	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 2.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	1	63	2	7	13	4	1	0	18	7	0	0
Future Vol, veh/h	1	63	2	7	13	4	1	0	18	7	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	8	0	4	4	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	55	55	55	68	68	68	58	58	58
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	77	2	13	24	7	1	0	26	12	0	0






















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	32	0	0	79
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	4.13
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.227	-	-	2.227
Pot Cap-1 Maneuver	1574	-	-	1513
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1573	-	-	1513
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	2.2	8.9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	961	1513	-	-	1573	-	-
HCM Lane V/C Ratio	0.029	0.008	-	-	0.001	-	-
HCM Control Delay (s)	8.9	7.4	-	-	7.3	0	-
HCM Lane LOS	A	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

HCM 6th Signalized Intersection Summary  
3: Towne Centre Dr. & Eastgate Mall

Existing PM  
09/16/2022

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	20	493	204	165	287	17	174	52	58	216	581	115	
Future Volume (veh/h)	20	493	204	165	287	17	174	52	58	216	581	115	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	22	554	229	174	302	18	215	64	72	284	764	151	
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.81	0.81	0.81	0.76	0.76	0.76	
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3	
Cap, veh/h	59	769	317	201	1401	83	271	534	468	344	947	187	
Arrive On Green	0.02	0.32	0.32	0.11	0.41	0.41	0.08	0.30	0.30	0.10	0.32	0.32	
Sat Flow, veh/h	3428	2414	995	1767	3377	200	3428	1763	1543	3428	2921	577	
Grp Volume(v), veh/h	22	404	379	174	157	163	215	64	72	284	461	454	
Grp Sat Flow(s),veh/h/ln	1714	1763	1646	1767	1763	1815	1714	1763	1543	1714	1763	1736	
Q Serve(g_s), s	0.8	24.3	24.4	11.6	6.8	6.9	7.4	3.1	4.1	9.7	28.6	28.7	
Cycle Q Clear(g_c), s	0.8	24.3	24.4	11.6	6.8	6.9	7.4	3.1	4.1	9.7	28.6	28.7	
Prop In Lane	1.00		0.60	1.00		0.11	1.00		1.00	1.00		0.33	
Lane Grp Cap(c), veh/h	59	561	524	201	731	753	271	534	468	344	571	563	
V/C Ratio(X)	0.37	0.72	0.72	0.86	0.21	0.22	0.79	0.12	0.15	0.83	0.81	0.81	
Avail Cap(c_a), veh/h	149	561	524	260	732	753	332	534	468	487	571	563	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	58.2	36.1	36.1	52.1	22.5	22.5	54.2	30.2	30.5	52.8	37.0	37.0	
Incr Delay (d2), s/veh	1.4	7.8	8.4	17.4	0.3	0.3	8.2	0.5	0.7	5.4	11.6	11.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	11.6	11.0	6.1	2.9	3.0	3.5	1.4	1.6	4.4	14.1	13.9	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	59.6	43.8	44.5	69.6	22.8	22.8	62.4	30.6	31.2	58.3	48.6	48.8	
LnGrp LOS	E	D	D	E	C	C	E	C	C	E	D	D	
Approach Vol, veh/h		805			494			351			1199		
Approach Delay, s/veh		44.6			39.3			50.2			51.0		
Approach LOS		D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	18.0	43.8	13.9	44.0	6.5	55.4	16.4	41.5					
Change Period (Y+Rc), s	4.4	* 5.7	4.4	5.2	4.4	5.7	4.4	5.2					
Max Green Setting (Gmax), s	17.6	* 38	11.6	38.8	5.2	49.7	17.0	33.4					
Max Q Clear Time (g_c+I1), s	13.6	26.4	9.4	30.7	2.8	8.9	11.7	6.1					
Green Ext Time (p_c), s	0.1	6.3	0.1	5.1	0.0	3.8	0.3	1.3					

Intersection Summary

HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
4: Towne Centre Dr. & Executive Dr.

Existing PM  
09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	50	145	321	238	20	199	156	78	20	820	124
Future Volume (veh/h)	43	50	145	321	238	20	199	156	78	20	820	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	49	57	165	349	259	22	219	171	86	23	932	141
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	62	332	288	285	1032	87	225	1395	614	518	1105	167
Arrive On Green	0.04	0.19	0.19	0.16	0.31	0.31	0.05	0.40	0.40	0.02	0.36	0.36
Sat Flow, veh/h	1767	1763	1530	1767	3283	277	1767	3526	1551	1767	3067	464
Grp Volume(v), veh/h	49	57	165	349	138	143	219	171	86	23	536	537
Grp Sat Flow(s),veh/h/ln	1767	1763	1530	1767	1763	1797	1767	1763	1551	1767	1763	1768
Q Serve(g_s), s	2.3	2.3	8.2	13.5	4.9	5.0	4.6	2.6	3.0	0.7	23.4	23.4
Cycle Q Clear(g_c), s	2.3	2.3	8.2	13.5	4.9	5.0	4.6	2.6	3.0	0.7	23.4	23.4
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	62	332	288	285	554	565	225	1395	614	518	635	637
V/C Ratio(X)	0.79	0.17	0.57	1.23	0.25	0.25	0.97	0.12	0.14	0.04	0.84	0.84
Avail Cap(c_a), veh/h	181	673	585	285	781	796	225	1395	614	568	635	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	28.5	30.9	35.1	21.4	21.4	26.6	16.1	16.2	16.3	24.6	24.6
Incr Delay (d2), s/veh	8.1	0.3	2.0	128.6	0.4	0.4	51.7	0.2	0.5	0.0	12.9	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	3.1	15.8	2.0	2.1	5.4	1.0	1.1	0.3	11.5	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	28.8	32.9	163.8	21.8	21.8	78.3	16.3	16.7	16.3	37.5	37.5
LnGrp LOS	D	C	C	F	C	C	E	B	B	B	D	D
Approach Vol, veh/h		271			630			476			1096	
Approach Delay, s/veh		34.8			100.4			44.9			37.0	
Approach LOS		C			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	38.9	17.9	20.9	9.0	36.0	7.3	31.4				
Change Period (Y+Rc), s	4.4	* 5.8	4.4	5.1	4.4	5.8	4.4	* 5.1				
Max Green Setting (Gmax), s	4.0	* 31	13.5	32.0	4.6	30.2	8.6	* 37				
Max Q Clear Time (g_c+I1), s	2.7	5.0	15.5	10.2	6.6	25.4	4.3	7.0				
Green Ext Time (p_c), s	0.0	1.6	0.0	1.5	0.0	2.9	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
5: Towne Centre Dr. & Towne Centre Dwy.

























Existing PM  
09/16/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑↔			↑↑
Traffic Volume (veh/h)	90	8	332	6	0	833
Future Volume (veh/h)	90	8	332	6	0	833
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	0	1856
Adj Flow Rate, veh/h	106	9	357	6	0	905
Peak Hour Factor	0.85	0.85	0.93	0.93	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	0	3
Cap, veh/h	144	128	2118	36	0	2104
Arrive On Green	0.08	0.08	0.60	0.60	0.00	0.60
Sat Flow, veh/h	1767	1572	3640	60	0	3711
Grp Volume(v), veh/h	106	9	177	186	0	905
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1844	0	1763
Q Serve(g_s), s	1.8	0.2	1.4	1.4	0.0	4.2
Cycle Q Clear(g_c), s	1.8	0.2	1.4	1.4	0.0	4.2
Prop In Lane	1.00	1.00		0.03	0.00	
Lane Grp Cap(c), veh/h	144	128	1052	1101	0	2104
V/C Ratio(X)	0.73	0.07	0.17	0.17	0.00	0.43
Avail Cap(c_a), veh/h	1275	1135	1052	1101	0	2104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	12.9	2.8	2.8	0.0	3.3
Incr Delay (d2), s/veh	2.7	0.1	0.3	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.2	0.2	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	13.0	3.1	3.1	0.0	4.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	115		363			905
Approach Delay, s/veh	16.1		3.1			4.0
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	7.4
Change Period (Y+Rc), s		4.9			4.9	4.9
Max Green Setting (Gmax), s		18.2			18.2	22.0
Max Q Clear Time (g_c+I1), s		3.4			6.2	3.8
Green Ext Time (p_c), s		2.4			6.4	0.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			4.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1270	184	493	1725	287	211	61	631	740	229	163
Future Volume (veh/h)	23	1270	184	493	1725	287	211	61	631	740	229	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	26	1443	209	508	1778	296	224	65	671	763	236	168
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	60	1446	564	459	2053	1679	270	855	1038	699	1296	575
Arrive On Green	0.01	0.09	0.09	0.13	0.41	0.41	0.08	0.24	0.24	0.20	0.37	0.37
Sat Flow, veh/h	3428	5066	1541	3428	5066	2751	3428	3526	2750	3428	3526	1564
Grp Volume(v), veh/h	26	1443	209	508	1778	296	224	65	671	763	236	168
Grp Sat Flow(s),veh/h/ln	1714	1689	1541	1714	1689	1375	1714	1763	1375	1714	1763	1564
Q Serve(g_s), s	1.1	42.7	17.2	20.1	48.3	7.1	9.7	2.1	30.2	30.6	6.8	11.4
Cycle Q Clear(g_c), s	1.1	42.7	17.2	20.1	48.3	7.1	9.7	2.1	30.2	30.6	6.8	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	1446	564	459	2053	1679	270	855	1038	699	1296	575
V/C Ratio(X)	0.43	1.00	0.37	1.11	0.87	0.18	0.83	0.08	0.65	1.09	0.18	0.29
Avail Cap(c_a), veh/h	117	1446	564	459	2053	1679	370	917	1086	699	1296	575
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	73.8	67.9	45.3	64.9	40.9	12.8	68.1	43.8	38.6	59.7	32.1	33.6
Incr Delay (d2), s/veh	1.6	21.5	1.6	74.0	5.2	0.2	8.0	0.1	2.0	60.6	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	22.4	7.4	13.5	21.0	2.3	4.6	1.0	10.5	19.2	3.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	89.4	46.9	138.9	46.1	13.1	76.0	43.9	40.5	120.3	32.3	34.1
LnGrp LOS	E	F	D	F	D	B	E	D	D	F	C	C
Approach Vol, veh/h		1678			2582			960			1167	
Approach Delay, s/veh		83.9			60.6			49.0			90.1	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	48.3	16.2	60.4	7.0	66.3	35.0	41.7				
Change Period (Y+Rc), s	4.9	5.5	4.4	5.3	4.4	* 5.5	4.4	* 5.3				
Max Green Setting (Gmax), s	20.1	40.5	16.2	53.1	5.1	* 56	30.6	* 39				
Max Q Clear Time (g_c+I1), s	22.1	44.7	11.7	13.4	3.1	50.3	32.6	32.2				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.1	0.0	5.6	0.0	3.4				

Intersection Summary























HCM 6th Ctrl Delay	70.4
HCM 6th LOS	E

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
7: Judicial Dr. & Eastgate Mall






















Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	603	128	82	254	8	122	6	202	65	79	123
Future Volume (veh/h)	17	603	128	82	254	8	122	6	202	65	79	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	641	136	92	285	9	127	6	210	94	114	178
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.96	0.96	0.96	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	28	1044	221	100	1400	44	110	567	478	100	193	301
Arrive On Green	0.02	0.36	0.36	0.06	0.40	0.40	0.06	0.31	0.31	0.06	0.30	0.30
Sat Flow, veh/h	1767	2892	613	1767	3484	110	1767	1856	1565	1767	643	1004
Grp Volume(v), veh/h	18	390	387	92	144	150	127	6	210	94	0	292
Grp Sat Flow(s),veh/h/ln	1767	1763	1742	1767	1763	1831	1767	1856	1565	1767	0	1647
Q Serve(g_s), s	0.9	16.4	16.4	4.7	4.8	4.8	5.6	0.2	9.7	4.8	0.0	13.6
Cycle Q Clear(g_c), s	0.9	16.4	16.4	4.7	4.8	4.8	5.6	0.2	9.7	4.8	0.0	13.6
Prop In Lane	1.00		0.35	1.00		0.06	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	28	637	629	100	708	736	110	567	478	100	0	494
V/C Ratio(X)	0.63	0.61	0.61	0.92	0.20	0.20	1.15	0.01	0.44	0.94	0.00	0.59
Avail Cap(c_a), veh/h	228	637	629	100	708	736	110	567	478	100	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	23.6	23.6	42.2	17.5	17.5	42.2	21.8	25.1	42.3	0.0	26.8
Incr Delay (d2), s/veh	8.3	4.4	4.4	63.3	0.6	0.6	133.5	0.0	2.9	69.4	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.3	7.3	3.8	2.0	2.1	6.5	0.1	3.9	4.0	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	28.0	28.1	105.5	18.2	18.2	175.7	21.8	28.0	111.7	0.0	31.9
LnGrp LOS	D	C	C	F	B	B	F	C	C	F	A	C
Approach Vol, veh/h		795			386			343				386
Approach Delay, s/veh		28.6			39.0			82.6				51.4
Approach LOS		C			D			F				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	38.6	10.0	31.9	5.8	42.3	9.5	32.4				
Change Period (Y+Rc), s	4.4	6.1	4.4	4.9	4.4	*6.1	4.4	4.9				
Max Green Setting (Gmax), s	5.1	32.5	5.6	27.0	11.6	*27	5.1	27.5				
Max Q Clear Time (g_c+I1), s	6.7	18.4	7.6	15.6	2.9	6.8	6.8	11.7				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.0	1.6	0.0	0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 6th Signalized Intersection Summary  
8: Judicial Dr. & Executive Dr.

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	24	171	193	313	94	65	84	14	18	287	60
Future Volume (veh/h)	51	24	171	193	313	94	65	84	14	18	287	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	33	238	235	382	115	80	104	17	20	315	66
Peak Hour Factor	0.72	0.72	0.72	0.82	0.82	0.82	0.81	0.81	0.81	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	653	671	291	287	493	154	97	1028	164	30	873	180
Arrive On Green	0.19	0.19	0.19	0.26	0.26	0.26	0.05	0.34	0.34	0.02	0.30	0.30
Sat Flow, veh/h	3428	3526	1528	1089	1872	584	1767	3033	484	1767	2897	598
Grp Volume(v), veh/h	71	33	238	389	0	343	80	59	62	20	190	191
Grp Sat Flow(s),veh/h/ln	1714	1763	1528	1801	0	1744	1767	1763	1754	1767	1763	1733
Q Serve(g_s), s	1.8	0.8	15.3	20.8	0.0	18.5	4.6	2.4	2.5	1.2	8.6	8.9
Cycle Q Clear(g_c), s	1.8	0.8	15.3	20.8	0.0	18.5	4.6	2.4	2.5	1.2	8.6	8.9
Prop In Lane	1.00		1.00	0.60		0.34	1.00		0.28	1.00		0.35
Lane Grp Cap(c), veh/h	653	671	291	474	0	459	97	598	595	30	531	522
V/C Ratio(X)	0.11	0.05	0.82	0.82	0.00	0.75	0.83	0.10	0.10	0.67	0.36	0.37
Avail Cap(c_a), veh/h	903	928	402	474	0	459	97	598	595	97	531	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	33.9	39.8	35.5	0.0	34.6	48.0	23.2	23.2	50.1	28.0	28.1
Incr Delay (d2), s/veh	0.1	0.0	9.5	14.6	0.0	10.6	40.5	0.3	0.3	9.1	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	6.4	10.9	0.0	9.1	3.1	1.0	1.1	0.6	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	33.9	49.3	50.1	0.0	45.2	88.5	23.5	23.6	59.3	29.9	30.1
LnGrp LOS	C	C	D	D	A	D	F	C	C	E	C	C
Approach Vol, veh/h		342			732			201			401	
Approach Delay, s/veh		44.7			47.8			49.4			31.5	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	40.1		24.4	10.0	36.2		31.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	5.6	30.9		27.0	5.6	30.9		27.0				
Max Q Clear Time (g_c+I1), s	3.2	4.5		17.3	6.6	10.9		22.8				
Green Ext Time (p_c), s	0.0	1.0		1.0	0.0	3.4		1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

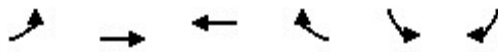
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	8	1	0	3	34	93	1	4	232	1
Future Volume (veh/h)	9	0	8	1	0	3	34	93	1	4	232	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	0	13	3	0	9	42	115	1	5	264	1
Peak Hour Factor	0.62	0.62	0.62	0.33	0.33	0.33	0.81	0.81	0.81	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	184	0	28	139	0	49	67	2028	18	10	1922	7
Arrive On Green	0.04	0.00	0.04	0.04	0.00	0.04	0.04	0.57	0.57	0.01	0.53	0.53
Sat Flow, veh/h	816	0	708	410	0	1231	1767	3581	31	1767	3602	14
Grp Volume(v), veh/h	28	0	0	12	0	0	42	57	59	5	129	136
Grp Sat Flow(s),veh/h/ln	1524	0	0	1642	0	0	1767	1763	1850	1767	1763	1853
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.9	0.5	0.5	0.1	1.3	1.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.9	0.5	0.5	0.1	1.3	1.3
Prop In Lane	0.54		0.46	0.25		0.75	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	212	0	0	189	0	0	67	998	1047	10	941	989
V/C Ratio(X)	0.13	0.00	0.00	0.06	0.00	0.00	0.63	0.06	0.06	0.52	0.14	0.14
Avail Cap(c_a), veh/h	1159	0	0	1155	0	0	319	998	1047	247	941	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	17.0	0.0	0.0	17.3	3.6	3.6	18.1	4.3	4.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	9.2	0.1	0.1	37.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.1	0.1	0.1	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	17.1	0.0	0.0	26.5	3.7	3.7	55.9	4.6	4.6
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		28			12			158			270	
Approach Delay, s/veh		17.4			17.1			9.7			5.5	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	25.6		6.4	5.8	24.4		6.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.1	20.7		25.0	6.6	19.2		25.0				
Max Q Clear Time (g_c+I1), s	2.1	2.5		2.6	2.9	3.3		2.2				
Green Ext Time (p_c), s	0.0	0.5		0.1	0.0	1.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
 10: Eastgate Mall & Easter Wy.

























Existing PM  
 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Traffic Volume (veh/h)	71	414	346	48	34	50
Future Volume (veh/h)	71	414	346	48	34	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	80	465	372	52	52	77
Peak Hour Factor	0.89	0.89	0.93	0.93	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	660	1546	1363	189	75	111
Arrive On Green	0.44	0.44	0.44	0.44	0.12	0.12
Sat Flow, veh/h	954	3618	3201	431	647	958
Grp Volume(v), veh/h	80	465	210	214	130	0
Grp Sat Flow(s),veh/h/ln	954	1763	1763	1777	1618	0
Q Serve(g_s), s	1.3	2.0	1.7	1.8	1.8	0.0
Cycle Q Clear(g_c), s	3.1	2.0	1.7	1.8	1.8	0.0
Prop In Lane	1.00			0.24	0.40	0.59
Lane Grp Cap(c), veh/h	660	1546	773	779	187	0
V/C Ratio(X)	0.12	0.30	0.27	0.27	0.69	0.00
Avail Cap(c_a), veh/h	1146	3343	1672	1685	1987	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.1	4.2	4.1	4.1	9.7	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.3	0.3	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.2	0.2	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.2	4.3	4.4	4.4	11.5	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		545	424		130	
Approach Delay, s/veh		4.4	4.4		11.5	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.3		7.5		15.3
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		21.7		28.1		21.7
Max Q Clear Time (g_c+l1), s		5.1		3.8		3.8
Green Ext Time (p_c), s		4.0		0.2		3.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.2			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 11: Genesee Ave. & Eastgate Mall

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	154	49	152	203	273	30	303	85	458	1092	85
Future Volume (veh/h)	15	154	49	152	203	273	30	303	85	458	1092	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	195	62	167	223	300	32	326	91	482	1149	89
Peak Hour Factor	0.79	0.79	0.79	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	27	385	312	182	548	441	41	1538	408	526	2476	192
Arrive On Green	0.02	0.21	0.21	0.10	0.30	0.30	0.01	0.13	0.13	0.31	1.00	1.00
Sat Flow, veh/h	1767	1856	1506	1767	1856	1493	1767	3967	1052	3428	4779	370
Grp Volume(v), veh/h	19	195	62	167	223	300	32	275	142	482	812	426
Grp Sat Flow(s),veh/h/ln	1767	1856	1506	1767	1856	1493	1767	1689	1642	1714	1689	1772
Q Serve(g_s), s	1.4	12.3	4.5	12.4	12.7	23.4	2.4	9.6	10.3	17.9	0.0	0.0
Cycle Q Clear(g_c), s	1.4	12.3	4.5	12.4	12.7	23.4	2.4	9.6	10.3	17.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		0.21
Lane Grp Cap(c), veh/h	27	385	312	182	548	441	41	1310	637	526	1750	918
V/C Ratio(X)	0.71	0.51	0.20	0.92	0.41	0.68	0.79	0.21	0.22	0.92	0.46	0.46
Avail Cap(c_a), veh/h	222	662	537	182	617	496	129	1310	637	587	1750	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99	0.83	0.83	0.83
Uniform Delay (d), s/veh	64.7	46.3	43.2	58.6	37.3	41.0	65.2	39.4	39.7	45.0	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.4	0.1	42.8	0.2	2.3	11.6	0.4	0.8	15.0	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.7	1.7	7.7	5.8	8.9	1.2	4.4	4.7	7.7	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	46.7	43.4	101.4	37.4	43.3	76.8	39.8	40.5	60.0	0.7	1.4
LnGrp LOS	E	D	D	F	D	D	E	D	D	E	A	A
Approach Vol, veh/h		276			690			449			1720	
Approach Delay, s/veh		48.0			55.5			42.7			17.5	
Approach LOS		D			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.6	56.9	18.0	32.5	7.4	74.1	6.4	44.1				
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	4.4	5.7	4.4	5.1				
Max Green Setting (Gmax), s	22.6	29.3	13.6	* 47	9.6	42.3	16.6	43.9				
Max Q Clear Time (g_c+I1), s	19.9	12.3	14.4	14.3	4.4	2.0	3.4	25.4				
Green Ext Time (p_c), s	0.3	3.5	0.0	0.8	0.0	17.8	0.0	1.4				




























Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
12: Genesee Ave. & Executive Dr.

Existing PM  
09/16/2022

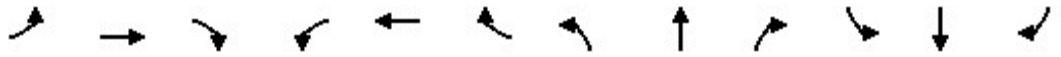
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			  			  	
Traffic Volume (veh/h)	32	113	72	163	256	87	46	320	62	118	1202	104
Future Volume (veh/h)	32	113	72	163	256	87	46	320	62	118	1202	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	37	131	84	190	298	101	51	352	68	128	1307	113
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	47	295	175	242	474	156	66	2387	445	151	2874	249
Arrive On Green	0.03	0.14	0.14	0.07	0.18	0.18	0.04	0.56	0.56	0.17	1.00	1.00
Sat Flow, veh/h	1767	2100	1246	3428	2572	850	1767	4275	797	1767	4740	410
Grp Volume(v), veh/h	37	108	107	190	202	197	51	275	145	128	931	489
Grp Sat Flow(s),veh/h/ln	1767	1763	1584	1714	1763	1659	1767	1689	1695	1767	1689	1772
Q Serve(g_s), s	2.7	7.4	8.2	7.2	13.9	14.5	3.8	5.2	5.4	9.3	0.0	0.0
Cycle Q Clear(g_c), s	2.7	7.4	8.2	7.2	13.9	14.5	3.8	5.2	5.4	9.3	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.51	1.00		0.47	1.00		0.23
Lane Grp Cap(c), veh/h	47	247	222	242	325	306	66	1886	946	151	2048	1075
V/C Ratio(X)	0.78	0.44	0.48	0.78	0.62	0.65	0.77	0.15	0.15	0.85	0.45	0.45
Avail Cap(c_a), veh/h	129	589	529	353	642	605	262	1886	946	249	2048	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.98	0.98	0.98	0.86	0.86	0.86
Uniform Delay (d), s/veh	63.9	52.0	52.3	60.3	49.6	49.9	63.0	14.0	14.1	53.9	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.4	0.6	3.9	0.7	0.9	6.9	0.2	0.3	5.7	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	3.3	3.3	6.2	6.1	1.8	2.0	2.2	4.0	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	52.4	52.9	64.3	50.3	50.7	69.9	14.2	14.4	59.6	0.6	1.2
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		252			589			471			1548	
Approach Delay, s/veh		55.8			55.0			20.3			5.7	
Approach LOS		E			D			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	79.2	13.7	23.4	9.3	85.6	7.9	29.2				
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9				
Max Green Setting (Gmax), s	18.6	36.5	13.6	44.1	19.6	* 36	9.6	48.1				
Max Q Clear Time (g_c+I1), s	11.3	7.4	9.2	10.2	5.8	2.0	4.7	16.5				
Green Ext Time (p_c), s	0.1	3.5	0.1	0.9	0.0	16.9	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								

Notes  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 13: Genesee Ave. & Executive Square

Existing PM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↔	↗	↖	↔		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	37	2	210	155	11	19	39	540	13	6	1751	14
Future Volume (veh/h)	37	2	210	155	11	19	39	540	13	6	1751	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	34	0	294	241	0	0	43	593	14	7	1924	15
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	241	0	427	369	194	0	73	2413	57	16	2293	18
Arrive On Green	0.14	0.00	0.14	0.10	0.00	0.00	0.04	0.47	0.47	0.01	0.44	0.44
Sat Flow, veh/h	1767	0	3131	3534	1856	0	1767	5085	120	1767	5183	40
Grp Volume(v), veh/h	34	0	294	241	0	0	43	393	214	7	1253	686
Grp Sat Flow(s),veh/h/ln	1767	0	1566	1767	1856	0	1767	1689	1827	1767	1689	1846
Q Serve(g_s), s	1.1	0.0	5.8	4.3	0.0	0.0	1.6	4.5	4.5	0.3	21.5	21.5
Cycle Q Clear(g_c), s	1.1	0.0	5.8	4.3	0.0	0.0	1.6	4.5	4.5	0.3	21.5	21.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	241	0	427	369	194	0	73	1603	867	16	1494	817
V/C Ratio(X)	0.14	0.00	0.69	0.65	0.00	0.00	0.59	0.25	0.25	0.43	0.84	0.84
Avail Cap(c_a), veh/h	487	0	863	974	511	0	457	1603	867	135	1494	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	26.9	28.1	0.0	0.0	30.8	10.2	10.2	32.2	16.2	16.2
Incr Delay (d2), s/veh	0.3	0.0	2.0	2.0	0.0	0.0	7.3	0.4	0.7	17.3	5.8	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.2	1.8	0.0	0.0	0.8	1.6	1.8	0.2	8.4	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	28.9	30.1	0.0	0.0	38.0	10.6	10.9	49.5	22.0	26.3
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	C	C
Approach Vol, veh/h		328			241			650			1946	
Approach Delay, s/veh		28.5			30.1			12.5			23.6	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	35.5		13.4	7.2	33.4		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	16.9	19.1		18.0				
Max Q Clear Time (g_c+I1), s	2.3	6.5		7.8	3.6	23.5		6.3				
Green Ext Time (p_c), s	0.0	4.1		0.9	0.1	0.0		0.6				

Intersection Summary

























HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
























HCM 6th Signalized Intersection Summary  
 14: Genesee Ave. & La Jolla Village Dr.

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	751	174	389	1674	207	140	228	148	301	769	301
Future Volume (veh/h)	182	751	174	389	1674	207	140	228	148	301	769	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	188	774	179	401	1726	213	147	240	156	334	854	334
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	2182	647	445	2493	950	192	986	298	383	1268	381
Arrive On Green	0.07	0.43	0.43	0.26	0.98	0.98	0.06	0.19	0.19	0.11	0.25	0.25
Sat Flow, veh/h	3428	5066	1502	3428	5066	1572	3428	5066	1533	3428	5066	1522
Grp Volume(v), veh/h	188	774	179	401	1726	213	147	240	156	334	854	334
Grp Sat Flow(s),veh/h/ln	1714	1689	1502	1714	1689	1572	1714	1689	1533	1714	1689	1522
Q Serve(g_s), s	8.1	15.4	11.6	17.0	2.5	0.3	6.3	6.0	13.7	14.4	22.8	31.6
Cycle Q Clear(g_c), s	8.1	15.4	11.6	17.0	2.5	0.3	6.3	6.0	13.7	14.4	22.8	31.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	2182	647	445	2493	950	192	986	298	383	1268	381
V/C Ratio(X)	0.80	0.35	0.28	0.90	0.69	0.22	0.77	0.24	0.52	0.87	0.67	0.88
Avail Cap(c_a), veh/h	334	2182	647	585	2493	950	265	986	298	517	1304	392
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.72	0.72	0.72	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	68.9	28.7	27.6	54.6	0.6	0.4	69.8	51.1	54.2	65.6	50.7	54.0
Incr Delay (d2), s/veh	4.1	0.3	0.7	9.3	1.2	0.4	5.3	0.6	6.4	4.8	0.7	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.4	4.4	7.1	0.6	0.2	2.9	2.6	5.9	6.6	9.8	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	29.0	28.3	63.9	1.8	0.8	75.1	51.7	60.6	70.3	51.4	64.4
LnGrp LOS	E	C	C	E	A	A	E	D	E	E	D	E
Approach Vol, veh/h		1141			2340			543			1522	
Approach Delay, s/veh		36.1			12.3			60.6			58.4	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.9	70.1	12.8	43.2	14.6	79.3	21.2	34.9				
Change Period (Y+Rc), s	4.4	* 5.5	4.4	* 5.7	4.4	5.5	4.4	5.7				
Max Green Setting (Gmax), s	25.6	* 55	11.6	* 39	14.6	65.5	22.6	27.3				
Max Q Clear Time (g_c+I1), s	19.0	17.4	8.3	33.6	10.1	4.5	16.4	15.7				
Green Ext Time (p_c), s	0.5	17.6	0.1	3.5	0.1	50.2	0.4	3.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.6									
HCM 6th LOS			C									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 15: Regents Rd. & Eastgate Mall

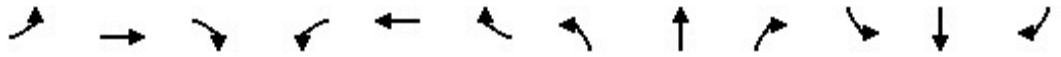
Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	105	476	238	40	51	59	146	82	38	379	1
Future Volume (veh/h)	4	105	476	238	40	51	59	146	82	38	379	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	119	541	283	48	61	71	176	99	44	441	1
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.83	0.83	0.83	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	9	652	539	313	923	810	91	969	405	56	912	2
Arrive On Green	0.01	0.35	0.35	0.18	0.52	0.52	0.05	0.27	0.27	0.03	0.25	0.25
Sat Flow, veh/h	1767	1856	1533	1767	1763	1547	1767	3526	1473	1767	3608	8
Grp Volume(v), veh/h	5	119	541	283	48	61	71	176	99	44	215	227
Grp Sat Flow(s),veh/h/ln	1767	1856	1533	1767	1763	1547	1767	1763	1473	1767	1763	1854
Q Serve(g_s), s	0.3	4.9	39.1	17.4	1.5	2.2	4.4	4.2	5.8	2.7	11.6	11.6
Cycle Q Clear(g_c), s	0.3	4.9	39.1	17.4	1.5	2.2	4.4	4.2	5.8	2.7	11.6	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	9	652	539	313	923	810	91	969	405	56	445	468
V/C Ratio(X)	0.55	0.18	1.00	0.90	0.05	0.08	0.78	0.18	0.24	0.78	0.48	0.48
Avail Cap(c_a), veh/h	81	652	539	407	945	829	137	969	405	116	445	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	25.0	36.0	44.8	13.0	13.1	52.1	30.8	31.3	53.5	35.4	35.4
Incr Delay (d2), s/veh	17.8	0.0	39.6	17.2	0.0	0.0	7.7	0.4	1.4	8.6	3.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.2	20.2	9.1	0.6	0.8	2.1	1.9	2.2	1.4	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	25.0	75.7	62.0	13.0	13.2	59.8	31.2	32.8	62.0	39.1	38.9
LnGrp LOS	E	C	F	E	B	B	E	C	C	E	D	D
Approach Vol, veh/h		665			392			346			486	
Approach Delay, s/veh		66.6			48.4			37.5			41.1	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	35.5	24.1	44.0	10.1	33.0	5.0	63.1				
Change Period (Y+Rc), s	4.1	4.9	4.4	4.9	4.4	4.9	4.4	4.9				
Max Green Setting (Gmax), s	7.3	29.7	25.6	39.1	8.6	28.1	5.1	59.6				
Max Q Clear Time (g_c+I1), s	4.7	7.8	19.4	41.1	6.4	13.6	2.3	4.2				
Green Ext Time (p_c), s	0.0	1.9	0.2	0.0	0.0	3.4	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			50.9									
HCM 6th LOS			D									



HCM 6th Signalized Intersection Summary  
 16: Regents Rd. & Miramar St./Executive Dr.

Existing PM  
 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	7	23	285	7	37	20	237	105	38	1057	7
Future Volume (veh/h)	6	7	23	285	7	37	20	237	105	38	1057	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.96		0.98	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	10	34	334	0	43	24	282	125	40	1101	7
Peak Hour Factor	0.68	0.68	0.68	0.87	0.87	0.87	0.84	0.84	0.84	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	442	84	284	809	0	358	39	1133	487	59	1754	11
Arrive On Green	0.23	0.23	0.23	0.23	0.00	0.23	0.02	0.48	0.48	0.03	0.49	0.49
Sat Flow, veh/h	1340	358	1217	2599	0	1533	1767	2373	1020	1767	3590	23
Grp Volume(v), veh/h	9	0	44	334	0	43	24	207	200	40	541	567
Grp Sat Flow(s),veh/h/ln	1340	0	1575	1300	0	1533	1767	1763	1630	1767	1763	1850
Q Serve(g_s), s	0.3	0.0	1.2	6.5	0.0	1.2	0.7	3.9	4.0	1.2	12.6	12.6
Cycle Q Clear(g_c), s	0.3	0.0	1.2	7.7	0.0	1.2	0.7	3.9	4.0	1.2	12.6	12.6
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.63	1.00		0.01
Lane Grp Cap(c), veh/h	442	0	368	809	0	358	39	842	779	59	861	904
V/C Ratio(X)	0.02	0.00	0.12	0.41	0.00	0.12	0.61	0.25	0.26	0.68	0.63	0.63
Avail Cap(c_a), veh/h	712	0	684	1331	0	666	166	842	779	166	861	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	16.8	19.8	0.0	16.8	26.9	8.6	8.6	26.5	10.5	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.2	5.5	0.7	0.8	5.1	3.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.8	0.0	0.4	0.4	1.4	1.3	0.6	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.8	20.2	0.0	16.9	32.4	9.3	9.4	31.6	13.9	13.8
LnGrp LOS	B	A	B	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		53			377			431			1148	
Approach Delay, s/veh		16.8			19.8			10.6			14.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	31.4		17.8	5.6	32.0		17.8				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	3.2	6.0		3.2	2.7	14.6		9.7				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	5.9		1.3				

Intersection Summary

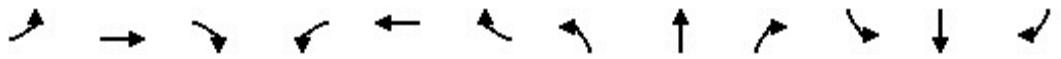
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 17: Regents Rd. & Regents Park Row

Existing PM  
 09/16/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	13	11	212	204	18	59	116	258	95	34	1207	47
Future Volume (veh/h)	13	11	212	204	18	59	116	258	95	34	1207	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	1.00		0.93	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	15	286	227	20	66	130	290	107	35	1244	48
Peak Hour Factor	0.74	0.74	0.74	0.90	0.90	0.90	0.89	0.89	0.89	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	497	27	512	304	129	425	131	1058	378	50	1307	50
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.42	0.42	0.03	0.38	0.38
Sat Flow, veh/h	1283	78	1487	1070	374	1235	1767	2492	891	1767	3451	133
Grp Volume(v), veh/h	18	0	301	227	0	86	130	202	195	35	635	657
Grp Sat Flow(s),veh/h/ln	1283	0	1565	1070	0	1609	1767	1763	1620	1767	1763	1822
Q Serve(g_s), s	0.7	0.0	10.9	13.2	0.0	2.6	5.1	5.2	5.5	1.4	24.5	24.6
Cycle Q Clear(g_c), s	3.3	0.0	10.9	24.1	0.0	2.6	5.1	5.2	5.5	1.4	24.5	24.6
Prop In Lane	1.00		0.95	1.00		0.77	1.00		0.55	1.00		0.07
Lane Grp Cap(c), veh/h	497	0	539	304	0	554	131	749	688	50	667	690
V/C Ratio(X)	0.04	0.00	0.56	0.75	0.00	0.16	0.99	0.27	0.28	0.70	0.95	0.95
Avail Cap(c_a), veh/h	497	0	539	304	0	554	131	749	688	131	667	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.80	0.80	0.80
Uniform Delay (d), s/veh	17.0	0.0	18.6	29.2	0.0	15.9	32.4	13.1	13.2	33.7	21.1	21.1
Incr Delay (d2), s/veh	0.0	0.0	0.8	8.6	0.0	0.0	67.1	0.7	0.8	5.3	21.3	21.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.8	4.4	0.0	0.9	4.6	2.0	2.0	0.6	13.1	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	19.4	37.8	0.0	15.9	99.5	13.8	14.0	39.0	42.5	42.3
LnGrp LOS	B	A	B	D	A	B	F	B	B	D	D	D
Approach Vol, veh/h		319			313			527			1327	
Approach Delay, s/veh		19.3			31.8			35.0			42.3	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	34.6		29.0	9.6	31.4		29.0				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.2	26.5		24.1	5.2	26.5		24.1				
Max Q Clear Time (g_c+I1), s	3.4	7.5		12.9	7.1	26.6		26.1				
Green Ext Time (p_c), s	0.0	3.0		1.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
 18: La Jolla Village Dr. & Regents Rd.

Existing PM  
 11/01/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	950	181	362	2127	149	174	168	86	138	734	631
Future Volume (veh/h)	265	950	181	362	2127	149	174	168	86	138	734	631
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	279	1000	191	366	2148	151	189	183	93	150	798	686
Peak Hour Factor	0.95	0.95	0.95	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	324	2018	384	379	2486	752	197	1051	449	172	1192	521
Arrive On Green	0.09	0.47	0.47	0.15	0.65	0.65	0.06	0.30	0.30	0.10	0.34	0.34
Sat Flow, veh/h	3428	4251	810	3428	5066	1533	3428	3526	1505	1767	3526	1542
Grp Volume(v), veh/h	279	794	397	366	2148	151	189	183	93	150	798	686
Grp Sat Flow(s),veh/h/ln	1714	1689	1684	1714	1689	1533	1714	1763	1505	1767	1763	1542
Q Serve(g_s), s	12.0	24.2	24.3	15.9	50.7	5.9	8.3	5.8	6.9	12.6	29.1	50.7
Cycle Q Clear(g_c), s	12.0	24.2	24.3	15.9	50.7	5.9	8.3	5.8	6.9	12.6	29.1	50.7
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1603	799	379	2486	752	197	1051	449	172	1192	521
V/C Ratio(X)	0.86	0.50	0.50	0.96	0.86	0.20	0.96	0.17	0.21	0.87	0.67	1.32
Avail Cap(c_a), veh/h	379	1603	799	379	2486	752	197	1051	449	213	1192	521
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.64	0.64	0.64	1.00	1.00	1.00	0.24	0.24	0.24
Uniform Delay (d), s/veh	66.9	27.1	27.1	63.7	22.1	14.3	70.5	39.0	39.4	66.8	42.5	49.6
Incr Delay (d2), s/veh	9.6	0.7	1.4	28.0	2.8	0.4	52.6	0.1	0.3	7.0	0.7	145.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	10.0	10.2	8.2	18.1	2.1	5.1	2.6	2.6	6.0	12.9	40.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	27.8	28.5	91.7	24.9	14.7	123.2	39.1	39.7	73.7	43.2	195.2
LnGrp LOS	E	C	C	F	C	B	F	D	D	E	D	F
Approach Vol, veh/h		1470			2665			465			1634	
Approach Delay, s/veh		37.2			33.5			73.4			109.8	
Approach LOS		D			C			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	77.1	13.0	56.4	18.6	79.5	19.0	50.4				
Change Period (Y+Rc), s	4.4	* 5.4	4.4	* 5.7	4.4	5.4	4.4	5.7				
Max Green Setting (Gmax), s	16.6	* 55	8.6	* 51	16.6	54.6	18.1	40.8				
Max Q Clear Time (g_c+I1), s	17.9	26.3	10.3	52.7	14.0	52.7	14.6	8.9				
Green Ext Time (p_c), s	0.0	21.4	0.0	0.0	0.2	1.9	0.1	1.9				




















Intersection Summary												
HCM 6th Ctrl Delay			57.3									
HCM 6th LOS			E									

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.


































HCM 6th Signalized Intersection Summary  
 19: Regents Rd. & Genesee Ave.

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1424	191	27	587	0	117	0	69	0	0	0
Future Volume (veh/h)	11	1424	191	27	587	0	117	0	69	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1856	1856	1856	1856	0	1856	0	1856			
Adj Flow Rate, veh/h	12	1499	201	29	638	0	130	0	77			
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90			
Percent Heavy Veh, %	2	3	3	3	3	0	3	0	3			
Cap, veh/h	24	2731	824	37	2764	0	1119	0	513			
Arrive On Green	0.01	0.54	0.54	0.02	0.55	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	1781	5066	1529	1767	5233	0	3428	0	1572			
Grp Volume(v), veh/h	12	1499	201	29	638	0	130	0	77			
Grp Sat Flow(s),veh/h/ln	1781	1689	1529	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	0.9	25.6	9.2	2.2	8.6	0.0	3.5	0.0	4.6			
Cycle Q Clear(g_c), s	0.9	25.6	9.2	2.2	8.6	0.0	3.5	0.0	4.6			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	24	2731	824	37	2764	0	1119	0	513			
V/C Ratio(X)	0.50	0.55	0.24	0.79	0.23	0.00	0.12	0.00	0.15			
Avail Cap(c_a), veh/h	115	2731	824	289	2764	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.81	0.81	0.81	0.96	0.96	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.7	19.9	16.1	64.4	15.6	0.0	31.1	0.0	31.5			
Incr Delay (d2), s/veh	12.4	0.6	0.6	12.8	0.1	0.0	0.2	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	10.1	3.4	1.1	3.4	0.0	1.5	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	20.6	16.7	77.1	15.6	0.0	31.3	0.0	32.1			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1712			667			207				
Approach Delay, s/veh		20.5			18.3			31.6				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	7.1	76.9			6.3	77.7		48.0				
Change Period (Y+Rc), s	4.4	5.7			4.5	5.7		4.9				
Max Green Setting (Gmax), s	21.6	52.3			8.5	65.3		43.1				
Max Q Clear Time (g_c+I1), s	4.2	27.6			2.9	10.6		6.6				
Green Ext Time (p_c), s	0.0	19.8			0.0	7.3		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Existing PM  
 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 		 	 		
Traffic Volume (veh/h)	58	919	202	176	427	43	390	8	372	311	56	349
Future Volume (veh/h)	58	919	202	176	427	43	390	8	372	311	56	349
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	67	1056	232	191	464	47	415	9	396	338	0	420
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	110	2467	753	244	2665	984	478	342	503	378	0	451
Arrive On Green	0.03	0.49	0.49	0.07	0.53	0.53	0.14	0.18	0.18	0.11	0.00	0.15
Sat Flow, veh/h	3428	5066	1547	3428	5066	1550	3428	1856	2731	3534	0	2974
Grp Volume(v), veh/h	67	1056	232	191	464	47	415	9	396	338	0	420
Grp Sat Flow(s),veh/h/ln	1714	1689	1547	1714	1689	1550	1714	1856	1366	1767	0	1487
Q Serve(g_s), s	2.5	17.8	12.0	7.2	6.3	1.5	15.6	0.5	18.3	12.5	0.0	18.4
Cycle Q Clear(g_c), s	2.5	17.8	12.0	7.2	6.3	1.5	15.6	0.5	18.3	12.5	0.0	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	2467	753	244	2665	984	478	342	503	378	0	451
V/C Ratio(X)	0.61	0.43	0.31	0.78	0.17	0.05	0.87	0.03	0.79	0.90	0.00	0.93
Avail Cap(c_a), veh/h	639	2467	753	405	2665	984	912	493	726	378	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.96	0.96	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.1	21.9	20.4	60.3	16.3	9.2	55.6	44.1	51.4	58.2	0.0	55.3
Incr Delay (d2), s/veh	1.9	0.5	1.0	2.1	0.1	0.1	1.9	0.0	2.1	22.3	0.0	25.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.2	4.6	3.2	2.5	0.5	6.9	0.2	6.4	6.7	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	22.5	21.5	62.3	16.5	9.3	57.6	44.1	53.5	80.6	0.0	81.1
LnGrp LOS	E	C	C	E	B	A	E	D	D	F	A	F
Approach Vol, veh/h		1355			702			820			758	
Approach Delay, s/veh		24.4			28.5			55.4			80.8	
Approach LOS		C			C			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	75.1	23.3	24.9	13.8	70.0	19.0	29.2				
Change Period (Y+Rc), s	4.4	5.7	4.9	4.9	4.4	5.7	4.9	4.9				
Max Green Setting (Gmax), s	24.6	38.3	35.1	14.1	15.6	47.3	14.1	35.1				
Max Q Clear Time (g_c+I1), s	4.5	8.3	17.6	20.4	9.2	19.8	14.5	20.3				
Green Ext Time (p_c), s	0.1	4.6	0.8	0.0	0.2	13.4	0.0	0.9				

Intersection Summary												
HCM 6th Ctrl Delay			44.0									
HCM 6th LOS			D									

Notes  
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 21: Scripps Hospital Drwy. & Genesee Ave.




















Existing PM  
 09/16/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	48	977	0	3	953	116	322	0	132
Future Volume (veh/h)	0	0	48	977	0	3	953	116	322	0	132
Initial Q (Qb), veh			0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00	1.00		0.97	1.00	1.00	1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No		No		
Adj Sat Flow, veh/h/ln			1856	1856	0	1870	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h			48	987	0	3	972	118	335	138	138
Peak Hour Factor			0.99	0.99	0.99	0.98	0.98	0.98	0.96	0.96	0.96
Percent Heavy Veh, %			3	3	0	2	3	3	3	3	3
Cap, veh/h			62	3873	0	7	3719	1125	402	184	184
Arrive On Green			0.04	0.76	0.00	0.00	0.73	0.73	0.12	0.12	0.12
Sat Flow, veh/h			1767	5233	0	1781	5066	1532	3428	1572	1572
Grp Volume(v), veh/h			48	987	0	3	972	118	335	138	138
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			3.6	7.5	0.0	0.2	8.3	2.9	12.6	11.2	11.2
Cycle Q Clear(g_c), s			3.6	7.5	0.0	0.2	8.3	2.9	12.6	11.2	11.2
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			62	3873	0	7	3719	1125	402	184	184
V/C Ratio(X)			0.77	0.25	0.00	0.43	0.26	0.10	0.83	0.75	0.75
Avail Cap(c_a), veh/h			303	3873	0	74	3719	1125	860	394	394
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)			0.90	0.90	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh			63.2	4.5	0.0	65.6	5.8	5.1	57.0	56.4	56.4
Incr Delay (d2), s/veh			6.7	0.1	0.0	34.8	0.2	0.2	1.8	2.3	2.3
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.7	2.4	0.0	0.2	2.8	0.9	5.6	9.6	9.6
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			69.9	4.7	0.0	100.4	5.9	5.2	58.8	58.7	58.7
LnGrp LOS			E	A	A	F	A	A	E	E	E
Approach Vol, veh/h				1035			1093		473		
Approach Delay, s/veh				7.7			6.1		58.8		
Approach LOS				A			A		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.0	106.6		20.4	9.0	102.6					
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7					
Max Green Setting (Gmax), s	5.5	78.3		33.1	22.6	61.3					
Max Q Clear Time (g_c+I1), s	2.2	9.5		14.6	5.6	10.3					
Green Ext Time (p_c), s	0.0	20.7		0.8	0.0	14.1					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.3								
HCM 6th LOS			B								

HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	889	0	0	520	764	260	0	189	0	0	0
Future Volume (veh/h)	743	889	0	0	520	764	260	0	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	790	946	0	0	547	804	299	0	217			
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.87	0.87	0.87			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	870	3304	0	0	2559	921	707	0	629			
Arrive On Green	0.51	1.00	0.00	0.00	0.34	0.34	0.20	0.00	0.20			
Sat Flow, veh/h	3428	5233	0	0	7867	2703	3534	0	3145			
Grp Volume(v), veh/h	790	946	0	0	547	804	299	0	217			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1352	1767	0	1572			
Q Serve(g_s), s	18.9	0.0	0.0	0.0	4.7	25.1	6.7	0.0	5.3			
Cycle Q Clear(g_c), s	18.9	0.0	0.0	0.0	4.7	25.1	6.7	0.0	5.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	870	3304	0	0	2559	921	707	0	629			
V/C Ratio(X)	0.91	0.29	0.00	0.00	0.21	0.87	0.42	0.00	0.34			
Avail Cap(c_a), veh/h	1059	3304	0	0	2559	921	707	0	629			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.87	0.87	0.00	0.00	0.94	0.94	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.2	0.0	0.0	0.0	21.1	27.9	31.5	0.0	30.9			
Incr Delay (d2), s/veh	8.8	0.2	0.0	0.0	0.2	10.7	1.9	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	0.1	0.0	0.0	1.6	9.1	3.0	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	0.2	0.0	0.0	21.3	38.5	33.3	0.0	32.4			
LnGrp LOS	C	A	A	A	C	D	C	A	C			
Approach Vol, veh/h		1736			1351			516				
Approach Delay, s/veh		13.7			31.5			32.9				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.9			28.0	37.9		24.1				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		58.7			* 28	25.7		18.0				
Max Q Clear Time (g_c+I1), s		2.0			20.9	27.1		8.7				
Green Ext Time (p_c), s		8.6			1.9	0.0		1.4				

Intersection Summary

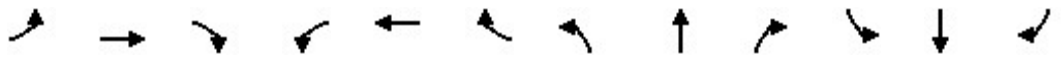
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 23: Genesee Ave. & I-5 SB Ramps

Existing PM  
 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↖↗	↑↑↑					↖	↗	↗↘
Traffic Volume (veh/h)	0	1180	365	167	580	0	0	0	0	531	6	662
Future Volume (veh/h)	0	1180	365	167	580	0	0	0	0	531	6	662
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	1229	380	182	630	0				622	0	770
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92				0.86	0.86	0.86
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	3121	1122	240	2723	0				1112	0	975
Arrive On Green	0.00	0.42	0.42	0.07	0.54	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	7867	2702	3428	5233	0				3534	0	3098
Grp Volume(v), veh/h	0	1229	380	182	630	0				622	0	770
Grp Sat Flow(s),veh/h/ln	0	1503	1351	1714	1689	0				1767	0	1549
Q Serve(g_s), s	0.0	10.3	8.6	4.7	5.9	0.0				13.2	0.0	20.4
Cycle Q Clear(g_c), s	0.0	10.3	8.6	4.7	5.9	0.0				13.2	0.0	20.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3121	1122	240	2723	0				1112	0	975
V/C Ratio(X)	0.00	0.39	0.34	0.76	0.23	0.00				0.56	0.00	0.79
Avail Cap(c_a), veh/h	0	3121	1122	240	2723	0				1606	0	1408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.4	17.9	41.1	11.0	0.0				25.6	0.0	28.1
Incr Delay (d2), s/veh	0.0	0.4	0.8	12.7	0.2	0.0				0.4	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	2.7	2.4	2.1	0.0				5.4	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	18.7	53.8	11.2	0.0				26.1	0.0	30.1
LnGrp LOS	A	B	B	D	B	A				C	A	C
Approach Vol, veh/h		1609			812						1392	
Approach Delay, s/veh		18.8			20.7						28.3	
Approach LOS		B			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.0	44.6		34.4		55.6						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 6.3	24.8		40.9		35.8						
Max Q Clear Time (g_c+I1), s	6.7	12.3		22.4		7.9						
Green Ext Time (p_c), s	0.0	7.9		5.9		4.7						

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C






























Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
 24: Lebon Dr. & La Jolla Village Dr.

Existing PM  
 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	
Traffic Volume (veh/h)	39	1308	411	418	2356	17	438	12	117	4	3	5
Future Volume (veh/h)	39	1308	411	418	2356	17	438	12	117	4	3	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	42	1422	447	435	2454	18	466	0	133	5	4	7
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.94	0.94	0.94	0.75	0.75	0.75
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	54	2183	936	480	2804	21	623	0	554	120	96	178
Arrive On Green	0.03	0.43	0.43	0.14	0.54	0.54	0.18	0.00	0.18	0.12	0.12	0.12
Sat Flow, veh/h	1767	5066	1529	3428	5187	38	3534	0	3145	1003	802	1482
Grp Volume(v), veh/h	42	1422	447	435	1597	875	466	0	133	9	0	7
Grp Sat Flow(s),veh/h/ln	1767	1689	1529	1714	1689	1848	1767	0	1572	1805	0	1482
Q Serve(g_s), s	3.5	33.3	24.3	18.7	61.8	62.0	18.8	0.0	5.5	0.7	0.0	0.6
Cycle Q Clear(g_c), s	3.5	33.3	24.3	18.7	61.8	62.0	18.8	0.0	5.5	0.7	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	54	2183	936	480	1825	999	623	0	554	217	0	178
V/C Ratio(X)	0.78	0.65	0.48	0.91	0.87	0.88	0.75	0.00	0.24	0.04	0.00	0.04
Avail Cap(c_a), veh/h	64	2183	936	526	1825	999	825	0	734	217	0	178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.19	0.19	0.19	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.2	33.8	16.3	63.5	30.0	30.1	58.6	0.0	53.1	58.4	0.0	58.4
Incr Delay (d2), s/veh	7.8	0.3	0.3	2.1	0.6	1.1	8.0	0.0	1.0	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.8	13.2	8.4	24.8	27.4	9.1	0.0	2.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	34.0	16.7	65.7	30.6	31.2	66.6	0.0	54.2	58.7	0.0	58.8
LnGrp LOS	E	C	B	E	C	C	E	A	D	E	A	E
Approach Vol, veh/h		1911			2907			599				16
Approach Delay, s/veh		31.0			36.1			63.8				58.7
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.4	70.4		22.9	9.0	86.8		31.3				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	23.0	* 55		18.0	5.4	71.7		35.0				
Max Q Clear Time (g_c+I1), s	20.7	35.3		2.7	5.5	64.0		20.8				
Green Ext Time (p_c), s	0.3	17.7		0.0	0.0	7.6		5.7				

Intersection Summary













HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.













HCM 6th Signalized Intersection Summary  
 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↖		↖			
Traffic Volume (veh/h)	0	962	1132	0	1862	0	501	0	135	0	0	0
Future Volume (veh/h)	0	962	1132	0	1862	0	501	0	135	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	0	1013	1192	0	2024	0	557	0	150			
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90			
Percent Heavy Veh, %	0	3	3	0	3	3	3	0	3			
Cap, veh/h	0	3612	1400	0	4552	0	658	0	531			
Arrive On Green	0.00	1.00	1.00	0.00	0.71	0.00	0.19	0.00	0.19			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1013	1192	0	2024	0	557	0	150			
Grp Sat Flow(s),veh/h/ln	0	1689	1540	0	1596	0	1714	0	1384			
Q Serve(g_s), s	0.0	0.0	98.4	0.0	18.4	0.0	21.6	0.0	6.4			
Cycle Q Clear(g_c), s	0.0	0.0	98.4	0.0	18.4	0.0	21.6	0.0	6.4			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3612	1400	0	4552	0	658	0	531			
V/C Ratio(X)	0.00	0.28	0.85	0.00	0.44	0.00	0.85	0.00	0.28			
Avail Cap(c_a), veh/h	0	3612	1400	0	4552	0	1799	0	1452			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.66	0.66	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.3	0.0	53.8	0.0	47.6			
Incr Delay (d2), s/veh	0.0	0.1	4.5	0.0	0.1	0.0	3.1	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.8	0.0	6.0	0.0	9.6	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	4.5	0.0	8.4	0.0	56.9	0.0	47.9			
LnGrp LOS	A	A	A	A	A	A	E	A	D			
Approach Vol, veh/h		2205			2024				707			
Approach Delay, s/veh		2.5			8.4				55.0			
Approach LOS		A			A				E			
Timer - Assigned Phs		2				6			8			
Phs Duration (G+Y+Rc), s		105.9				105.9			32.1			
Change Period (Y+Rc), s		7.5				7.5			5.6			
Max Green Setting (Gmax), s		52.5				52.5			72.4			
Max Q Clear Time (g_c+I1), s		100.4				20.4			23.6			
Green Ext Time (p_c), s		0.0				21.1			2.9			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

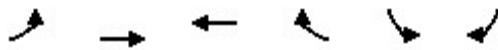
HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2003	0	0	1779	590	0	0	0	157	0	743
Future Volume (veh/h)	0	2003	0	0	1779	590	0	0	0	157	0	743
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	0	2086	0	0	1834	350				174	0	215
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	0	3	3				3	0	3
Cap, veh/h	0	4072	0	0	4072	1423				347	0	280
Arrive On Green	0.00	0.80	0.00	0.00	0.80	0.80				0.10	0.00	0.10
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2086	0	0	1834	350				174	0	215
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	19.0	0.0	0.0	15.4	3.8				6.6	0.0	10.4
Cycle Q Clear(g_c), s	0.0	19.0	0.0	0.0	15.4	3.8				6.6	0.0	10.4
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4072	0	0	4072	1423				347	0	280
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.45	0.25				0.50	0.00	0.77
Avail Cap(c_a), veh/h	0	4072	0	0	4072	1423				1327	0	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.63	0.63				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.5	0.0	0.0	4.2	0.8				58.7	0.0	60.4
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.2	0.3				1.1	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0	0.0	4.5	2.2				2.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.0	0.0	0.0	4.4	1.1				59.8	0.0	64.8
LnGrp LOS	A	A	A	A	A	A				E	A	E
Approach Vol, veh/h		2086			2184						389	
Approach Delay, s/veh		5.0			3.9						62.6	
Approach LOS		A			A						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		118.4		19.6		118.4						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		71.5		53.4		71.5						
Max Q Clear Time (g_c+I1), s		21.0		12.4		17.4						
Green Ext Time (p_c), s		29.0		1.5		27.8						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.3								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 27: Eastgate Mall & Eastgate Dr.

Existing PM  
 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	1037	168	12	56	17
Future Volume (veh/h)	16	1037	168	12	56	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	19	1206	198	14	88	27
Peak Hour Factor	0.86	0.86	0.85	0.85	0.64	0.64
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	30	1255	1044	74	266	82
Arrive On Green	0.02	0.68	0.61	0.61	0.20	0.20
Sat Flow, veh/h	1767	1856	1712	121	1304	400
Grp Volume(v), veh/h	19	1206	0	212	116	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1833	1718	0
Q Serve(g_s), s	0.9	53.3	0.0	4.5	5.1	0.0
Cycle Q Clear(g_c), s	0.9	53.3	0.0	4.5	5.1	0.0
Prop In Lane	1.00			0.07	0.76	0.23
Lane Grp Cap(c), veh/h	30	1255	0	1118	351	0
V/C Ratio(X)	0.64	0.96	0.00	0.19	0.33	0.00
Avail Cap(c_a), veh/h	82	1290	0	1118	351	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.3	13.3	0.0	7.6	30.1	0.0
Incr Delay (d2), s/veh	20.4	16.4	0.0	0.4	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	23.2	0.0	1.7	2.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.7	29.7	0.0	8.0	32.6	0.0
LnGrp LOS	E	C	A	A	C	A
Approach Vol, veh/h		1225	212		116	
Approach Delay, s/veh		30.3	8.0		32.6	
Approach LOS		C	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.6		23.0	5.9	59.7
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.1	4.1	52.8
Max Q Clear Time (g_c+I1), s		55.3		7.1	2.9	6.5
Green Ext Time (p_c), s		4.6		0.2	0.0	1.3

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

**Intersection**

Int Delay, s/veh 1.9

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations	↑	↑	↑		↑	
Traffic Vol, veh/h	3	431	157	72	82	8
Future Vol, veh/h	3	431	157	72	82	8
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	80	80	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	513	196	90	88	9

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	287	0	-	0	763	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1269	-	-	-	371	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1268	-	-	-	369	793
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	593	-

**Approach** EB WB SB

HCM Control Delay, s 0.1 0 17.4  
HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1268	-	-	-	387
HCM Lane V/C Ratio	0.003	-	-	-	0.25
HCM Control Delay (s)	7.8	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection						
Int Delay, s/veh	1.2					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	242	48	19	506	37	22
Future Vol, veh/h	242	48	19	506	37	22
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	263	52	23	602	47	28




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	319	0	614 267
Stage 1	-	-	-	-	267 -
Stage 2	-	-	-	-	347 -
Critical Hdwy	-	-	4.145	-	6.645 6.245
Critical Hdwy Stg 1	-	-	-	-	5.445 -
Critical Hdwy Stg 2	-	-	-	-	5.845 -
Follow-up Hdwy	-	-	2.2285	-	3.5285 3.3285
Pot Cap-1 Maneuver	-	-	1233	-	437 768
Stage 1	-	-	-	-	774 -
Stage 2	-	-	-	-	685 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1228	-	427 765
Mov Cap-2 Maneuver	-	-	-	-	427 -
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	685 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1228	-	511
HCM Lane V/C Ratio	-	-	0.018	-	0.146
HCM Control Delay (s)	-	-	8	-	13.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

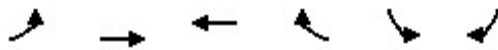
HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1866	0	2	2649	154	0	0	0	796	0	300
Future Volume (veh/h)	137	1866	0	2	2649	154	0	0	0	796	0	300
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	0	1856
Adj Flow Rate, veh/h	156	2120	0	2	2788	162				884	0	333
Peak Hour Factor	0.88	0.88	0.88	0.95	0.95	0.95				0.90	0.90	0.90
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	245	2419	0	4	2605	642				971	0	445
Arrive On Green	0.07	0.48	0.00	0.00	0.41	0.41				0.28	0.00	0.28
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	156	2120	0	2	2788	162				884	0	333
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	2.8	24.0	0.0	0.1	26.0	4.3				15.9	0.0	12.3
Cycle Q Clear(g_c), s	2.8	24.0	0.0	0.1	26.0	4.3				15.9	0.0	12.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	245	2419	0	4	2605	642				971	0	445
V/C Ratio(X)	0.64	0.88	0.00	0.51	1.07	0.25				0.91	0.00	0.75
Avail Cap(c_a), veh/h	361	2419	0	143	2605	642				974	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	15.0	0.0	31.7	18.9	12.4				22.0	0.0	20.8
Incr Delay (d2), s/veh	1.0	4.9	0.0	34.0	39.9	0.9				12.7	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.8	0.0	0.1	15.6	0.2				7.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	19.8	0.0	65.8	58.8	13.4				34.7	0.0	28.4
LnGrp LOS	C	B	A	E	F	B				C	A	C
Approach Vol, veh/h		2276			2952						1217	
Approach Delay, s/veh		20.5			56.3						33.0	
Approach LOS		C			E						C	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.5	36.7		22.4	9.0	32.3						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	*6.3						
Max Green Setting (Gmax), s	5.1	26.7		18.1	6.7	*26						
Max Q Clear Time (g_c+I1), s	2.1	26.0		17.9	4.8	28.0						
Green Ext Time (p_c), s	0.0	0.7		0.2	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
31: Miramar Rd. & Miramar Mall

Existing PM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	31	2311	2986	74	76	89
Future Volume (veh/h)	31	2311	2986	74	76	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1900	1900
Adj Flow Rate, veh/h	35	2597	3432	85	82	96
Peak Hour Factor	0.89	0.89	0.87	0.87	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	0	0
Cap, veh/h	45	3682	3414	1036	156	183
Arrive On Green	0.03	0.73	0.67	0.67	0.21	0.21
Sat Flow, veh/h	1767	5233	5233	1536	757	886
Grp Volume(v), veh/h	35	2597	3432	85	179	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1536	1652	0
Q Serve(g_s), s	3.2	46.0	107.8	3.1	15.4	0.0
Cycle Q Clear(g_c), s	3.2	46.0	107.8	3.1	15.4	0.0
Prop In Lane	1.00			1.00	0.46	0.54
Lane Grp Cap(c), veh/h	45	3682	3414	1036	341	0
V/C Ratio(X)	0.78	0.71	1.01	0.08	0.53	0.00
Avail Cap(c_a), veh/h	56	3682	3414	1036	341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.20	0.20	1.00	0.00
Uniform Delay (d), s/veh	77.5	12.2	26.1	9.0	56.5	0.0
Incr Delay (d2), s/veh	15.6	0.5	8.2	0.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	16.6	43.1	1.1	7.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	93.2	12.7	34.3	9.0	62.2	0.0
LnGrp LOS	F	B	F	A	E	A
Approach Vol, veh/h		2632	3517		179	
Approach Delay, s/veh		13.8	33.7		62.2	
Approach LOS		B	C		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		122.1		37.9	8.5	113.6
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		116.3		33.0	5.1	* 1.1E2
Max Q Clear Time (g_c+I1), s		48.0		17.4	5.2	109.8
Green Ext Time (p_c), s		62.4		0.2	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

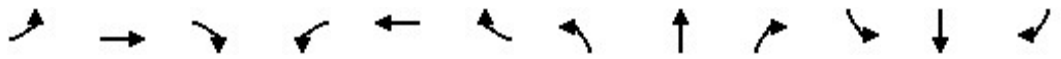
Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
32: Miramar Rd. & Miramar Pl.

Existing PM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘	↕	↗
Traffic Volume (veh/h)	27	2355	0	8	3097	48	0	0	0	104	0	59
Future Volume (veh/h)	27	2355	0	8	3097	48	0	0	0	104	0	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	30	2646	0	8	3226	50				149	0	48
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96				0.82	0.82	0.82
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	38	3495	0	17	3484	54				729	0	324
Arrive On Green	0.04	1.00	0.00	0.01	0.68	0.68				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5137	79				3534	0	1572
Grp Volume(v), veh/h	30	2646	0	8	2114	1162				149	0	48
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1839				1767	0	1572
Q Serve(g_s), s	2.7	0.0	0.0	0.7	86.2	88.3				5.6	0.0	4.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.7	86.2	88.3				5.6	0.0	4.0
Prop In Lane	1.00		0.00	1.00		0.04				1.00		1.00
Lane Grp Cap(c), veh/h	38	3495	0	17	2291	1247				729	0	324
V/C Ratio(X)	0.78	0.76	0.00	0.48	0.92	0.93				0.20	0.00	0.15
Avail Cap(c_a), veh/h	154	3495	0	56	2291	1247				729	0	324
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.00	0.31	0.31	0.31				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	78.9	22.1	22.5				52.6	0.0	52.0
Incr Delay (d2), s/veh	20.1	1.0	0.0	6.5	2.7	5.2				0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	0.0	0.4	33.1	37.8				2.6	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.2	1.0	0.0	85.4	24.8	27.7				53.3	0.0	53.0
LnGrp LOS	F	A	A	F	C	C				D	A	D
Approach Vol, veh/h		2676			3284						197	
Approach Delay, s/veh		2.1			26.0						53.2	
Approach LOS		A			C						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	6.0	116.1		37.9	7.9	114.2						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.8		33.0	13.9	98.1						
Max Q Clear Time (g_c+I1), s	2.7	2.0		7.6	4.7	90.3						
Green Ext Time (p_c), s	0.0	94.7		0.6	0.0	7.8						

Intersection Summary






























HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
33: Miramar Rd. & Camino Santa Fe

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  						 	 
Traffic Volume (veh/h)	799	1944	59	35	1406	73	49	33	7	109	3	949
Future Volume (veh/h)	799	1944	59	35	1406	73	49	33	7	109	3	949
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	832	2025	58	38	1528	74	69	46	-1	129	0	696
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.71	0.71	0.71	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	841	2778	79	74	1609	78	426	448	0	163	0	917
Arrive On Green	0.25	0.55	0.55	0.02	0.33	0.33	0.24	0.24	0.00	0.05	0.00	0.05
Sat Flow, veh/h	3428	5060	145	3428	4945	239	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	832	1350	733	38	1043	559	69	45	0	129	0	696
Grp Sat Flow(s),veh/h/ln	1714	1689	1827	1714	1689	1807	1767	1856	0	1767	0	1572
Q Serve(g_s), s	35.1	43.6	43.8	1.6	43.8	43.8	4.5	2.7	0.0	5.2	0.0	6.7
Cycle Q Clear(g_c), s	35.1	43.6	43.8	1.6	43.8	43.8	4.5	2.7	0.0	5.2	0.0	6.7
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	841	1854	1003	74	1099	588	426	448	0	163	0	917
V/C Ratio(X)	0.99	0.73	0.73	0.51	0.95	0.95	0.16	0.10	0.00	0.79	0.00	0.76
Avail Cap(c_a), veh/h	841	1854	1003	118	1099	588	426	448	0	163	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	24.6	24.6	70.2	47.8	47.8	43.5	42.8	0.0	68.5	0.0	46.8
Incr Delay (d2), s/veh	28.5	2.5	4.7	2.0	17.5	26.7	0.8	0.4	0.0	31.2	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	17.9	20.0	0.7	21.0	24.0	2.1	1.3	0.0	3.1	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	27.1	29.3	72.3	65.3	74.5	44.3	43.3	0.0	99.8	0.0	52.6
LnGrp LOS	F	C	C	E	E	E	D	D	A	F	A	D
Approach Vol, veh/h		2915			1640			114				825
Approach Delay, s/veh		43.6			68.6			43.9				60.0
Approach LOS		D			E			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	85.5		12.2	40.0	53.0		39.9				
Change Period (Y+Rc), s	4.4	5.8		5.5	4.4	* 5.8		4.9				
Max Green Setting (Gmax), s	5.0	77.7		6.7	35.6	* 47		35.0				
Max Q Clear Time (g_c+I1), s	3.6	45.8		8.7	37.1	45.8		6.5				
Green Ext Time (p_c), s	0.0	28.0		0.0	0.0	1.3		0.2				

Intersection Summary




















HCM 6th Ctrl Delay 53.5  
HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
34: Miramar Rd. & Commerce Ave.

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1929	20	32	1192	42	49	9	48	80	5	87
Future Volume (veh/h)	85	1929	20	32	1192	42	49	9	48	80	5	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	89	2009	21	36	1355	48	52	10	51	104	6	113
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.94	0.94	0.94	0.77	0.77	0.77
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	129	3243	34	46	3092	110	129	32	105	294	16	394
Arrive On Green	0.04	0.63	0.63	0.01	0.20	0.20	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	3428	5168	54	1767	5020	178	383	129	421	999	63	1571
Grp Volume(v), veh/h	89	1313	717	36	912	491	113	0	0	110	0	113
Grp Sat Flow(s),veh/h/ln	1714	1689	1844	1767	1689	1820	932	0	0	1062	0	1571
Q Serve(g_s), s	4.1	37.9	37.9	3.3	37.8	37.8	8.7	0.0	0.0	0.0	0.0	9.3
Cycle Q Clear(g_c), s	4.1	37.9	37.9	3.3	37.8	37.8	25.4	0.0	0.0	16.8	0.0	9.3
Prop In Lane	1.00		0.03	1.00		0.10	0.46		0.45	0.95		1.00
Lane Grp Cap(c), veh/h	129	2119	1157	46	2081	1121	267	0	0	310	0	394
V/C Ratio(X)	0.69	0.62	0.62	0.78	0.44	0.44	0.42	0.00	0.00	0.35	0.00	0.29
Avail Cap(c_a), veh/h	227	2119	1157	117	2081	1121	267	0	0	310	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.1	18.2	18.2	78.8	39.5	39.5	57.6	0.0	0.0	51.1	0.0	48.4
Incr Delay (d2), s/veh	1.4	0.8	1.4	9.1	0.6	1.1	4.9	0.0	0.0	3.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	14.9	16.5	1.6	17.4	19.0	4.6	0.0	0.0	4.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	18.9	19.6	87.9	40.1	40.7	62.5	0.0	0.0	54.3	0.0	50.2
LnGrp LOS	E	B	B	F	D	D	E	A	A	D	A	D
Approach Vol, veh/h		2119			1439			113				223
Approach Delay, s/veh		21.6			41.5			62.5				52.2
Approach LOS		C			D			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	106.4		45.0	10.4	104.6		45.0				
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	* 6		4.9				
Max Green Setting (Gmax), s	10.6	94.0		40.1	10.6	* 94		40.1				
Max Q Clear Time (g_c+I1), s	5.3	39.9		18.8	6.1	39.8		27.4				
Green Ext Time (p_c), s	0.0	42.9		1.4	0.0	30.5		0.4				

Intersection Summary

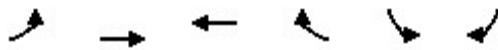
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
35: Miramar Rd. & Production Ave.

Existing PM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	44	1999	1192	28	50	78
Future Volume (veh/h)	44	1999	1192	28	50	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	48	2197	1268	30	71	111
Peak Hour Factor	0.91	0.91	0.94	0.94	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	62	3486	3183	75	432	384
Arrive On Green	0.02	0.46	0.63	0.63	0.24	0.24
Sat Flow, veh/h	1767	5233	5254	120	1767	1572
Grp Volume(v), veh/h	48	2197	842	456	71	111
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1830	1767	1572
Q Serve(g_s), s	4.3	52.7	19.9	19.9	5.1	9.2
Cycle Q Clear(g_c), s	4.3	52.7	19.9	19.9	5.1	9.2
Prop In Lane	1.00			0.07	1.00	1.00
Lane Grp Cap(c), veh/h	62	3486	2113	1145	432	384
V/C Ratio(X)	0.78	0.63	0.40	0.40	0.16	0.29
Avail Cap(c_a), veh/h	150	3486	2113	1145	432	384
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	77.5	27.7	14.9	14.9	47.6	49.1
Incr Delay (d2), s/veh	5.5	0.6	0.5	1.0	0.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	22.9	7.9	8.7	2.4	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.0	28.3	15.4	15.9	48.4	51.0
LnGrp LOS	F	C	B	B	D	D
Approach Vol, veh/h		2245	1298		182	
Approach Delay, s/veh		29.4	15.6		50.0	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.0		44.0	10.0	106.0
Change Period (Y+Rc), s		5.9		4.9	4.4	* 5.9
Max Green Setting (Gmax), s		110.1		39.1	13.6	* 93
Max Q Clear Time (g_c+I1), s		54.7		11.2	6.3	21.9
Green Ext Time (p_c), s		51.1		0.3	0.0	42.7

Intersection Summary

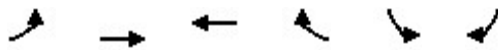
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
36: Miramar Rd. & Distribution Ave.

Existing PM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	1987	1119	74	79	103
Future Volume (veh/h)	80	1987	1119	74	79	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	2233	1190	79	90	117
Peak Hour Factor	0.89	0.89	0.94	0.94	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	111	3584	2989	198	404	360
Arrive On Green	0.08	0.94	0.62	0.62	0.23	0.23
Sat Flow, veh/h	1767	5233	5011	321	1767	1572
Grp Volume(v), veh/h	90	2233	829	440	90	117
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1788	1767	1572
Q Serve(g_s), s	8.0	10.1	20.0	20.0	6.6	9.9
Cycle Q Clear(g_c), s	8.0	10.1	20.0	20.0	6.6	9.9
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	111	3584	2084	1103	404	360
V/C Ratio(X)	0.81	0.62	0.40	0.40	0.22	0.33
Avail Cap(c_a), veh/h	261	3584	2084	1103	404	360
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.75	0.75	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	72.3	1.7	15.6	15.6	50.1	51.4
Incr Delay (d2), s/veh	3.9	0.6	0.5	0.9	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.9	7.9	8.5	3.1	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.3	2.3	16.0	16.5	51.4	53.8
LnGrp LOS	E	A	B	B	D	D
Approach Vol, veh/h		2323	1269		207	
Approach Delay, s/veh		5.2	16.2		52.8	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.0		41.0	14.5	104.5
Change Period (Y+Rc), s		5.8		4.4	4.4	* 5.8
Max Green Setting (Gmax), s		113.2		36.6	23.6	* 86
Max Q Clear Time (g_c+I1), s		12.1		11.9	10.0	22.0
Green Ext Time (p_c), s		78.7		0.3	0.1	26.2

Intersection Summary
























HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
37: Miramar Rd. & Miramar Wy.

Existing PM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	46	0	10	50	0	4	36	1936	74	15	1103	37
Future Volume (veh/h)	46	0	10	50	0	4	36	1936	74	15	1103	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	65	0	14	61	0	5	38	2038	78	15	1137	38
Peak Hour Factor	0.71	0.71	0.71	0.82	0.82	0.82	0.95	0.95	0.95	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	285	0	61	355	0	315	49	2308	88	21	2240	75
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.46	0.46	0.01	0.45	0.45
Sat Flow, veh/h	1423	0	306	1767	0	1572	1767	5007	191	1767	5029	168
Grp Volume(v), veh/h	79	0	0	61	0	5	38	1373	743	15	763	412
Grp Sat Flow(s),veh/h/ln	1729	0	0	1767	0	1572	1767	1689	1821	1767	1689	1820
Q Serve(g_s), s	6.1	0.0	0.0	4.6	0.0	0.4	3.4	59.1	59.5	1.4	25.9	25.9
Cycle Q Clear(g_c), s	6.1	0.0	0.0	4.6	0.0	0.4	3.4	59.1	59.5	1.4	25.9	25.9
Prop In Lane	0.82		0.18	1.00		1.00	1.00		0.10	1.00		0.09
Lane Grp Cap(c), veh/h	347	0	0	355	0	315	49	1557	839	21	1504	811
V/C Ratio(X)	0.23	0.00	0.00	0.17	0.00	0.02	0.78	0.88	0.89	0.70	0.51	0.51
Avail Cap(c_a), veh/h	347	0	0	355	0	315	95	1557	839	73	1504	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.76	0.76	0.76	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.6	0.0	0.0	52.9	0.0	51.3	77.3	39.2	39.3	78.7	31.8	31.8
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	0.0	0.1	17.9	5.9	10.5	32.1	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.2	0.0	0.2	1.8	25.6	28.9	0.8	11.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	0.0	54.0	0.0	51.4	95.2	45.1	49.7	110.8	33.0	33.9
LnGrp LOS	E	A	A	D	A	D	F	D	D	F	C	C
Approach Vol, veh/h		79			66			2154			1190	
Approach Delay, s/veh		55.1			53.8			47.6			34.3	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	79.7		37.0	8.8	77.2		37.0				
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		4.9				
Max Green Setting (Gmax), s	6.6	69.1		32.1	8.6	* 68		32.1				
Max Q Clear Time (g_c+I1), s	3.4	61.5		8.1	5.4	27.9		6.6				
Green Ext Time (p_c), s	0.0	6.6		0.4	0.0	10.3		0.2				

Intersection Summary





















HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
38: Miramar Rd. & Carroll Rd.

Existing PM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	452	0	160	0	0	0	76	1728	0	4	976	117
Future Volume (veh/h)	452	0	160	0	0	0	76	1728	0	4	976	117
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	557	0	119				81	1838	0	4	1006	121
Peak Hour Factor	0.90	0.90	0.90				0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	3				3	3	0	2	3	3
Cap, veh/h	641	0	284				100	3641	0	7	3375	1024
Arrive On Green	0.18	0.00	0.18				0.06	0.72	0.00	0.00	0.67	0.67
Sat Flow, veh/h	3534	0	1567				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	557	0	119				81	1838	0	4	1006	121
Grp Sat Flow(s),veh/h/ln	1767	0	1567				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	24.5	0.0	10.8				7.3	25.6	0.0	0.4	13.2	4.6
Cycle Q Clear(g_c), s	24.5	0.0	10.8				7.3	25.6	0.0	0.4	13.2	4.6
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	641	0	284				100	3641	0	7	3375	1024
V/C Ratio(X)	0.87	0.00	0.42				0.81	0.50	0.00	0.55	0.30	0.12
Avail Cap(c_a), veh/h	1085	0	481				216	3641	0	73	3375	1024
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.33	0.33	0.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	63.6	0.0	58.0				74.6	9.9	0.0	79.5	11.1	9.7
Incr Delay (d2), s/veh	4.1	0.0	1.0				2.0	0.2	0.0	21.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	9.7				3.4	9.3	0.0	0.2	5.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	59.0				76.6	10.1	0.0	100.8	11.3	9.9
LnGrp LOS	E	A	E				E	B	A	F	B	A
Approach Vol, veh/h		676						1919			1131	
Approach Delay, s/veh		66.2						12.9			11.5	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	121.0		33.9	13.5	112.6						
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0						
Max Green Setting (Gmax), s	6.6	* 89		49.1	19.6	76.0						
Max Q Clear Time (g_c+I1), s	2.4	27.6		26.5	9.3	15.2						
Green Ext Time (p_c), s	0.0	41.9		2.5	0.1	16.5						

Intersection Summary



















HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
39: Miramar Rd. & Empire St.

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2215	0	1	1000	18	0	0	0	20	0	22
Future Volume (veh/h)	13	2215	0	1	1000	18	0	0	0	20	0	22
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1670	1670	0	1683	1670	1670				1670	0	1670
Adj Flow Rate, veh/h	13	2237	0	1	1031	19				22	0	25
Peak Hour Factor	0.99	0.99	0.99	0.97	0.97	0.97				0.89	0.89	0.89
Percent Heavy Veh, %	3	3	0	2	3	3				3	0	3
Cap, veh/h	17	3249	0	2	3238	60				318	0	283
Arrive On Green	0.01	0.71	0.00	0.00	0.70	0.70				0.20	0.00	0.20
Sat Flow, veh/h	1590	4709	0	1603	4607	85				1590	0	1415
Grp Volume(v), veh/h	13	2237	0	1	680	370				22	0	25
Grp Sat Flow(s),veh/h/ln	1590	1520	0	1603	1520	1653				1590	0	1415
Q Serve(g_s), s	1.3	44.3	0.0	0.1	13.7	13.7				1.8	0.0	2.3
Cycle Q Clear(g_c), s	1.3	44.3	0.0	0.1	13.7	13.7				1.8	0.0	2.3
Prop In Lane	1.00		0.00	1.00		0.05				1.00		1.00
Lane Grp Cap(c), veh/h	17	3249	0	2	2136	1161				318	0	283
V/C Ratio(X)	0.74	0.69	0.00	0.57	0.32	0.32				0.07	0.00	0.09
Avail Cap(c_a), veh/h	70	3249	0	60	2136	1161				318	0	283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.82	0.82	0.00	0.96	0.96	0.96				1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	13.0	0.0	79.9	9.1	9.1				51.9	0.0	52.1
Incr Delay (d2), s/veh	17.2	1.0	0.0	158.2	0.4	0.7				0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.8	0.0	0.1	4.6	5.1				0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.1	14.0	0.0	238.0	9.5	9.8				52.3	0.0	52.7
LnGrp LOS	F	B	A	F	A	A				D	A	D
Approach Vol, veh/h		2250			1051							47
Approach Delay, s/veh		14.4			9.8						52.5	
Approach LOS		B			A						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.2	119.8		36.0	5.8	118.2						
Change Period (Y+Rc), s	4.0	* 5.8		4.0	4.0	5.8						
Max Green Setting (Gmax), s	6.0	* 1.1E2		32.0	7.0	107.2						
Max Q Clear Time (g_c+I1), s	2.1	46.3		4.3	3.3	15.7						
Green Ext Time (p_c), s	0.0	54.6		0.1	0.0	22.2						

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B























Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



























HCM 6th Signalized Intersection Summary  
40: Miramar Rd. & Dowdy St.

Existing PM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	173	0	111	0	0	0	93	2153	0	4	889	52
Future Volume (veh/h)	173	0	111	0	0	0	93	2153	0	4	889	52
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				1856	1856	0	1870	1856	1856
Adj Flow Rate, veh/h	251	0	161				103	2392	0	4	926	54
Peak Hour Factor	0.69	0.69	0.69				0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	3	0	3				3	3	0	2	3	3
Cap, veh/h	276	0	355				123	3758	0	7	3306	192
Arrive On Green	0.16	0.00	0.16				0.07	0.74	0.00	0.00	0.68	0.68
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4889	284
Grp Volume(v), veh/h	251	0	161				103	2392	0	4	639	341
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1796
Q Serve(g_s), s	22.4	0.0	14.1				9.2	36.9	0.0	0.4	12.1	12.1
Cycle Q Clear(g_c), s	22.4	0.0	14.1				9.2	36.9	0.0	0.4	12.1	12.1
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	276	0	355				123	3758	0	7	2284	1215
V/C Ratio(X)	0.91	0.00	0.45				0.84	0.64	0.00	0.55	0.28	0.28
Avail Cap(c_a), veh/h	432	0	494				216	3758	0	62	2284	1215
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.69	0.69	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.4	0.0	53.4				73.5	10.1	0.0	79.5	10.3	10.4
Incr Delay (d2), s/veh	11.9	0.0	0.3				3.9	0.6	0.0	20.9	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	12.7				4.3	13.2	0.0	0.2	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	0.0	53.8				77.4	10.7	0.0	100.4	10.6	10.9
LnGrp LOS	E	A	D				E	B	A	F	B	B
Approach Vol, veh/h		412						2495			984	
Approach Delay, s/veh		68.7						13.4			11.1	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	125.1		29.8	15.6	114.6						
Change Period (Y+Rc), s	4.4	* 6.4		4.9	4.4	6.4						
Max Green Setting (Gmax), s	5.6	* 1E2		39.1	19.6	85.6						
Max Q Clear Time (g_c+I1), s	2.4	38.9		24.4	11.2	14.1						
Green Ext Time (p_c), s	0.0	48.2		0.6	0.1	11.9						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
41: Miramar Rd. & Cabot Dr.

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   						 	
Traffic Volume (veh/h)	109	2224	0	23	905	93	0	0	0	117	0	63
Future Volume (veh/h)	109	2224	0	23	905	93	0	0	0	117	0	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1856	1856	0	1870	1856	1856				1856	1870	1856
Adj Flow Rate, veh/h	115	2341	0	25	973	100				102	43	72
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93				0.88	0.88	0.88
Percent Heavy Veh, %	3	3	0	2	3	3				3	2	3
Cap, veh/h	136	3412	0	32	2861	293				377	134	224
Arrive On Green	0.08	0.67	0.00	0.02	0.61	0.61				0.21	0.21	0.21
Sat Flow, veh/h	1767	5233	0	1781	4657	477				1767	629	1052
Grp Volume(v), veh/h	115	2341	0	25	705	368				102	0	115
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1757				1767	0	1681
Q Serve(g_s), s	10.3	44.9	0.0	2.2	16.3	16.4				7.7	0.0	9.2
Cycle Q Clear(g_c), s	10.3	44.9	0.0	2.2	16.3	16.4				7.7	0.0	9.2
Prop In Lane	1.00		0.00	1.00		0.27				1.00		0.63
Lane Grp Cap(c), veh/h	136	3412	0	32	2075	1079				377	0	358
V/C Ratio(X)	0.85	0.69	0.00	0.79	0.34	0.34				0.27	0.00	0.32
Avail Cap(c_a), veh/h	239	3412	0	85	2075	1079				377	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.71	0.71	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	15.9	0.0	78.3	15.0	15.0				52.6	0.0	53.2
Incr Delay (d2), s/veh	4.0	0.8	0.0	14.8	0.4	0.9				1.8	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	17.1	0.0	1.2	6.5	6.9				3.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	16.7	0.0	93.1	15.5	15.9				54.3	0.0	55.5
LnGrp LOS	E	B	A	F	B	B				D	A	E
Approach Vol, veh/h		2456			1098						217	
Approach Delay, s/veh		19.5			17.4						55.0	
Approach LOS		B			B						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.2	113.8		39.0	16.7	104.3						
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	6.0						
Max Green Setting (Gmax), s	7.6	103.0		34.1	21.6	89.0						
Max Q Clear Time (g_c+I1), s	4.2	46.9		11.2	12.3	18.4						
Green Ext Time (p_c), s	0.0	48.0		0.5	0.1	18.1						

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	45	13	0	0	0
Future Vol, veh/h	0	45	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	14	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	63 14
Stage 1	-	-	-	-	14 -
Stage 2	-	-	-	-	49 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1604	-	-	-	943 1066
Stage 1	-	-	-	-	1009 -
Stage 2	-	-	-	-	973 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	943 1066
Mov Cap-2 Maneuver	-	-	-	-	943 -
Stage 1	-	-	-	-	1009 -
Stage 2	-	-	-	-	973 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	13	0	0	0
Future Vol, veh/h	0	45	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	14	0	0	0

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	63 14
Stage 1	-	-	-	-	14 -
Stage 2	-	-	-	-	49 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1604	-	-	-	943 1066
Stage 1	-	-	-	-	1009 -
Stage 2	-	-	-	-	973 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	-	943 1066
Mov Cap-2 Maneuver	-	-	-	-	943 -
Stage 1	-	-	-	-	1009 -
Stage 2	-	-	-	-	973 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary  
 44: I-5 NB Ramps & La Jolla Village Dr.

Existing PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	1399	805	0	2271	507	252	0	316	0	0	0
Future Volume (veh/h)	0	1399	805	0	2271	507	252	0	316	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	1893	0	0	2552	0	274	0	343			
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	4668		0	4248		248	0	200			
Arrive On Green	0.00	1.00	0.00	0.00	0.83	0.00	0.07	0.00	0.07			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1893	0	0	2552	0	274	0	343			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	23.2	0.0	9.9	0.0	9.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	23.2	0.0	9.9	0.0	9.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	4668		0	4248		248	0	200			
V/C Ratio(X)	0.00	0.41		0.00	0.60		1.11	0.00	1.71			
Avail Cap(c_a), veh/h	0	4668		0	4248		248	0	200			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	0.09	0.00	0.00	0.27	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.9	0.0	64.1	0.0	64.1			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	88.3	0.0	341.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	6.0	0.0	7.4	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	3.9	0.0	152.3	0.0	405.6			
LnGrp LOS	A	A		A	A		F	A	F			
Approach Vol, veh/h		1893	A		2552	A		617				
Approach Delay, s/veh		0.0			3.9			293.1				
Approach LOS		A			A			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		122.0				122.0		16.0				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		48.8				58.8		9.9				
Max Q Clear Time (g_c+I1), s		2.0				25.2		11.9				
Green Ext Time (p_c), s		15.3				21.7		0.0				

Intersection Summary













HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.  
 Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
45: La Jolla Village Dr. & I-5 SB Ramps

Existing PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2119	552	0	1901	633	0	0	0	496	0	152
Future Volume (veh/h)	0	2119	552	0	1901	633	0	0	0	496	0	152
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	2231	0	0	2160	0				577	0	177
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88				0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3989		0	3989					421	0	340
Arrive On Green	0.00	0.78	0.00	0.00	0.78	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	5443	0	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	2231	0	0	2160	0				577	0	177
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	23.4	0.0	0.0	22.1	0.0				16.8	0.0	8.2
Cycle Q Clear(g_c), s	0.0	23.4	0.0	0.0	22.1	0.0				16.8	0.0	8.2
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3989		0	3989					421	0	340
V/C Ratio(X)	0.00	0.56		0.00	0.54					1.37	0.00	0.52
Avail Cap(c_a), veh/h	0	3989		0	3989					421	0	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.9	0.0	0.0	5.7	0.0				60.6	0.0	56.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.0				181.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	0.0	0.0	6.9	0.0				18.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.4	0.0	0.0	5.8	0.0				242.3	0.0	57.5
LnGrp LOS	A	A		A	A					F	A	E
Approach Vol, veh/h		2231	A		2160	A					754	
Approach Delay, s/veh		6.4			5.8						198.9	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		115.0		23.0		115.0						
Change Period (Y+Rc), s		7.2		6.2		7.2						
Max Green Setting (Gmax), s		54.8		16.8		45.8						
Max Q Clear Time (g_c+I1), s		25.4		18.8		24.1						
Green Ext Time (p_c), s		16.6		0.0		13.2						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

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**Appendix H: Cumulative Projects List**

Provided on the following page



# SPECTRUM 3 FOCUSED TRANSPORTATION STUDY

**Prepared For: Alexandria Real Estate Equities, Inc. and the City of San Diego**

Project Number: 003117  
Date: February 26, 2018



 (858) 560-4911

 8451 Miralani Drive, Suite A  
San Diego, CA 92126

 [www.UrbanSystems.net](http://www.UrbanSystems.net)



### 3.0 PROPOSED PROJECT

The recently approved entitlement of the Spectrum 3 & 4 site allowed the demolition of buildings on the site and replacement with two new buildings (Building A and B) totaling approximately 182,058 trip generating square feet of scientific research and development space. Building B, on the Spectrum 4 site is currently under construction within the previous entitled trip generating square footage of 127,015 with a scientific research use. From the previous entitlement, there remain 55,043 square feet of trip generating space (182,058 total trip generating square feet minus 127,015 square feet Building B). The current project proposes to supplement these 55,043 square feet of trip generating space with 49,290 square feet from 3050 Callan Road (Transfer Site #1) and 12,269 square feet from 3013-3033 Science Park Road (Transfer Site #2) via a Transfer of Development Rights (TDR) as discussed in the University Community Plan. The total trip generating square footage of Building A (Spectrum 3) would subsequently total 116,602 square feet. **This is an increase of 61,559 square feet of trip generating space compared to the previous entitlement.**

### 3.1 TRIP GENERATION

The project includes the construction of two new scientific research and development buildings located in 3115 (Spectrum 3) and 3215 (Spectrum 4) Merryfield Row. The site previously held two scientific research and development buildings. The two previously existing buildings at the Spectrum 3 & 4 site consisted of Building A (located on 3115 Merryfield Row) with 79,759 square

feet of trip generating scientific research and development space, Building “B” (located on 3215 Merryfield Row) with 76,894 square feet of trip generating scientific research and development space. These previously existing buildings accounted for a total of 156,653 square feet of trip generating scientific research and development, which generated 1,253 ADT. The entitlement of the Spectrum 3 & 4 site, approved by the City of San Diego on October 17, 2016, allowed the demolition of buildings on the site and replacement with two new buildings (Building “A” and “B”) totaling approximately 182,058 trip generating square feet of scientific research and development space. This space is equivalent to 1,456 ADT. Building “B”, on the Spectrum 4 site is currently under construction within the previous entitled trip generating square footage of 127,015 with a scientific research and development use. From the previous entitlement, there remain 55,043 square feet of trip generating space (182,058 total trip generating square feet minus 127,015 square feet Building “B”). The current project proposes to supplement these 55,043 square feet of trip generating space with 49,290 square feet from 3050 Callan Road (Transfer Site #1) and 12,269 square feet from 3013-3033 Science Park Road (Transfer Site #2) via a Transfer of Development Rights (TDR) as discussed in the University Community Plan. The total trip generating square footage of Building “A” (Spectrum 3) would subsequently total 116,602 square feet (55,043 SF + 49,290 SF + 12,269 SF). This is a net increase of 61,559 square feet of trip generating space compared to previous entitlements.

Therefore, the net increase of 61,559 square feet of trip generating scientific research and development is expected to generate a total of **492 additional average daily trips (ADT)** with **79**

**additional AM (71 in / 8 out)** peak hour trips and **69 additional PM (7 in / 62 out)** peak hour trips.

A trip generation rate of 8-weekday trips per 1000 square feet of scientific research was used, which is consistent with the *City of San Diego Trip Generation Manual, 2003*. **Table 3-1** shows a trip generation estimate for the proposed project and includes additional information regarding the previously existing buildings and the 2016 entitlement of the Spectrum 3 & 4 site. The trip generation estimate is intended to show the net differential of ADT between the 2016 entitlement and the proposed transfer for the Spectrum 3 site.

### **3.2 TRIP DISTRIBUTION AND ASSIGNMENT**

Trip distribution percentages are based on knowledge of the existing communities surrounding the project area, the project's proximity to interstate highways and arterials, and the examination of existing traffic patterns. **Figure 3-1** shows the project's distribution. As shown, 28% of project traffic would be expected to travel northbound on North Torrey Pines Road and 67% of project traffic would be expected to travel southbound. It is expected approximately 10% would travel south on North Torrey Pines Road while the remaining 57% would travel via Genesee Avenue towards the I-5 freeway.

**Figure 3-2** shows the Project Only average daily traffic volumes

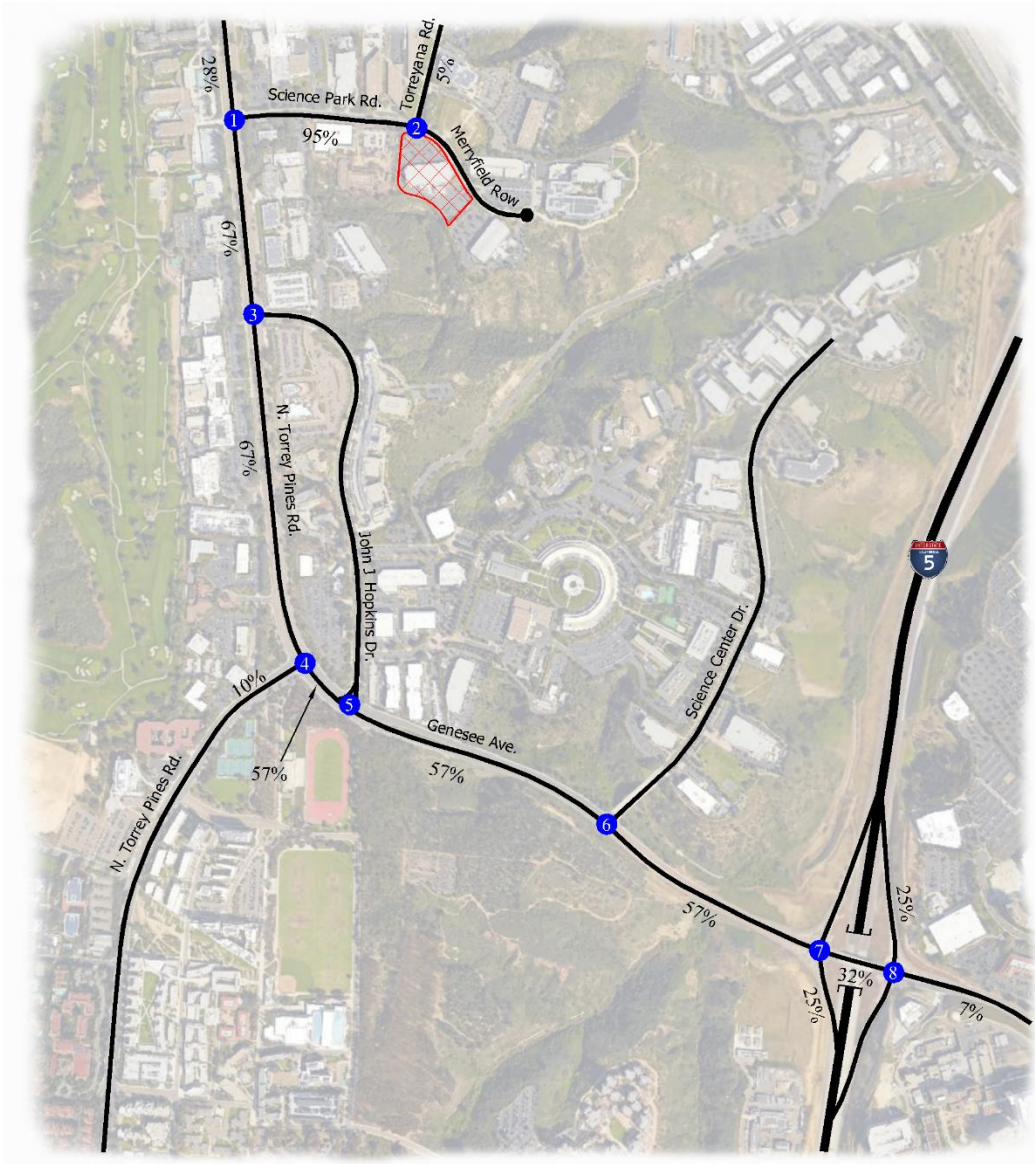
**Figure 3-3** shows the Project Only AM/PM peak hour intersection volumes.

**Table 3-1**  
**Spectrum 3 Project Trip Generation**



Use	Intensity	Rate	ADT	AM						PM					
				Peak %	Vol.	In %	Out%	In	Out	Peak %	Vol.	In %	Out%	In	Out
<b>Previous Entitlement</b>															
3115 Merryfield Row	55,043 SF	8 / KSF	<b>440</b>	16%	<b>70</b>	90% : 10%	<b>63</b>	<b>7</b>	14%	<b>62</b>	10% : 90%	<b>6</b>	<b>55</b>		
3215 Merryfield Row	127,015 SF	8 / KSF	<b>1,016</b>	16%	<b>163</b>	90% : 10%	<b>146</b>	<b>16</b>	14%	<b>142</b>	10% : 90%	<b>14</b>	<b>128</b>		
<b>TOTAL</b>			<b>1,456</b>		<b>233</b>		<b>210</b>	<b>23</b>		<b>204</b>		<b>20</b>	<b>184</b>		
<b>Transfer from 3050 Callan Rd. (Site #1) and 3013-3033 Science Park Rd. (Site #2)</b>															
Site #1	49,290 SF	8 / KSF	<b>394</b>	16%	<b>63</b>	90% : 10%	<b>57</b>	<b>6</b>	14%	<b>55</b>	10% : 90%	<b>6</b>	<b>50</b>		
Site #2	12,269 SF	8 / KSF	<b>98</b>	16%	<b>16</b>	90% : 10%	<b>14</b>	<b>2</b>	14%	<b>14</b>	10% : 90%	<b>1</b>	<b>12</b>		
<b>TOTAL</b>			<b>492</b>		<b>79</b>		<b>71</b>	<b>8</b>		<b>69</b>		<b>7</b>	<b>62</b>		
<b>TOTAL INCREASE</b>	<b>61,559 SF</b>		<b>492</b>		<b>79</b>		<b>71</b>	<b>8</b>		<b>69</b>		<b>7</b>	<b>62</b>		

**Source:**Rates taken from the *City of San Diego, Trip Generation Manual (May 2003)***Note:**

KSF = 1,000 Square Feet



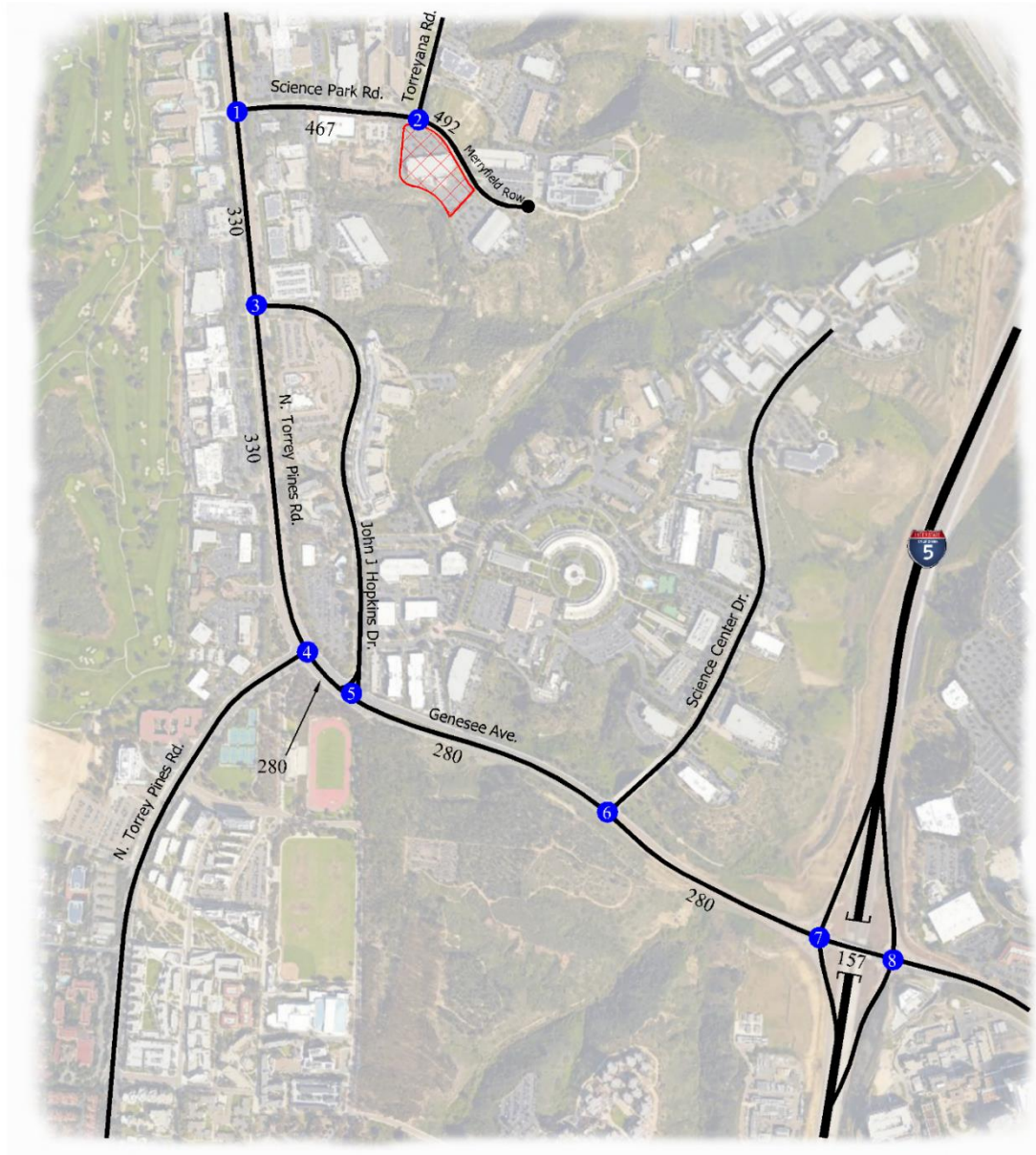
Legend

-  = Project Location
-  = Study Intersection
- XX% = Distribution Percentage





**Figure 3-1**

**Project Distribution Percentages**

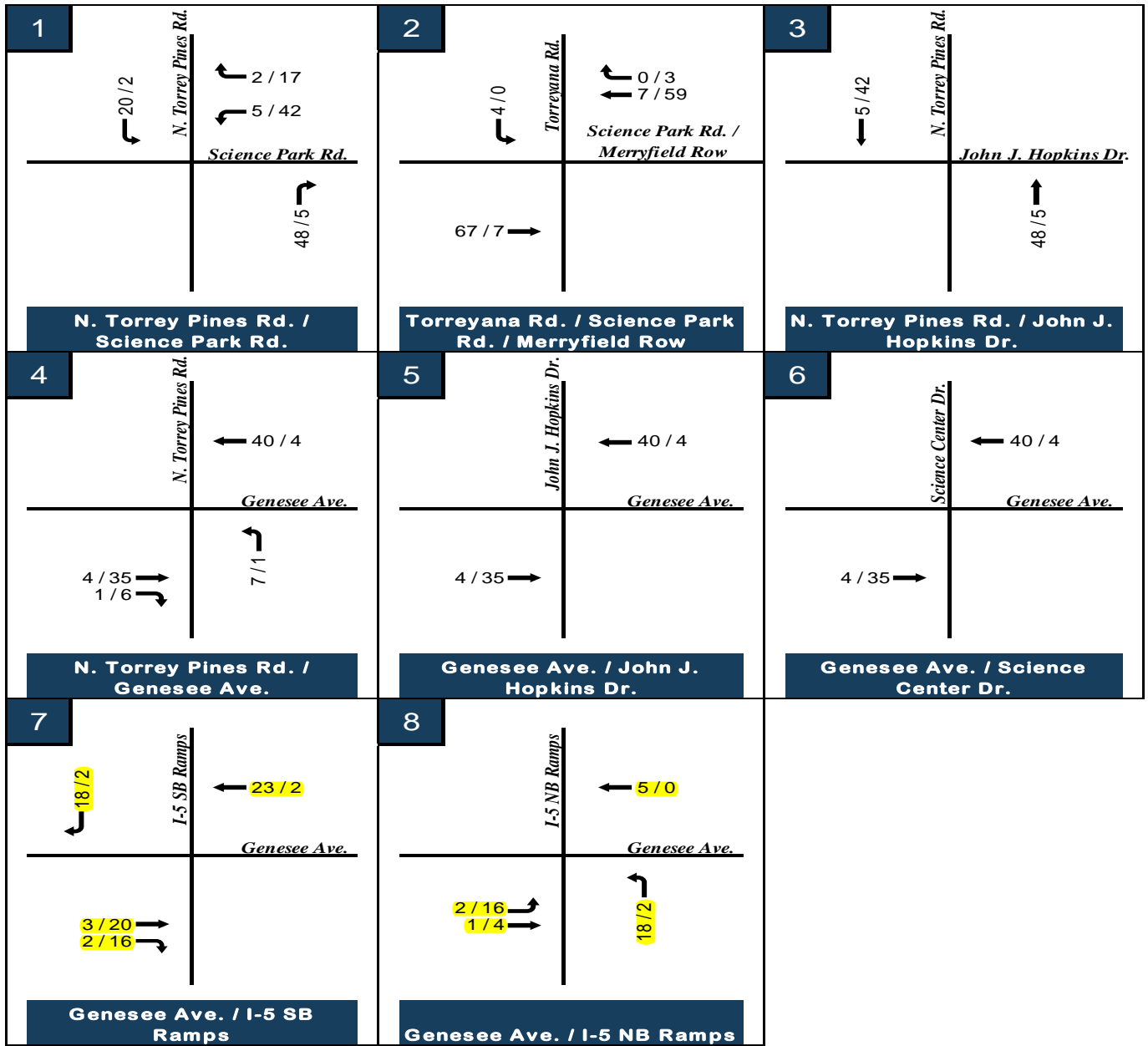


Legend

-  = Project Location
-  = Study Intersection
- XX,XXX = ADT Volumes



**Figure 3-2**  
**Project Only ADT**



XX / XX = AM / PM Peak hour volumes

Figure 3-3

Project AM / PM Peak Hour Traffic

**TRAFFIC IMPACT ANALYSIS**

For

**THE SCRIPPS RESEARCH INSTITUTE (TSRI)**

Prepared for the

**CITY OF SAN DIEGO**

&

**DGA**



**Final Submittal: April 11, 2016**

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TRAFFIC PLANNING & ENGINEERING, MARKETING & PROJECT SUPPORT  
CONSULTANTS TO INDUSTRY AND GOVERNMENT  
8451 Miralani Drive, Suite A  
San Diego, CA 92126  
(858) 560-4911



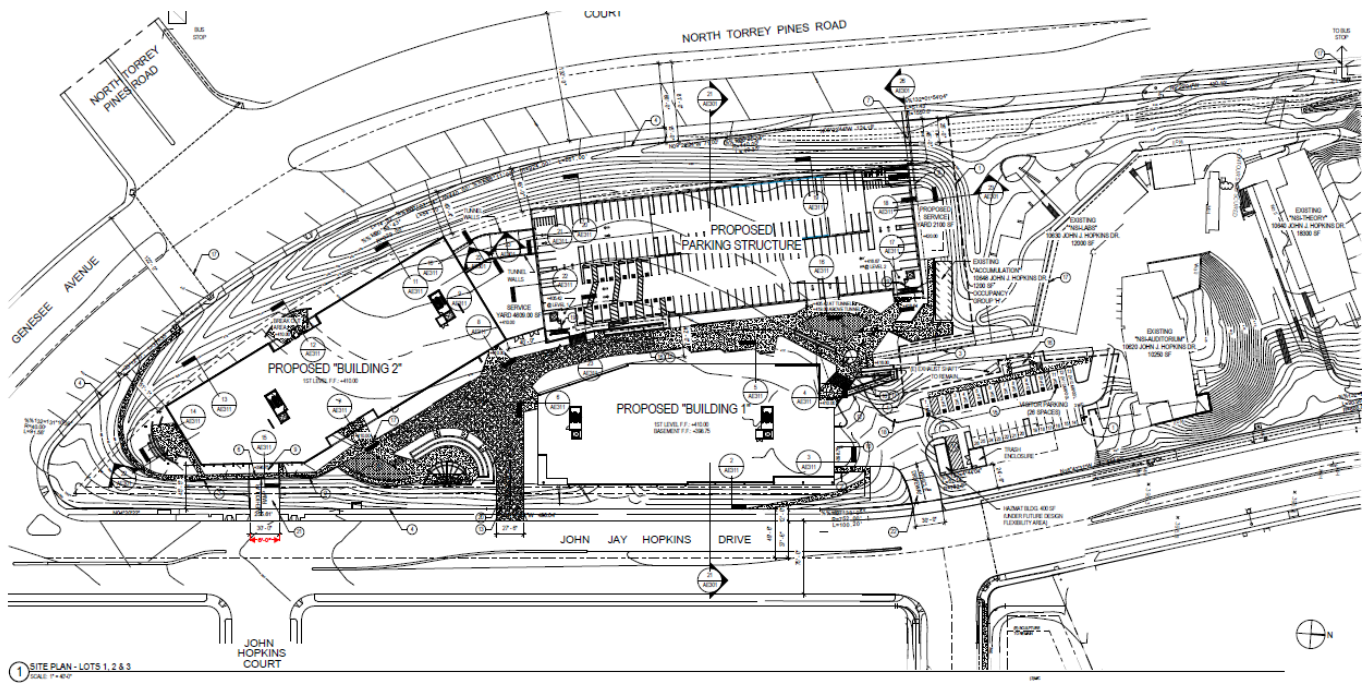
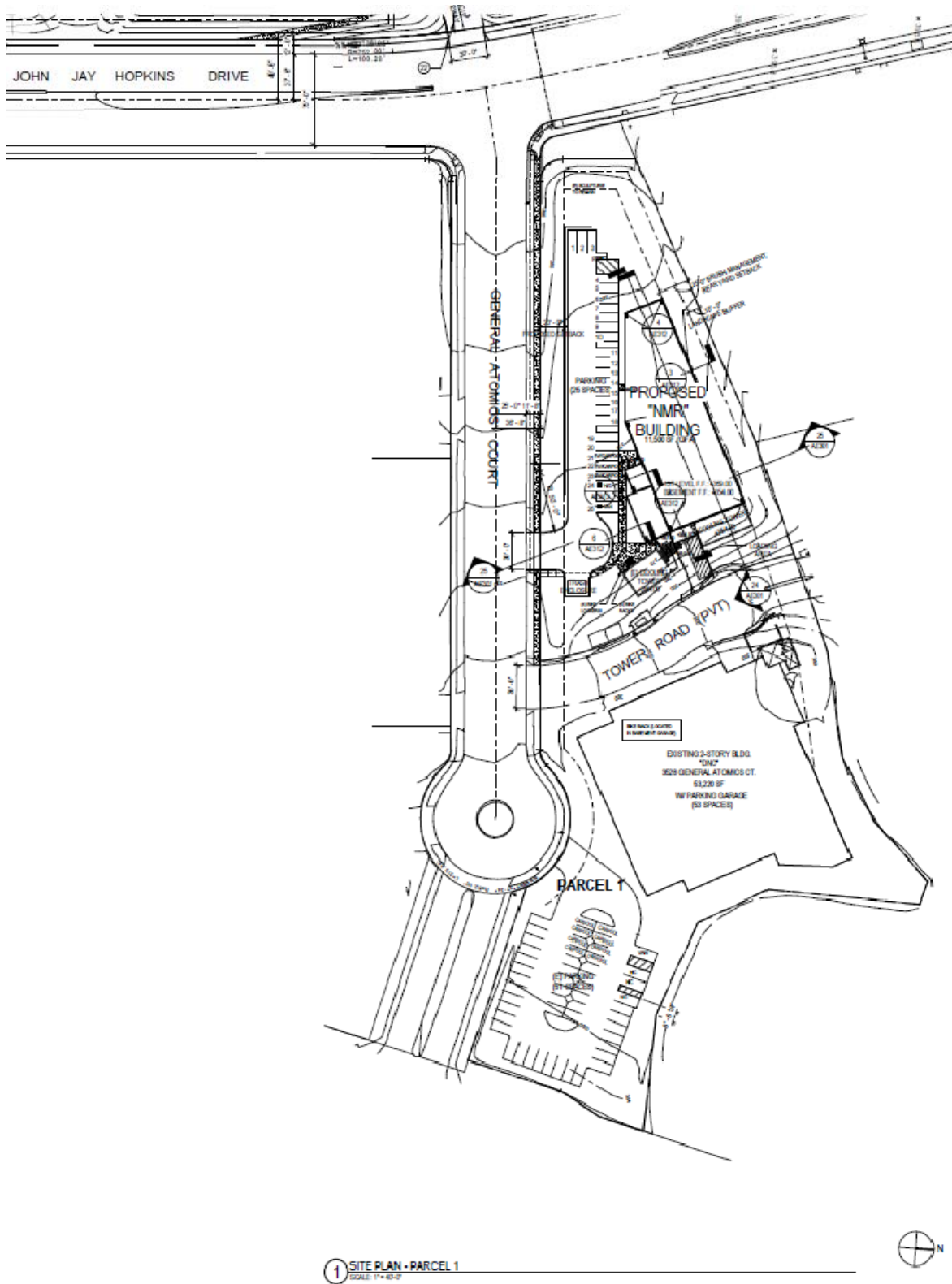
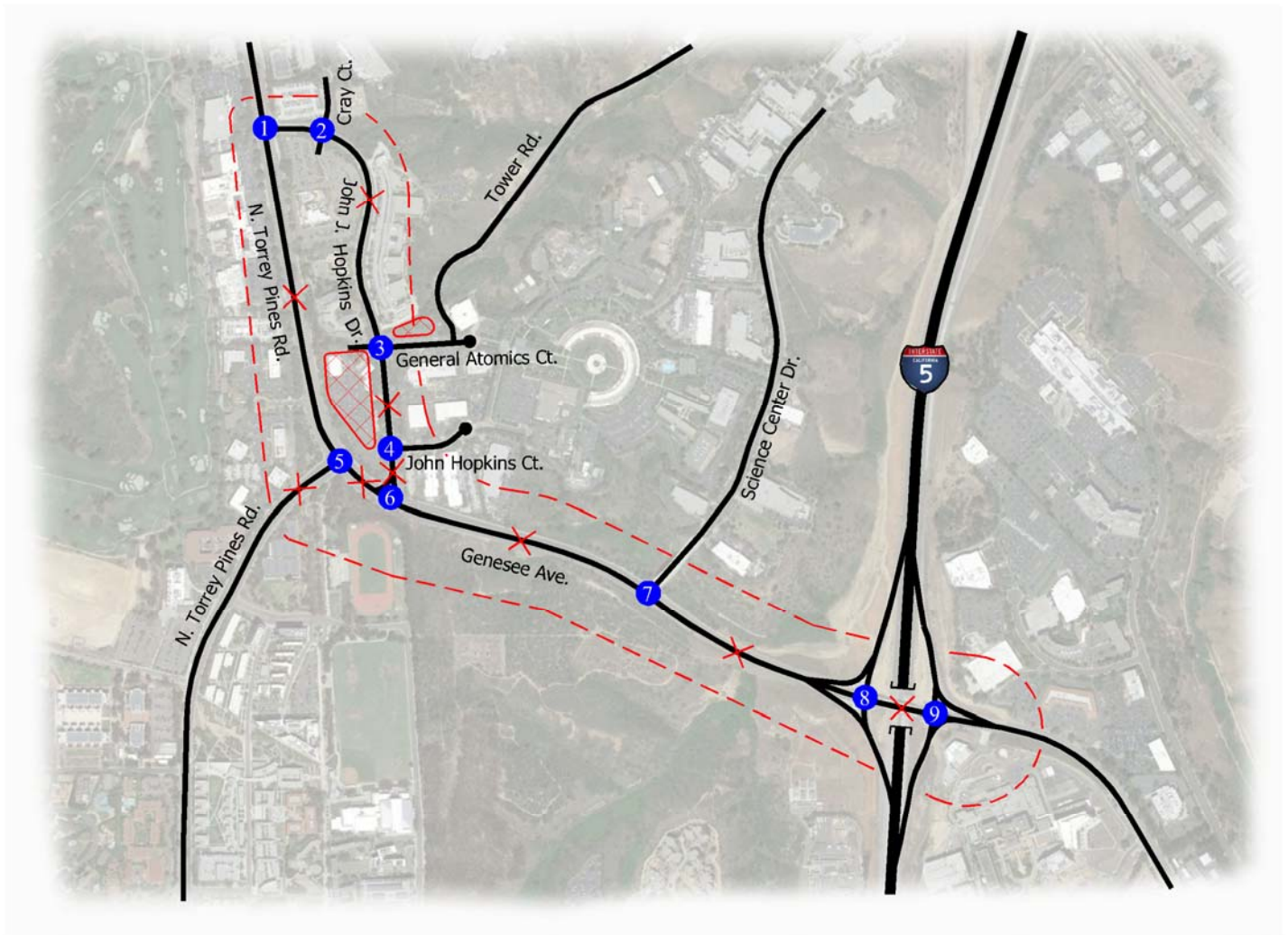


FIGURE 2-2A





Project Site Plan (Lots 1, 2 & 3)



**FIGURE 2-2B**  
**Project Site Plan (Parcel 1)**



Legend

-  = Study Intersection
-  = Study Street Segment
-  = Study Area Boundary
-  = Proposed Project



**FIGURE 2-3**

**Study Area Boundary / Intersection Key**

### **3.0 PROPOSED PROJECT**

The proposed project consists of approximately 204,000 SF of scientific research. The proposed project will utilize the existing driveways along John J. Hopkins Drive (Lots 1-3) as well as the existing driveway on General Atomics Court. Please refer to **Figure 2-2A** and **Figure 2-2B** for the project site plan.

It is anticipated that the “NMR Building” on Lot 10 of Parcel 1 could be completed as early as June 2017. This building is approximately 11,500 SF and represents approximately 92 ADT. The next structure to be constructed is expected to be a 643 stall parking structure on Lots 1-3. Please refer to Section 12.3 for further discussion on temporary parking during construction. It should also be noted that the I-5/ Genesee Avenue Interchange project is anticipated to be completed by Summer 2017.

As discussed above, 11,500 square foot Scientific Research building and a parking structure will be completed beginning in Summer 2017 (post interchange completion) with approximately 92 ADT associated with it. This represents approximately 8.6% of the net increase in total project traffic (1,145 ADT). Due to the fact that occupancy is anticipated after completion of the Interchange project, the entire project was analyzed as a single phase with an opening day in 2019 when the vast majority of occupancy will occur.

### **3.1 TRIP GENERATION**

A trip generation rate of 8 trips per 1000 square feet of scientific research was taken from the *City of San Diego Trip Generation Manual, 2003*. The proposed project would generate 1,145 average daily trips (ADT) with 183 AM (165 in / 18 out) peak hour trips and 160 PM (16 in / 144 out) peak hour trips. **Table**

**3-1** shows a vehicle trip generation table for the proposed project. As shown in the table, a credit was taken for the existing 60,885 SF of scientific research buildings.

### **3.2 TRIP DISTRIBUTION AND ASSIGNMENT**

Trip distribution percentages are based on knowledge of the existing communities surrounding the project area, the project's proximity to interstate highways and arterials, and the examination of existing traffic patterns. **Figure 3-2** shows the project's distribution. As shown, 70% of project traffic would be expected to travel on Genesee Avenue towards the I-5 freeway.

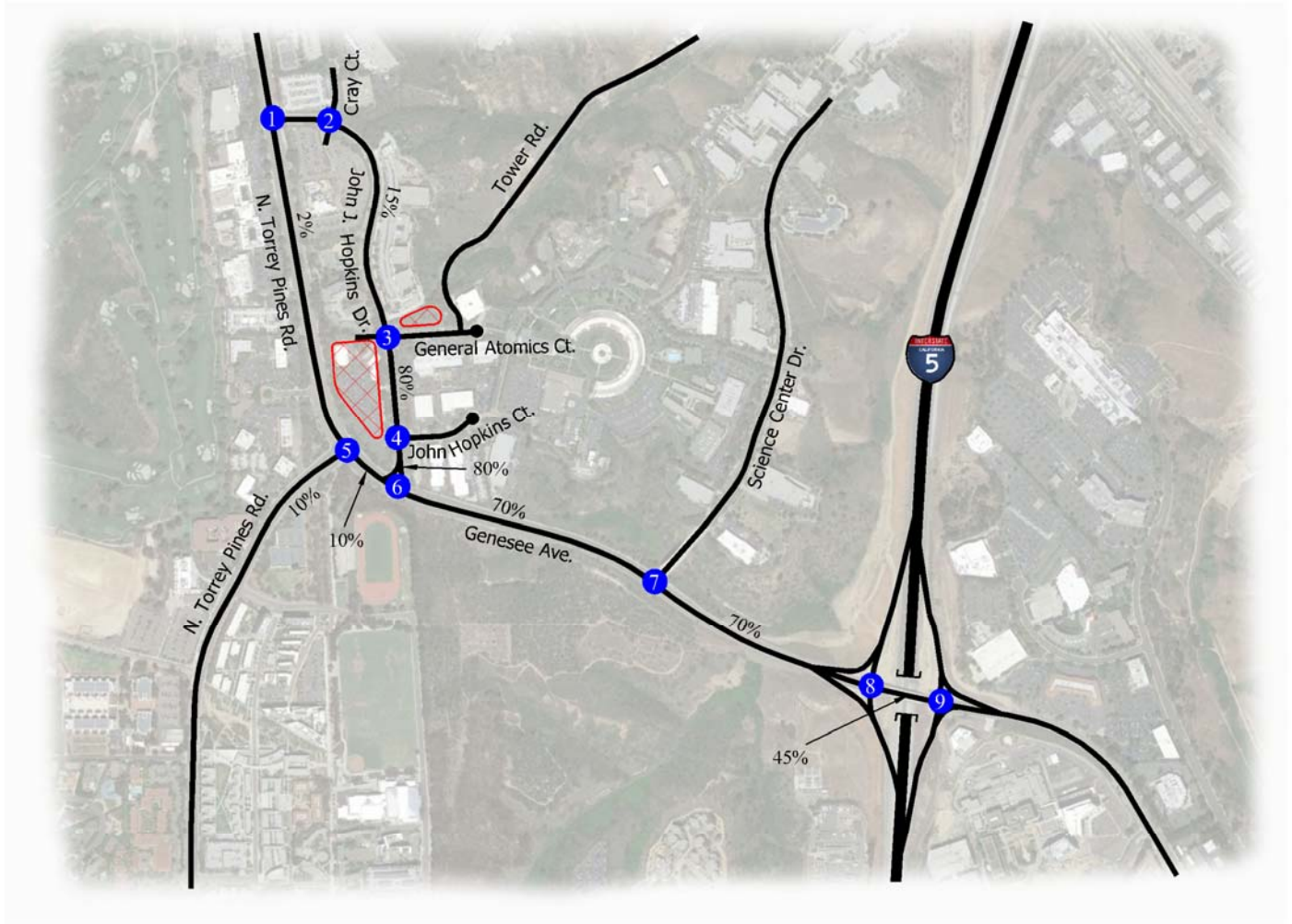
**Figure 3-3** shows the project only average daily traffic volumes.

**Figure 3-4** shows the project only AM/PM peak hour intersection volumes.


**TABLE 3-1**  
**TSRI Project Trip Generation**

Use	Amount	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Existing													
Scientific Research	60,885 SF	8 /KSF	487	16%	78	9 : 1	70	8	14%	68	1 : 9	7	61
Proposed													
Scientific Research	204,000 SF	8 /KSF	1,632	16%	261	9 : 1	235	26	14%	228	1 : 9	23	206
<b>Net New Trips (Proposed - Existing)</b>			<b>1,145</b>		<b>183</b>		<b>165</b>	<b>18</b>		<b>160</b>		<b>16</b>	<b>144</b>


Notes:  
Source - City of San Diego Trip Generation Manual, 2003



Legend

 = Study Intersection

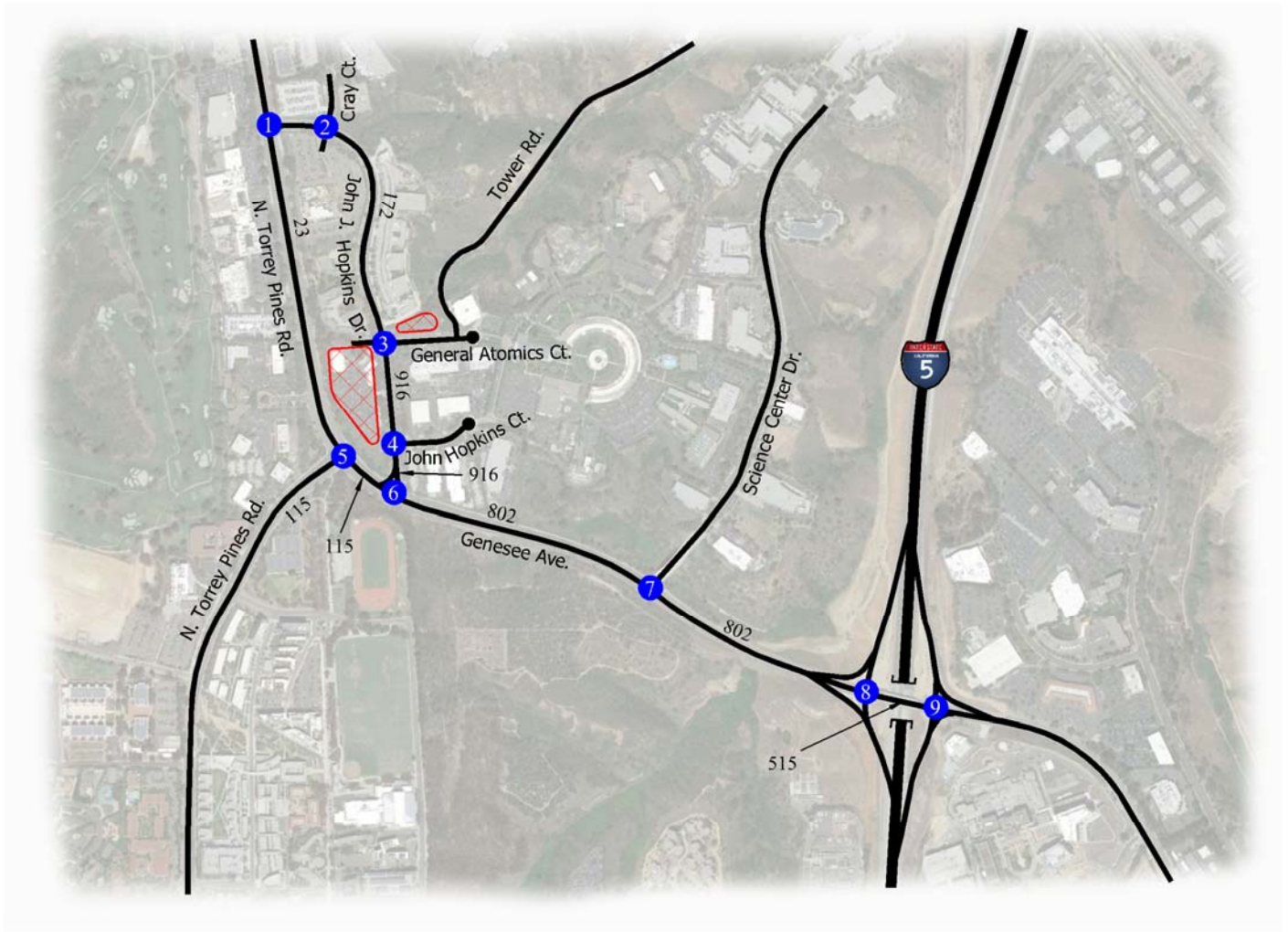
XX% = Distribution Percentage

 = Proposed Project



**FIGURE 3-1**

**Project Distribution Percentages**



Legend

- = Study Intersection
- XXX = Average Daily Traffic Volume
- = Proposed Project



**FIGURE 3-2**  
**Project Only Average Daily Traffic**



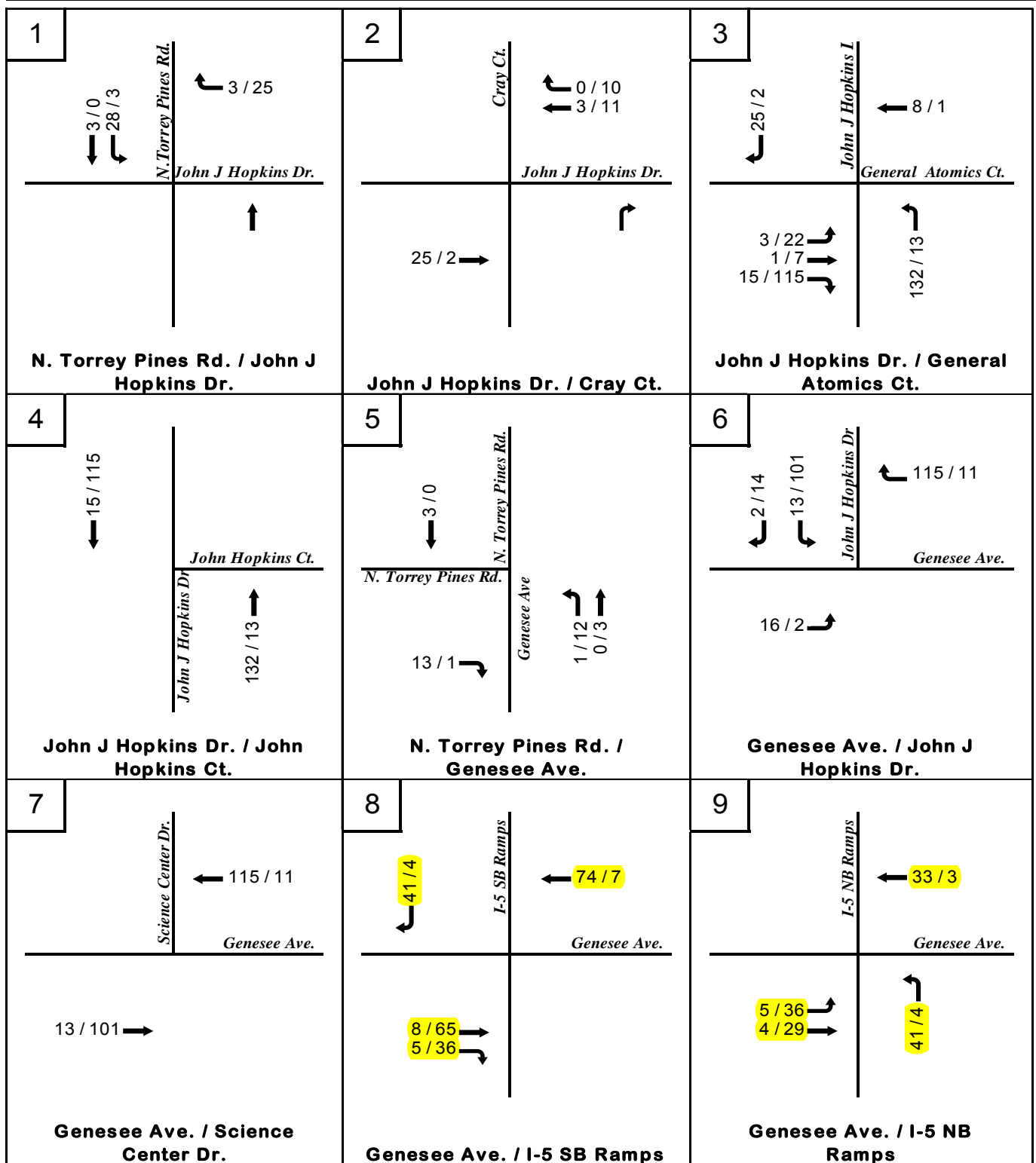


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

**TRANSPORTATION IMPACT ANALYSIS**

For

**9775 TOWNE CENTRE DRIVE**

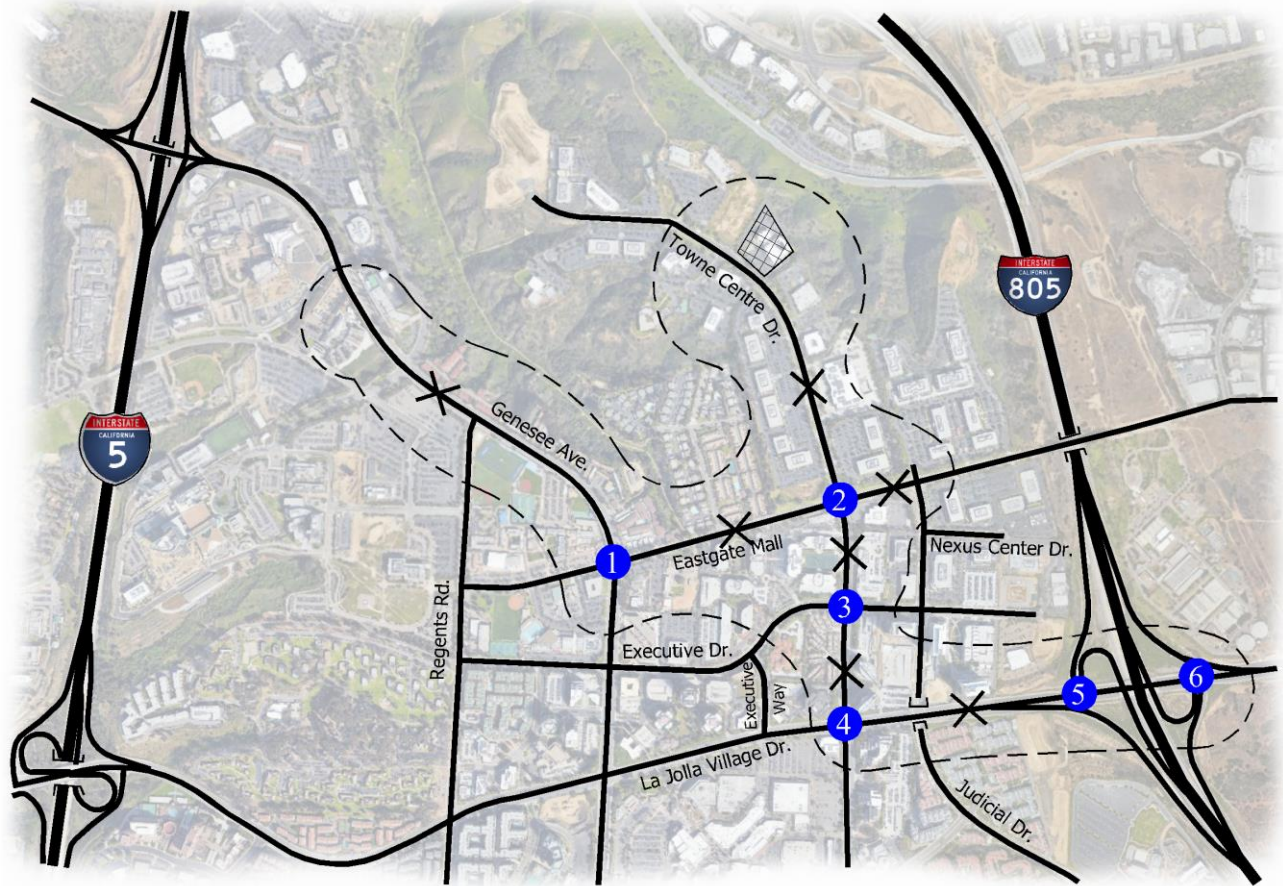
Prepared for

**BMR-Apex LP**

**5<sup>th</sup> Submittal: November 16, 2017**



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San Diego, CA 92126  
(858) 560-4911



Legend




-  = Study Intersection
-  = Study Street Segment
-  = Project Location



FIGURE 2-4

Study Area Boundary and Intersection Key

### 3. **PROPOSED PROJECT**

The proposed project plans to demolish the existing 100,000 square foot building and construct a new 165,000 square foot building for Scientific Research uses. This building will include approximately 8,500 SF of accessory space and 156,500 SF of trip generating space. A Community Plan Amendment is required to increase the density allocated to the project site via trip transfers from other sites outside the PID. A Planned Development Permit and Site Development Permit are also being processed to support the project and authorize the increase in density allocated to the project site via trip transfers from inside the PID. TDM measures are also a feature of the project.

#### 3.1 **TRIP GENERATION**

The proposed 156,500 SF Scientific Research facility is expected to generate 1,252 average daily trips (ADT) with 200 (180 inbound / 20 outbound) trips in the AM peak hour and 175 trips (17 inbound / 158 outbound) in the PM peak hour. After accounting for the trips generated by the existing 100,000 square foot building, the proposed project is expected to generate 452 average daily trips (ADT) with 72 (65 inbound / 7 outbound) trips in the AM peak hour and 63 trips (7 inbound / 56 outbound) in the PM peak hour from its net increase of 56,500 SF of new trip generating space as shown in **Table 3-1**.

#### 3.2 **TRIP DISTRIBUTION AND ASSIGNMENT**

**Figure 3-1** shows the project only trip distribution percentages which were derived from a select zone analysis using SANDAG's Series 12 Traffic Model. Project only average daily traffic volumes found in **Figure 3-1** are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic. This traffic model was adjusted to include land uses for the proposed project. Due to the proposed project being on a dead end street all the project traffic is being distributed to the south. **Figure 3-2** shows the project only AM and PM peak hour traffic volumes.

**TABLE 3-1**

**9775 Towne Centre Drive Project Trip Generation Table**

Land Use	Intensity	Rate*	ADT	AM					PM				
				Rate*	Vol.	In %	Out%	In	Out	Peak Rate*	Vol.	In %	Out%
<b>Proposed Trips</b>													
Scientific Research	156,500 SF	8 /KSF	1,252	16%	200	90% : 10%	180	20	14%	175	10% : 90%	18	157
<b>Existing Trips</b>													
Scientific Research	100,000 SF	8 /KSF	800	16%	128	90% : 10%	115	13	14%	112	10% : 90%	11	101
<b>Net Trips</b>													
<b>Net Total (Proposed - Existing)</b>	<b>56,500 DU</b>		<b>452</b>		<b>72</b>		<b>65</b>	<b>7</b>		<b>63</b>		<b>7</b>	<b>56</b>

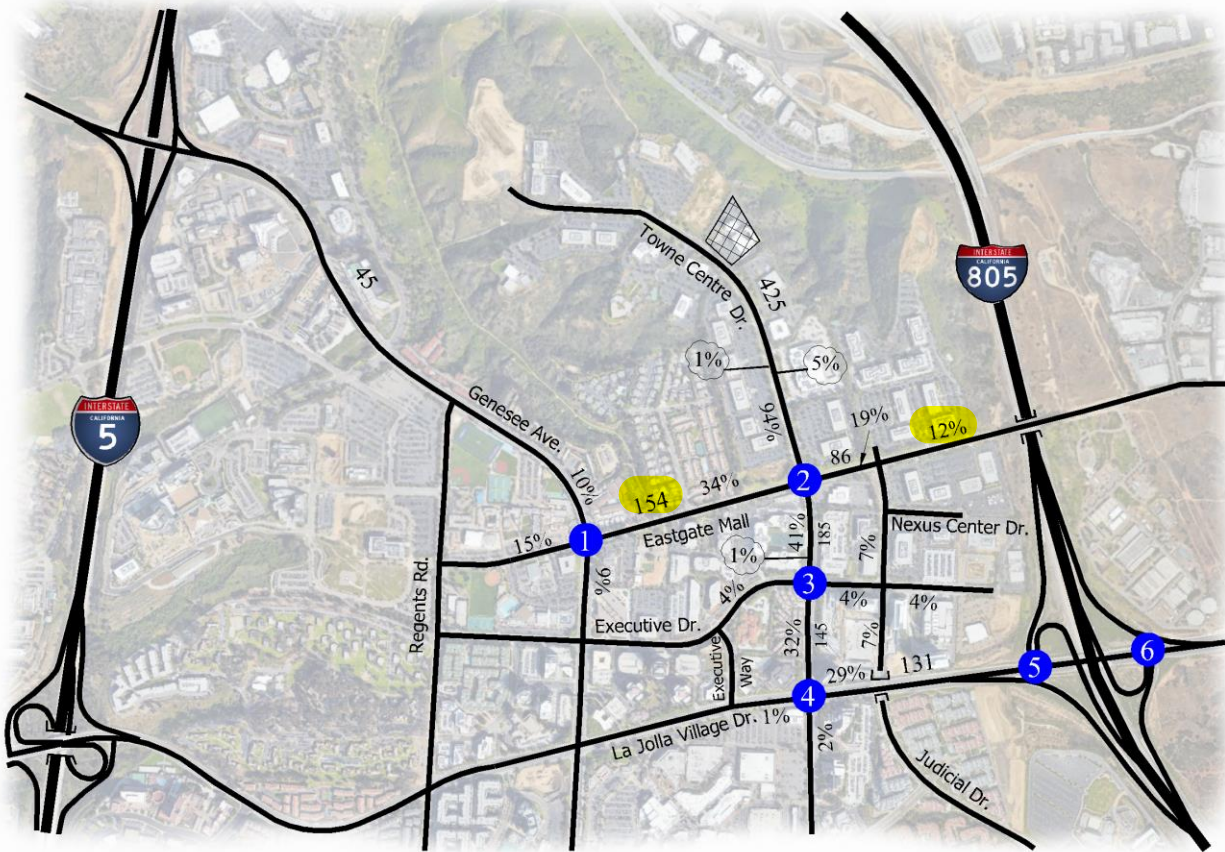
**Source:**

\*Rates are used from City of San Diego Trip Generation Manual 2003

**Note:**

ADT= Average Daily Trips

KSF = 1,000 Square Feet



Legend

= Study Intersection

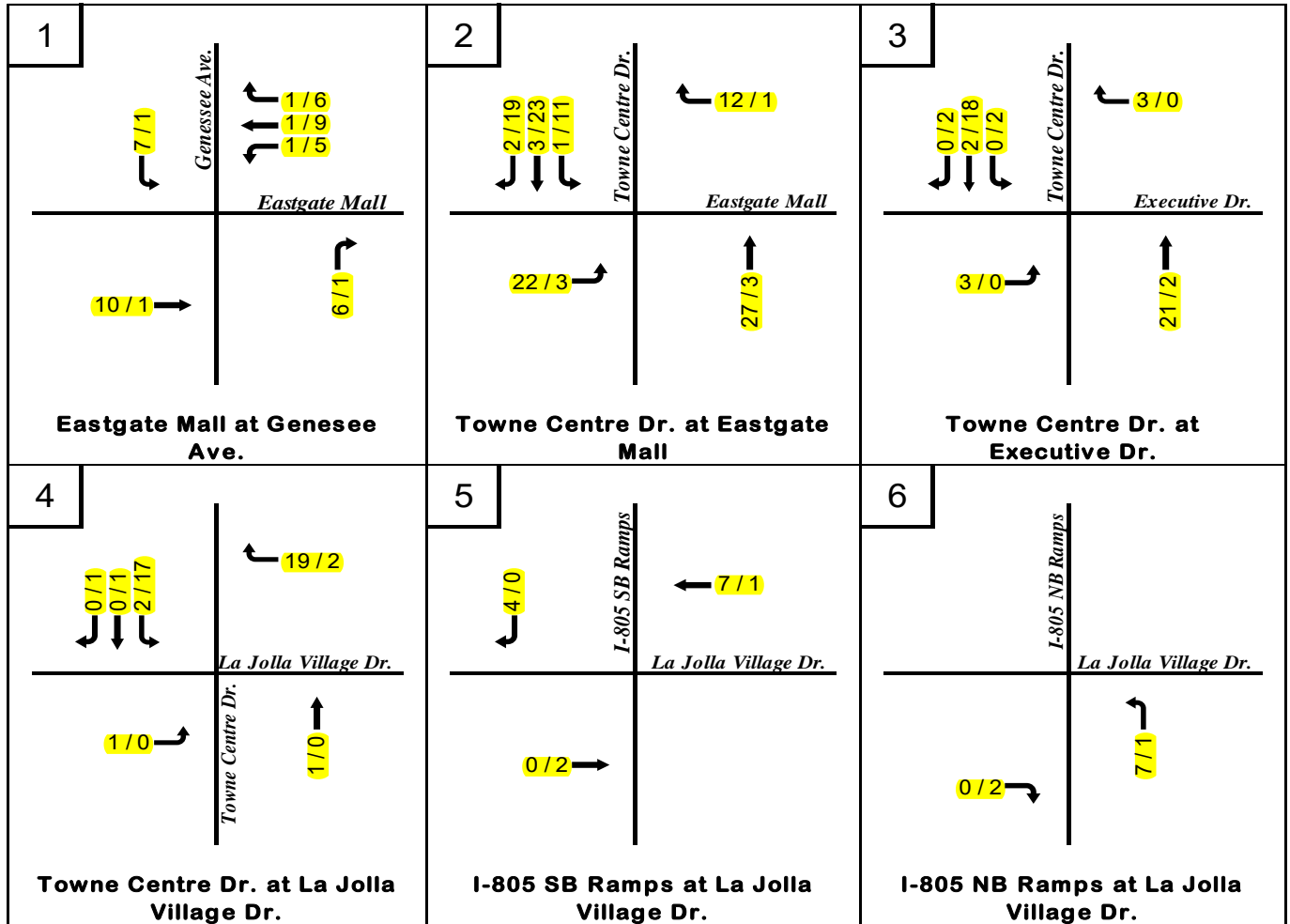
= Project Location

XX,XXX = ADT Value



**FIGURE 3-1**

**Project Only ADT / Project Distribution Percentages**



XX / XX = AM / PM Peak hour volumes

**FIGURE 3-2**  
**Project Only AM / PM Peak Hour Traffic**

**TRAFFIC IMPACT ANALYSIS**

For

**9455 TOWNE CENTRE DRIVE**

Prepared for

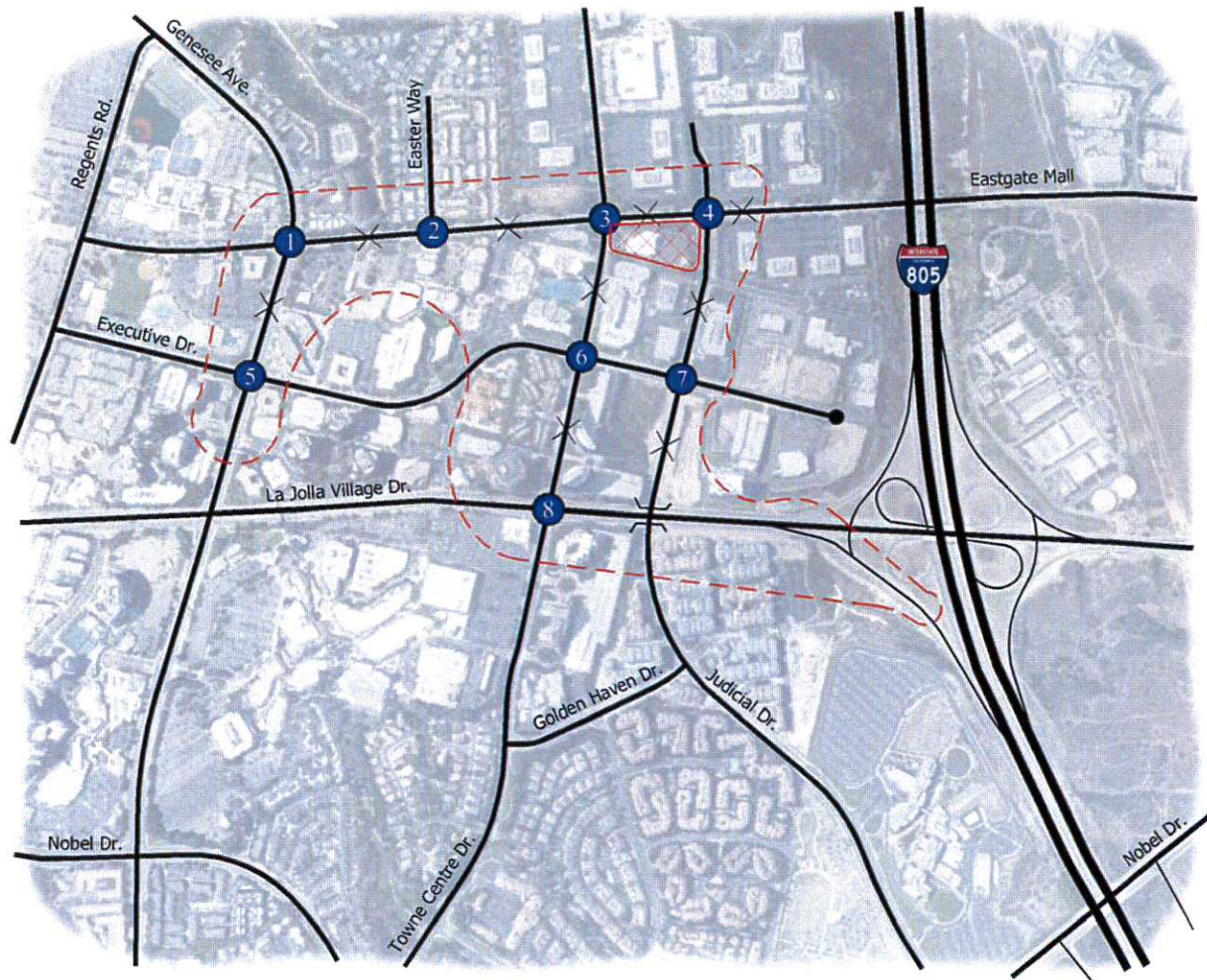
**KILROY REALTY**

**Final Submittal: December 19, 2016**







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8451 Miralani Drive, Suite A  
San Diego, CA 92126  
(858) 560-4911





**LEGEND**

-  = Proposed Project
-  = Study Intersection
-  = Study Area Boundary
-  = Study Street Segment



**FIGURE 2-5**

**Study Area Boundary and Intersection Key**

### 3. PROPOSED PROJECT

The proposed project plans to demolish the existing 47,091 square foot building vacant since April of 2009 and construct a new 150,000 square foot building for Regional and Corporate Headquarters (office) uses. A Community Plan Amendment is required to increase the density allocated to the project site. A Planned Development Permit and Site Development Permit are also being processed to support the project.

#### 3.1 TRIP GENERATION

The proposed 150,000 SF Regional and Corporate Headquarters facility would generate 1,500 average daily trips (ADT) with 225 (203 inbound / 23 outbound) trips in the AM peak hour and 225 trips (23 inbound / 203 outbound) in the PM peak hour as shown in **Table 3-1**. No trip credit was taken for the existing building since it's been vacant for more than two years.

#### 3.2 TRIP DISTRIBUTION AND ASSIGNMENT

**Figure 3-1** shows the project only trip distribution percentages which were derived from a select zone analysis using SANDAG's Series 12 Traffic Model (TAZ 4683). Project only average daily traffic volumes found in **Figure 3-1** are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic. This traffic model was adjusted to include land uses for the proposed project. Due to access points on three different streets (Eastgate Mall, Judicial Dr., and Towne Centre Dr.), the model's distributions on these streets fronting the project were manually adjusted since the traffic model loaded all project trips to Eastgate Mall. Project traffic onto Eastgate Mall would travel 35% to the west and 10% to the east. Approximately 42.5% would travel on Judicial Drive and 34.5% on Towne Centre Drive. The adjustments due to multiple access points can be found in **Appendix A** along with the SANDAG Series 12 Select Zone plot. **Figure 3-2** shows the project's distribution at study intersections. **Figure 3-3** shows the project only AM and PM peak hour traffic volumes.

**TABLE 3-1**

**9455 Towne Centre Drive Project Trip Generation Table**

<b>Proposed Project</b>																		
Use	Amount		Trip	ADT	AM Peak Hour						PM Peak Hour							
					% *	#	In	: Out	In	Out	% *	#	In	: Out	In	Out		
Corporate Headquarters	150,000	SF	10 /1,000 SF	1,500	15%	225	9	:	1	203	23	15%	225	1	:	9	23	203
<b>Total</b>				1,500		225				203	23		225				23	203

Notes:

\* = Source: City of San Diego Trip Generation Manual, May 2003

KSF = 1,000 Square Feet



**FIGURE 3-1**

**Project Only Traffic Distribution & Average Daily Traffic Volumes**

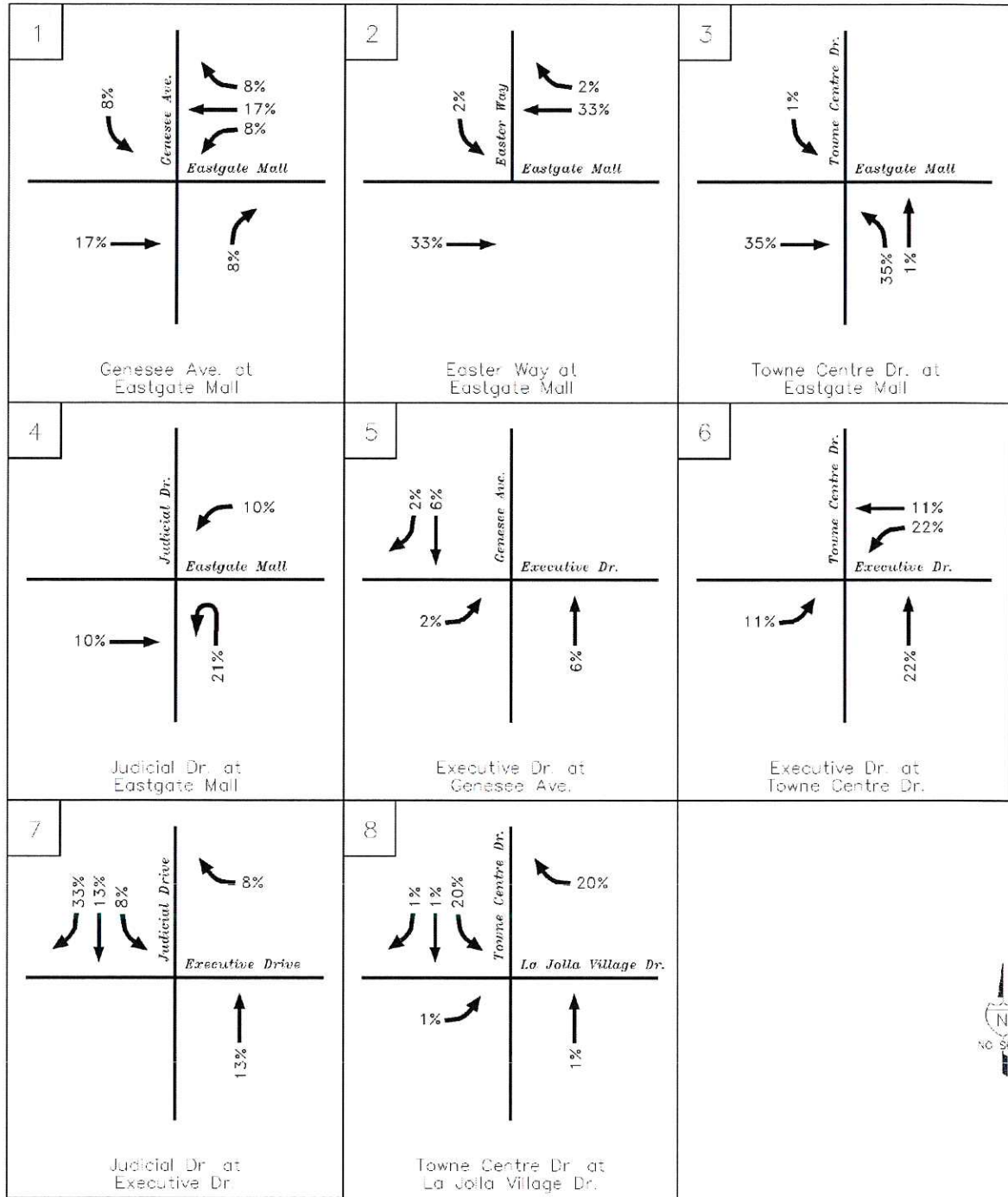


FIGURE 3-2

Project Only Traffic Distribution at Study Intersections

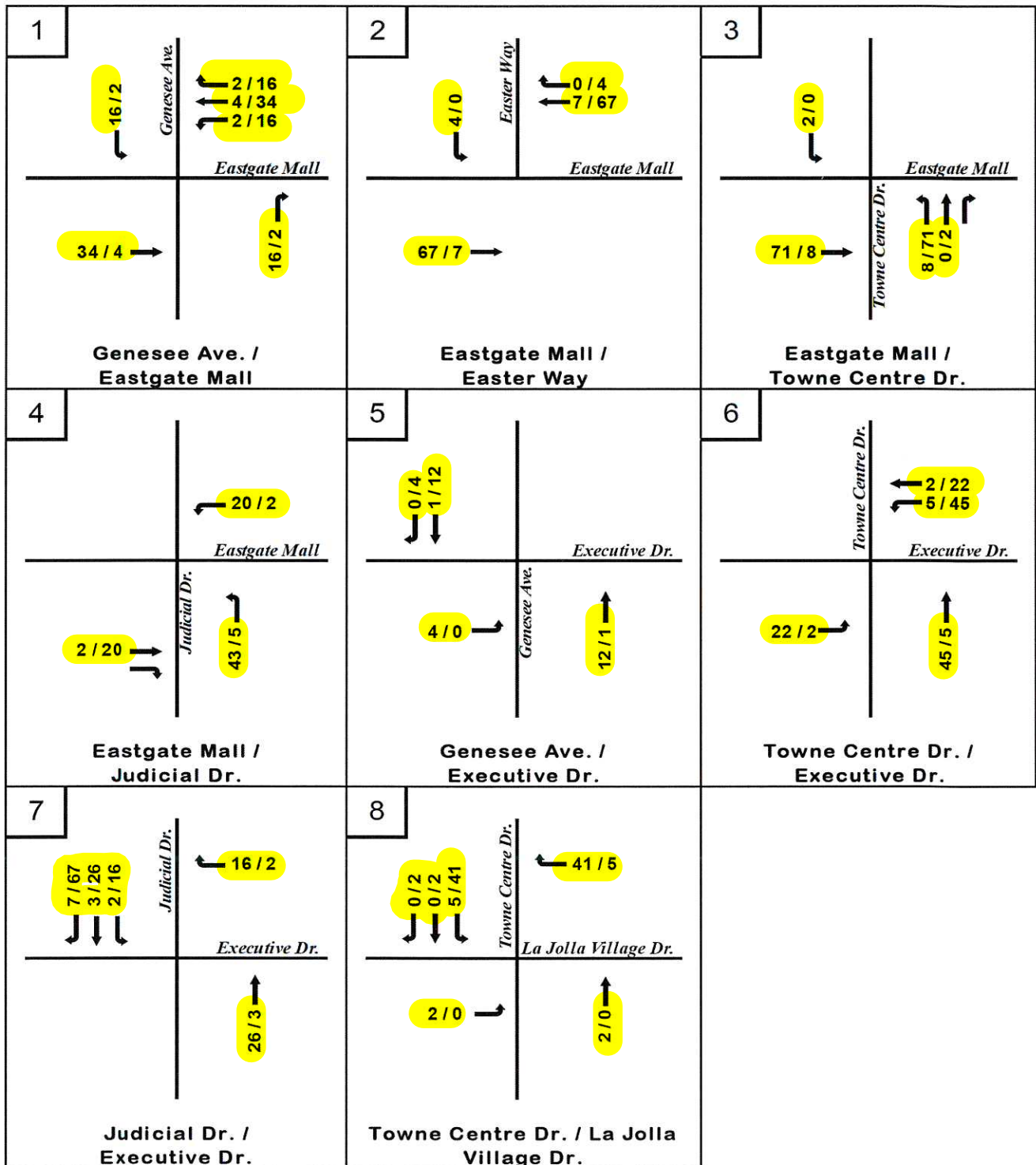


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic

**TRAFFIC IMPACT ANALYSIS**

For

**9514 TOWNE CENTRE DRIVE**

Prepared for

**THE CITY OF SAN DIEGO**

and

**Coast Income Properties**

**SUBMITTAL DRAFT: August 13, 2010**

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4540 Kearny Villa Road, Suite 106  
San Diego, CA 92123-1573  
(858) 560-4911

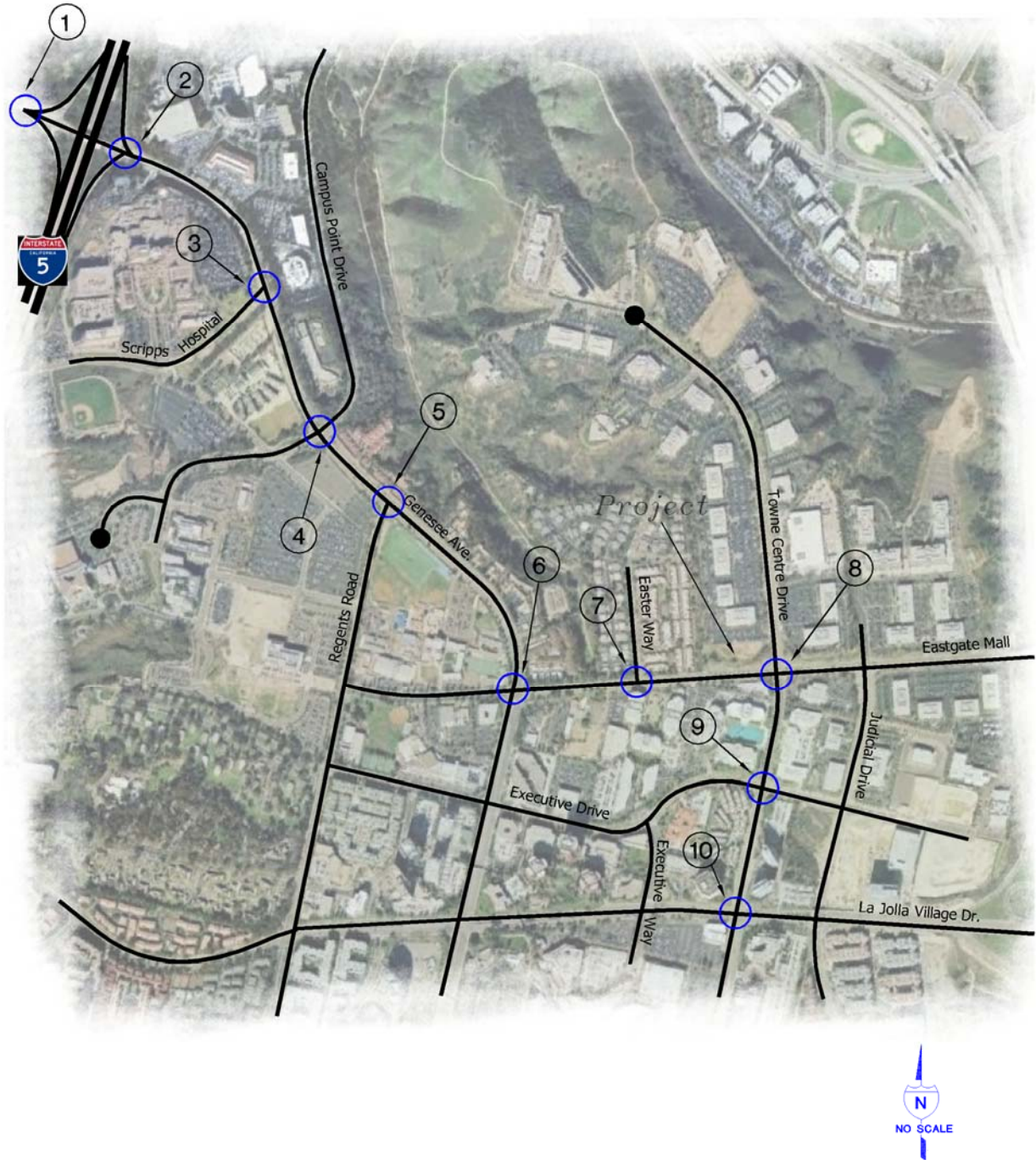


FIGURE 2-3

Study Area and Intersection Key



## PROPOSED PROJECT

The project evaluated in this study proposes a development of 100,000 square feet of commercial office.

### 3.1 TRIP GENERATION

A trip generation table for the project was developed as shown in **Table 3-1**. As shown, the proposed project would generate 1,688 average daily trips (ADT). Existing entitlement includes 40,251 square feet of research and development which generates 322 ADT. After taking credit for the existing entitlement, the NET NEW trips for the development are **1,366** ADT with **168** trips in the AM peak hour and **191** trips in the PM peak hour.

### 3.2 PROJECT ONLY TRAFFIC

**Figure 3-1** shows the project only trip distribution percentages which were derived from SANDAG Series 11 Traffic Model. The traffic model distributed project traffic 18% to the east, 49% to the west, 2% to the north, and 31% to the south. **Figure 3-2** shows the project only average daily traffic volumes which are based on the daily new traffic generation from **Table 3-1** and the distribution of project only traffic from **Figure 3-1**.

**Figure 3-3** shows the AM/PM peak hour project only traffic volumes.

**TABLE 3-1**  
**Project Trip Generation**

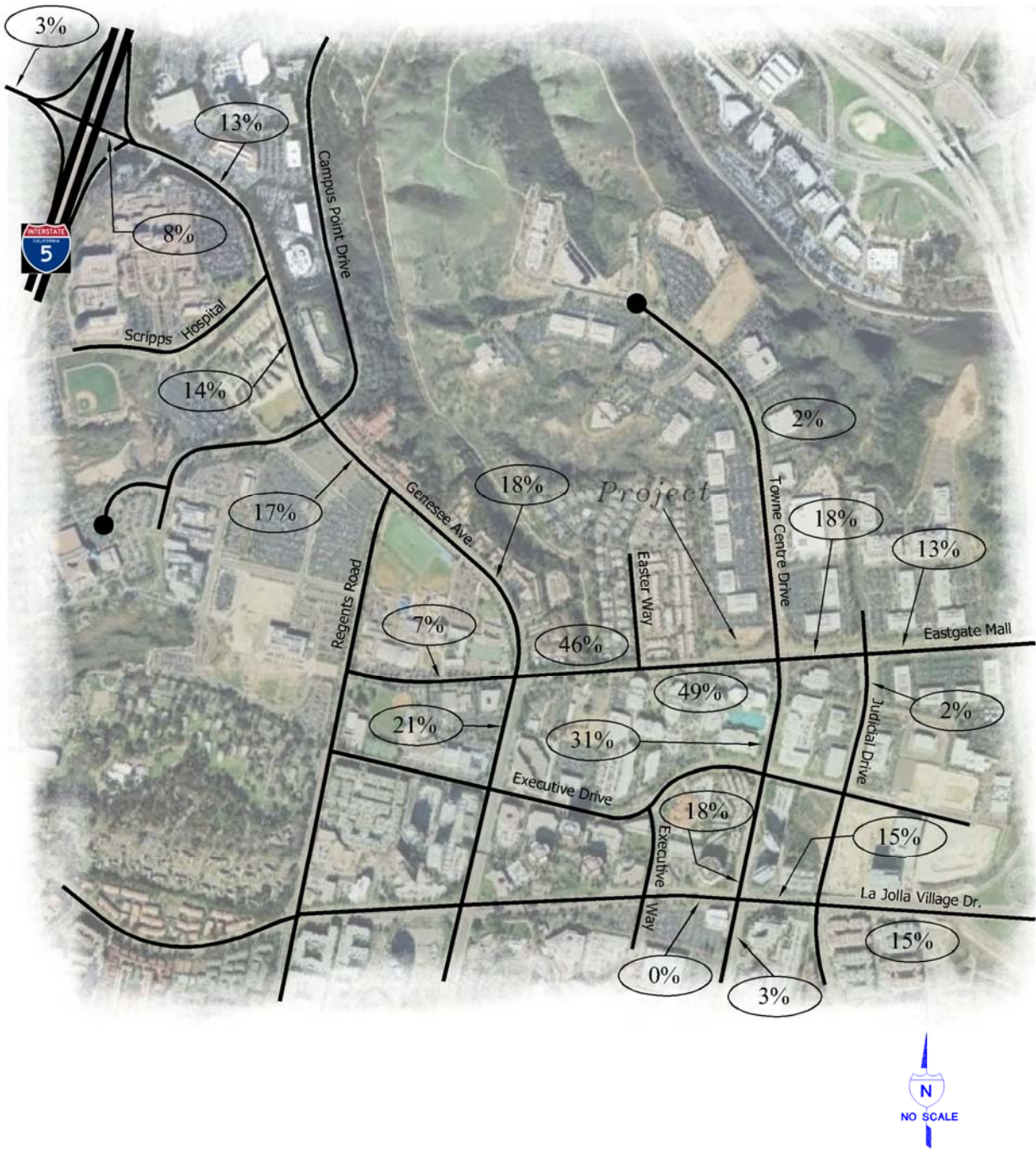
Use	Amount	Trip	ADT	AM Peak Hour						PM Peak Hour					
				% *	#	In	: Out	In	Out	% *	#	In	: Out	In	Out
Commercial Office	100,000 SF	Log Formula	1,688	13%	219	9	: 1	197	22	14%	236	2	: 8	47	189
Existing Entitlement per City Calculations	40,251 SF	8 /KSF	322	16%	52	9	: 1	46	5	14%	45	1	: 9	5	41
<b>NET NEW TRIPS</b>			1,366		168			151	17		191			43	148

**Notes:**

\* = Source: City of San Diego Trip Generation Manual, May 2003

Log Formula:  $\ln(T) = 0.756\ln(x)+3.95$

KSF = 1,000 square feet



**FIGURE 3-1**  
**Project Only Traffic Distribution**



**FIGURE 3-2**

**Project Only Average Daily Traffic**

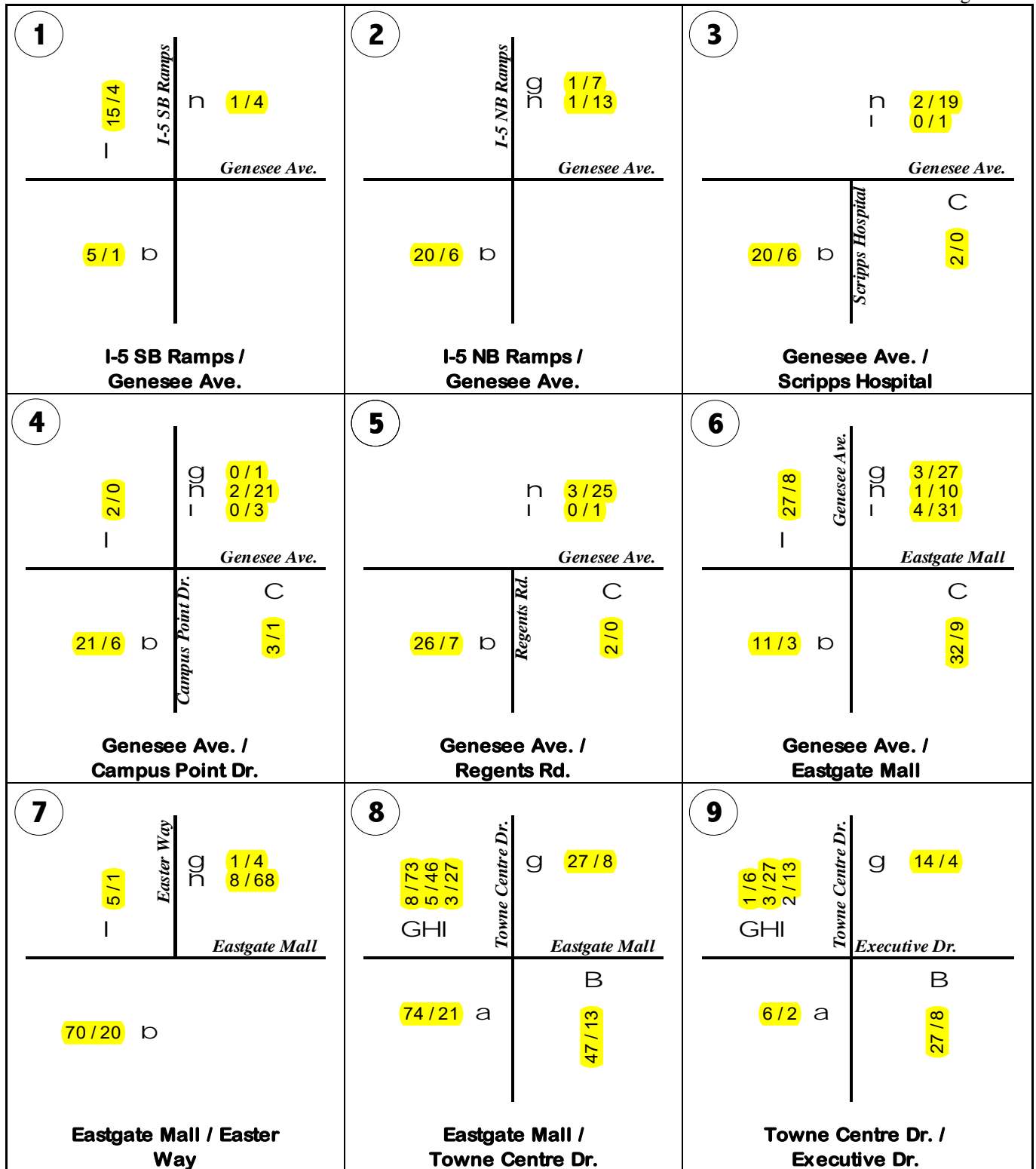
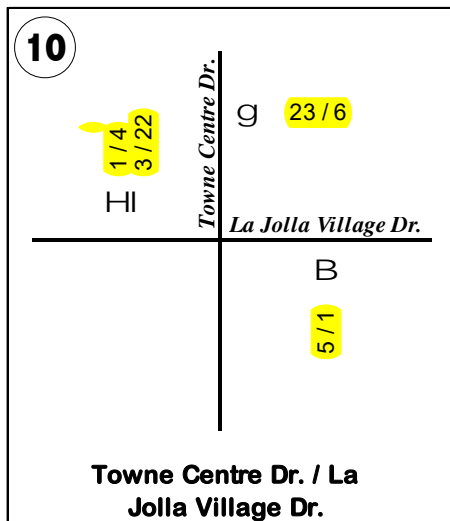


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic



**FIGURE 3-3**

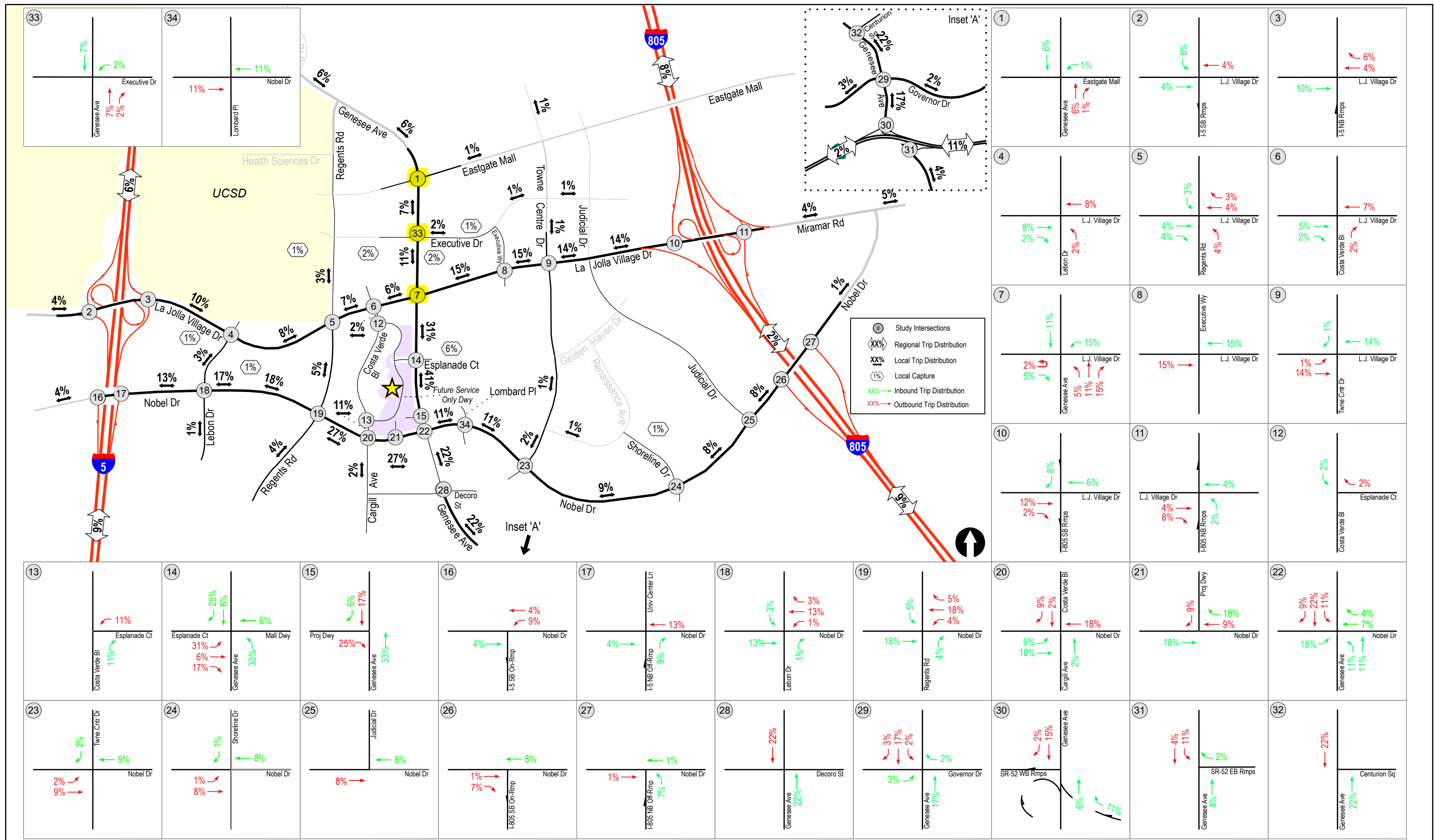
**Project Only AM / PM Peak Hour Traffic**

**TABLE 8-1  
PROJECT TRIP GENERATION**

Land Use & Size	Daily Trip Ends (ADT) <sup>a</sup>		AM Peak Hour					PM Peak Hour				
	Rate	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
					In	Out	Total			In	Out	Total
<b>Scientific Research and Development</b> <i>360,000 SF</i>	<i>Trip Rate: 8 / KSF <sup>b</sup></i>	2,880	16%	90:10	415	46	461	14%	10:90	40	363	403
<b>Office</b> <i>40,000 SF</i>	<i>Trip Rate: Ln Formula <sup>c</sup></i>	845	13%	90:10	99	11	110	14%	20:80	24	94	118
<b>Hotel</b> <i>200 rooms</i>	<i>Trip Rate: 10 / Room <sup>d</sup></i>	2,000	6%	60:40	72	48	120	8%	60:40	96	64	160
<i>Subtotal</i>		<i>5,725</i>			<i>586</i>	<i>105</i>	<i>691</i>			<i>160</i>	<i>521</i>	<i>681</i>
<i>MXD Credit <sup>e</sup> (13% ADT, 10% AM, 13% PM)</i>		<i>744</i>			<i>59</i>	<i>11</i>	<i>70</i>			<i>21</i>	<i>68</i>	<i>89</i>
<b>Total Primary Trips</b>		<b>4,981</b>			<b>527</b>	<b>94</b>	<b>621</b>			<b>139</b>	<b>453</b>	<b>592</b>

**Footnotes:**

- a. Trip-ends are one-way traffic movements, either entering or leaving.
- b. Per the City's Trip Generation Manual, the scientific research and development trip rate of 8 weekday trips/ KSF was used.
- c. Per the City's Trip Generation Manual, the commercial office Ln formula of  $\ln(T) = 0.756 \ln(x) + 3.95$  was used, where X = office KSF and T = total trips.
- d. Per the City's Trip Generation Manual, the hotel trip rate of 10 weekday trips/ room was used.
- e. Per SANDAG MXD Model for the project site, 13% ADT, 10% AM and 13% PM credits were taken as shown in *Appendix G*.







TRANSPORTATION ANALYSIS

for

**SALK INSTITUTE MASTER PLAN**

Prepared for

**SALK INSTITUTE FOR BIOLOGICAL STUDIES**

Submittal: September 20, 2006

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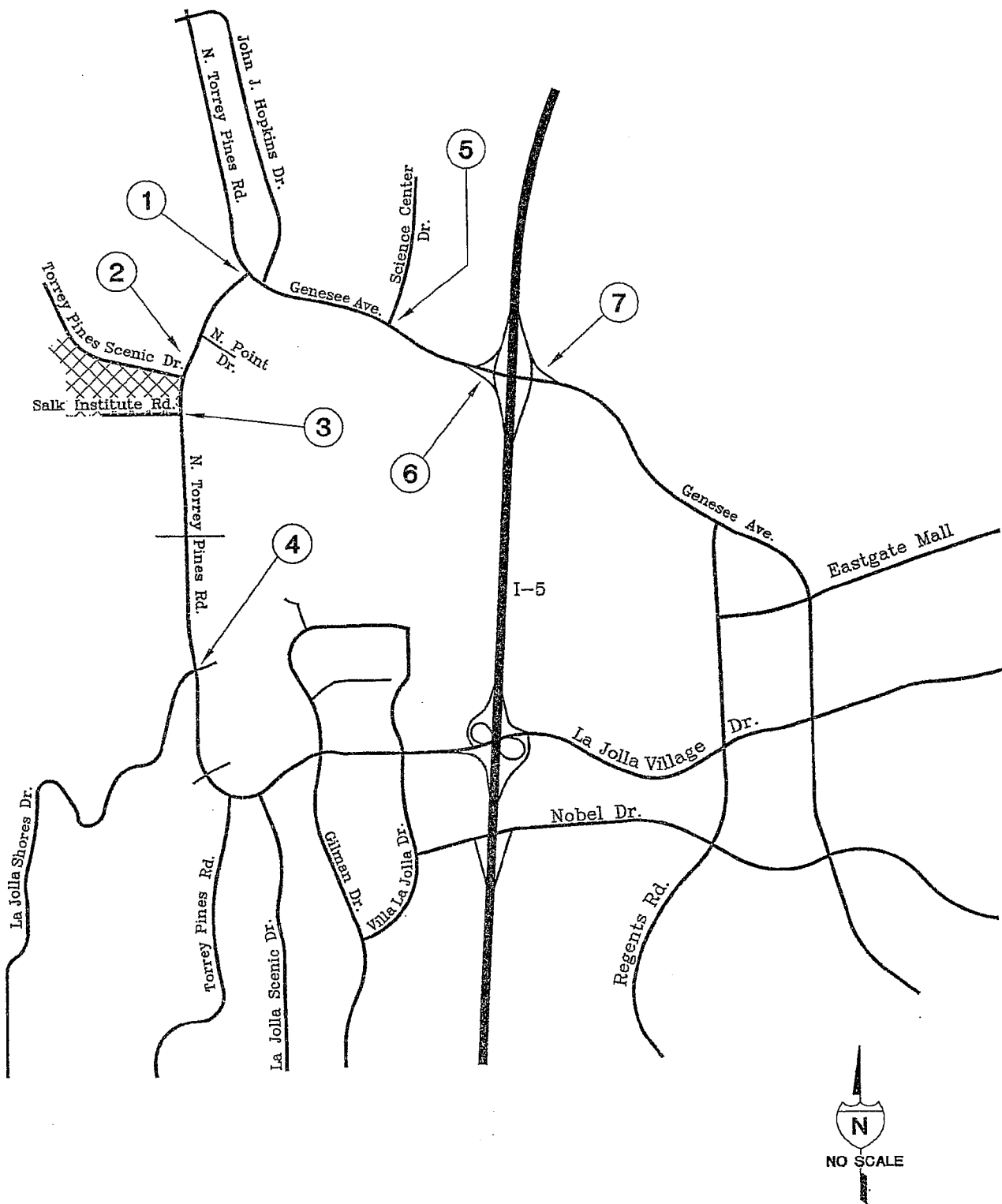


FIGURE 1-3  
Project Intersection Key

4701-Graphics\_H.dwg

## 2.0 PROPOSED PROJECT

The Salk Institute for Biological Studies is proposing to complete its campus complex, as anticipated in the University Community Plan. The proposal calls for additional buildings generally in the areas designated in the original 1961 plan for the institute's development. The institute currently consists of 289,818 square feet of facilities. The Salk Institute will be demolishing 29,000 square feet of existing office and building 239,182 square feet of new office space, which is a net increase of 210,182 square feet, which is consistent with the Master Plan Update. The additional facilities and support structures consisting of: The Salk Community Center Building, a new research laboratory, greenhouses, a daycare facility and twelve residential units for visiting fellows, for a total of 500,000 square feet. **Figure 2-1** shows the approved 500,000 square foot land use for the Salk Institute from the University Community Plan, adopted on July 7, 1987, amended November 21, 2000.

### 2.1 TRIP GENERATION

The proposed facilities square footage allotments were obtained by USAI from the Salk Institute for Biological Studies proposed Master Plan Update. In order to determine the traffic generated by the proposed project, the City of San Diego's May 2003 Trip Generation Manual was used to create a trip generation table (**Table 2-1**) The trip generation table consists of three parts: Future Master Plan Buildout, Existing Buildings and Future Buildings based on maximum traffic.

As shown in the "Future Buildings Based on Maximum Traffic" component of **Table 2-1**, trip generation for the project and analyzed in this report is based on an increase in campus square footage of 210,182 SF. This is different from the 239,182 SF shown in the "Future Master Plan Buildout" portion of this table because 29,000 SF of existing office space will be demolished to build the additional 239,182 SF. Therefore, there will only be a net increase of 210,182 SF on the Salk Institute Campus. Please note that the 500,000 square feet of development is what was in the Community Plan assumptions shown in **Figure 2-1**.

**TABLE 2-1**  
**Project Trip Generation**  
**Future Master Plan Buildout**

Use	Amount	Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Residential Quarters	12 DU (12,000 SF)	8 trips / DU	96	8	8	2 : 8	2	6	10	10	7 : 3	7	3
Core Facility, Mechanical Room, Equipment <sup>1</sup>	0 SF	No New Trips											
Torrey East Science Complex	96,400 SF	8 trips / KSF	771	16	123	9 : 1	111	12	14	108	1 : 9	11	97
Day Care Facility <sup>2</sup>	12,000 SF	No New Trips											
Community Center	115,182 SF	8 trips /KSF	921	16	147	9 : 1	133	14	14	129	1 : 9	13	116
Greenhouses <sup>3</sup>	3,600 SF	No New Trips											
<b>Total</b>	<b>239,182 SF</b>		<b>1,788</b>		<b>278</b>		<b>246</b>	<b>32</b>		<b>247</b>		<b>31</b>	<b>216</b>

<sup>1</sup>The Core Facility is a housing area for Institute equipment which would serve researchers already on the Salk campus. The Mechanical Room and Equipment area are work areas containing tooling and machinery for facilities employees, as well as an area for objects which require storage.

<sup>2</sup>The Day Care Facility is provided as a service for employees who work on the Salk campus.

<sup>3</sup>Greenhouses are accessory facilities which would serve employees already on the campus.

KSF = 1,000 Square Feet

**Existing to Be Demolished**

Use	Amount	Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Demolish	29,000 SF	8 trips /KSF	232	16	37	9 : 1	33	4	14	32	1 : 9	3	29

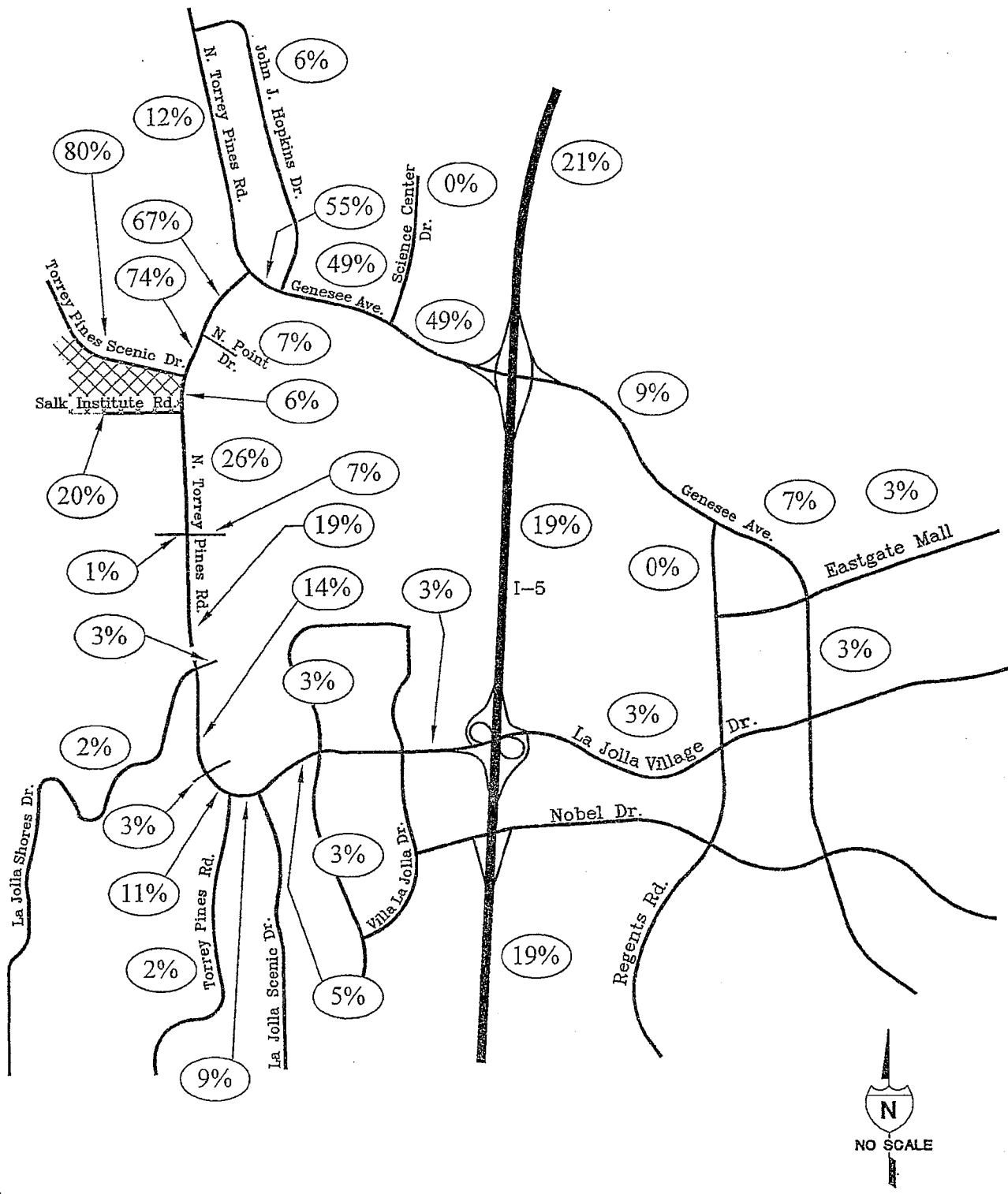


FIGURE 2-2  
 Project Distribution Percentages

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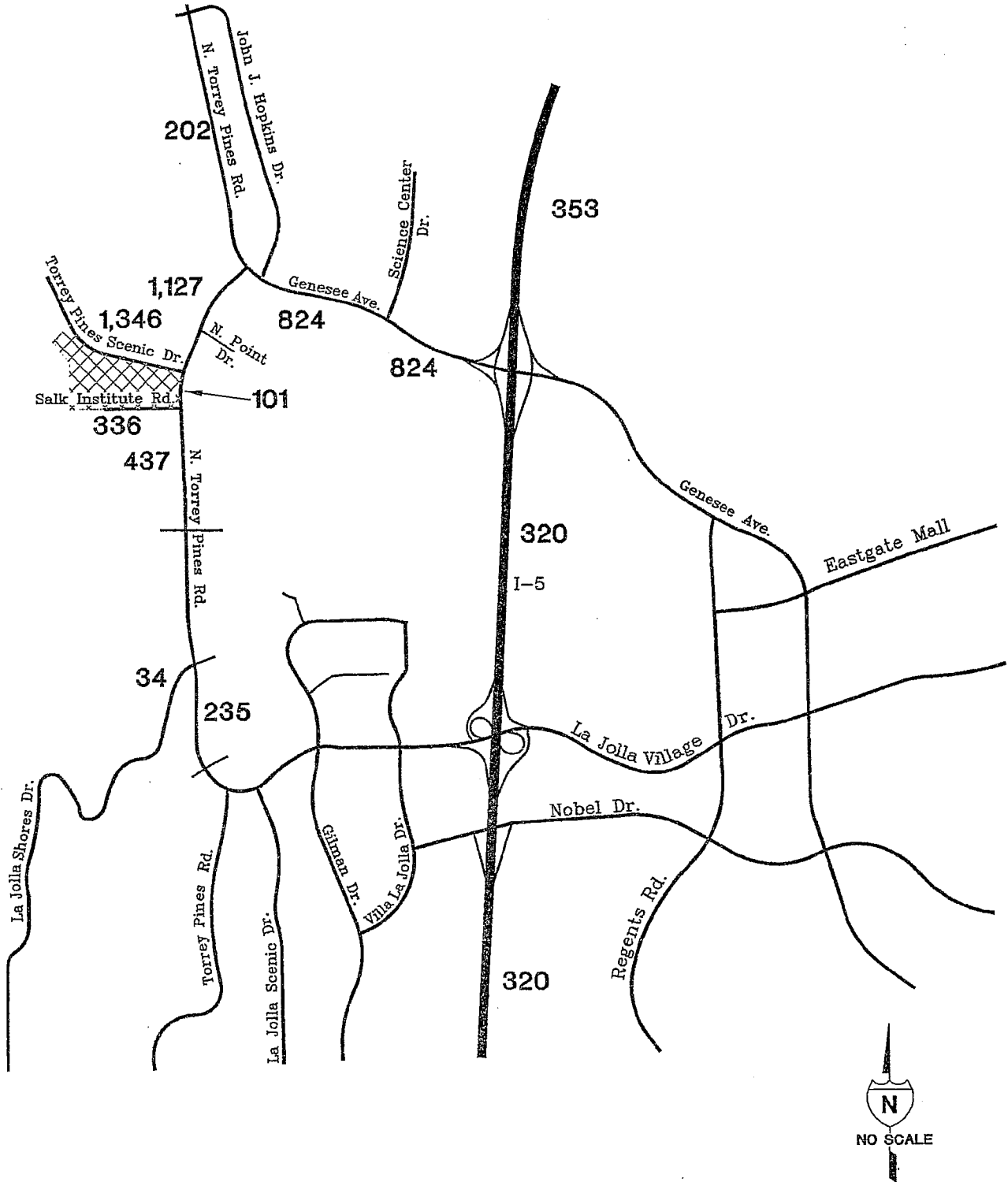


FIGURE 2-3  
Project Only Average Daily Traffic

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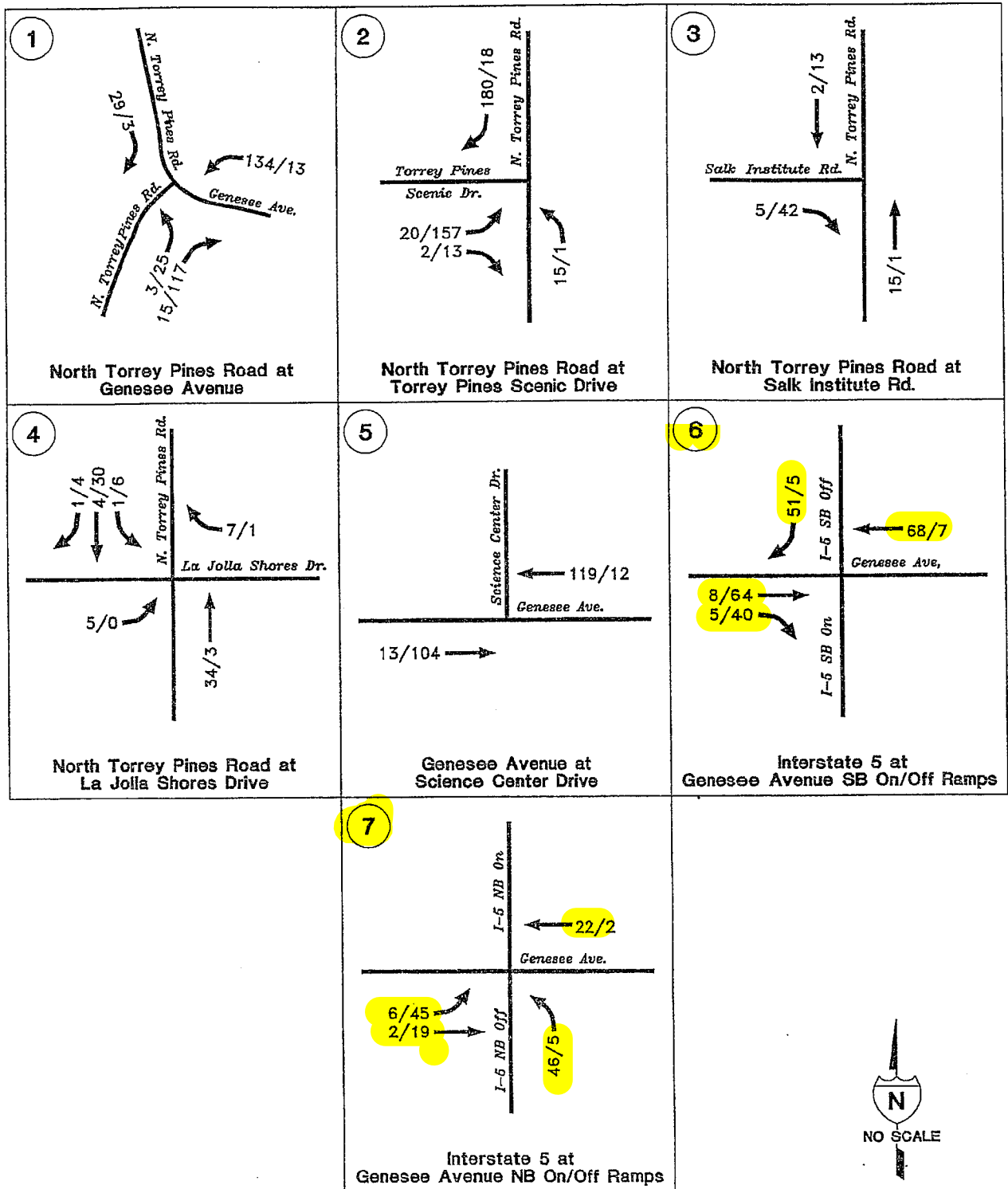


FIGURE 2-4  
 Project Only AM / PM Peak Hour Traffic

4701-Graphics\_H.dwg



# ***FINAL Traffic Impact Analysis***

## **Monte Verde**

*Prepared by:*  
Kimley-Horn and Associates  
517 Fourth Avenue, Suite 301  
San Diego, CA 92101

*Prepared for:*  
Costa Verde Hotel, LLC  
8530 Costa Verde Blvd. - Office  
San Diego, CA 92122

December 6, 2004

KHA NO. 095178004

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## 1.0 INTRODUCTION

This study evaluates the traffic-related impacts associated with the *Monte Verde* multi-family residential development proposal, located within the Costa Verde Specific Plan area, in the University City community of the City of San Diego. Figure 1-1 depicts the location of the project in a regional context. The proposed project is situated on the block bounded by La Jolla Village Drive on the north, Private Drive A on the south, Costa Verde Boulevard on the west, and Genesee Avenue on the east.

### Project Description

The project involves a shift in land use type and intensity within the Costa Verde Specific Plan area. This shift will be accomplished without increasing the traffic generation above the previously approved level. The City of San Diego adopted the Costa Verde Specific Plan in 1986. The approved Specific Plan included the following land uses:

- 178,000 square feet of retail development;
- 2,600 dwelling units (these dwelling units are calculated by the average daily trips for each unit within the Costa Verde Specific Plan); and
- A hotel with 400 rooms.

Of the uses authorized in the 1986 Specific Plan, the following are neither occupied nor under construction: (1) 420 dwelling units; and (2) 400-room hotel. The retail component of the Specific Plan has been fully constructed and is open for business. Regency Center operates the retail center. Of the 2,600 dwelling units approved for the residential portion of the Specific Plan, 2,180 dwelling units have been constructed and occupied or are currently under construction, resulting in the potential for construction of an additional 420 dwelling units pursuant to the Costa Verde Specific Plan. Table 1-1 summarizes the status of projects built within the Costa Verde Specific Plan and Figure 1-2 shows the projects located within the Costa Verde Specific Plan. The lots that are owned by the client are highlighted below in bold text.

Lot(s)	Description	Intensity	Status
1, 2	North Village	651 DUs	Constructed and Occupied
3, 4, 5	South Village	606 DUs	Constructed and Occupied
6, 7, 8	La Jolla Village Towers	333 EDU	Constructed and Occupied
9	Open Space/Park	—	Under Construction
10, 11	The Towers at Costa Verde	590 DUs	Permitted and Being Constructed
12	Hotel	400 Rooms	Not Constructed
13, 14	Costa Verde Retail	178 KSF	Constructed and Occupied
—	Remaining Dwelling Units	420	Not Constructed

**TABLE 4-1  
SUMMARY OF PROJECT TRAFFIC GENERATION**

**APPROVED PROJECT WEEKDAY TRAFFIC GENERATION**

COSTA VERDE LAND USE	STATUS	INTENSITY	TRIP GENERATION RATES	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					TOTAL	IN	OUT	TOTAL	IN	OUT
Costa Verde (South Village)	Built	606 DU's	6.0 / DU	3,636	291	58	233	327	229	98
Costa Verde (North Village)	Built	651 DU's	6.0 / DU	3,906	312	62	250	352	246	105
Towers at Costa Verde	Under Construction	590 DU's	6.0 / DU	3,540	283	57	227	319	223	96
Costa Verde Hotel	Not Built	400 Rooms	10.0 / ROOM	4,000	240	144	96	320	192	128
Remaining Dwelling Units***	Not Built	420 DU's	6.0 / DU	2,520	202	40	161	227	159	68
<b>Total</b>				<b>17,602</b>	<b>1,328</b>	<b>362</b>	<b>967</b>	<b>1,544</b>	<b>1,049</b>	<b>495</b>
Subtotal: Costa Verde Hotel + Remaining Dwelling Units + Units Under Construction				10,060	725	241	484	865	574	292
Subtotal: Costa Verde Hotel + Remaining Dwelling Units				6,520	442	184	257	547	351	196

**PROPOSED PROJECT WEEKDAY TRAFFIC GENERATION**

COSTA VERDE LAND USE	STATUS	INTENSITY	TRIP GENERATION RATES	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
					TOTAL	IN	OUT	TOTAL	IN	OUT
Costa Verde Condos and Apartments	Not Built	1,084 DU's	6.0 / DU	6,504	520	104	416	585	410	176
Costa Verde (South Village)	Built	606 DU's	6.0 / DU	3,636	291	58	233	327	229	98
Costa Verde (North Village)	Built	651 DU's	6.0 / DU	3,906	312	62	250	352	246	105
Towers at Costa Verde	Under Construction	590 DU's	6.0 / DU	3,540	283	57	227	319	223	96
<b>Total</b>				<b>17,586</b>	<b>1,407</b>	<b>281</b>	<b>1,126</b>	<b>1,583</b>	<b>1,108</b>	<b>475</b>

\* Costa Verde Specific Plan allows for the development of 2,600 dwelling units and a 400 room hotel. The Hyatt Senior Tower has been allocated 332 equivalent dwelling units.

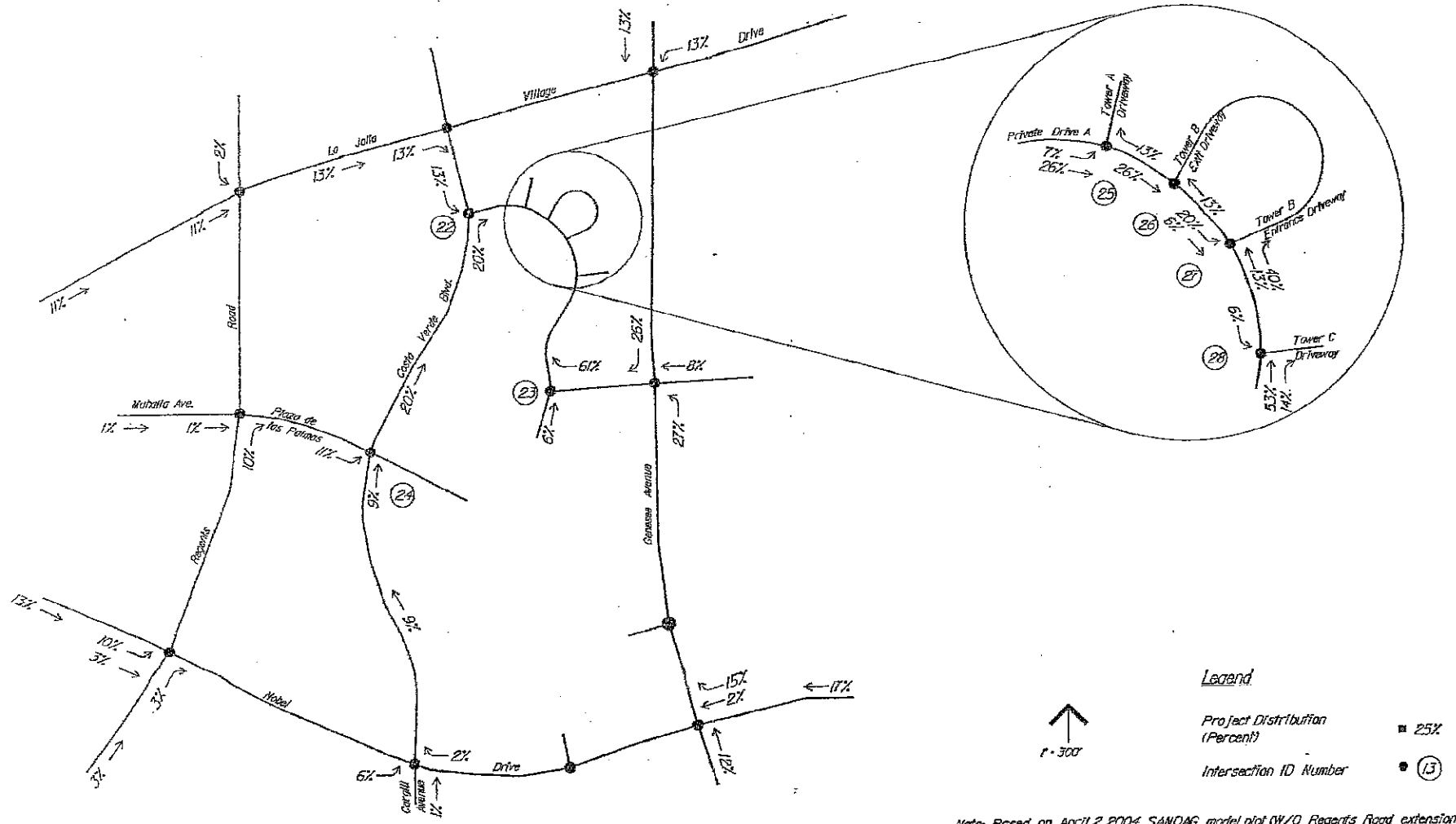
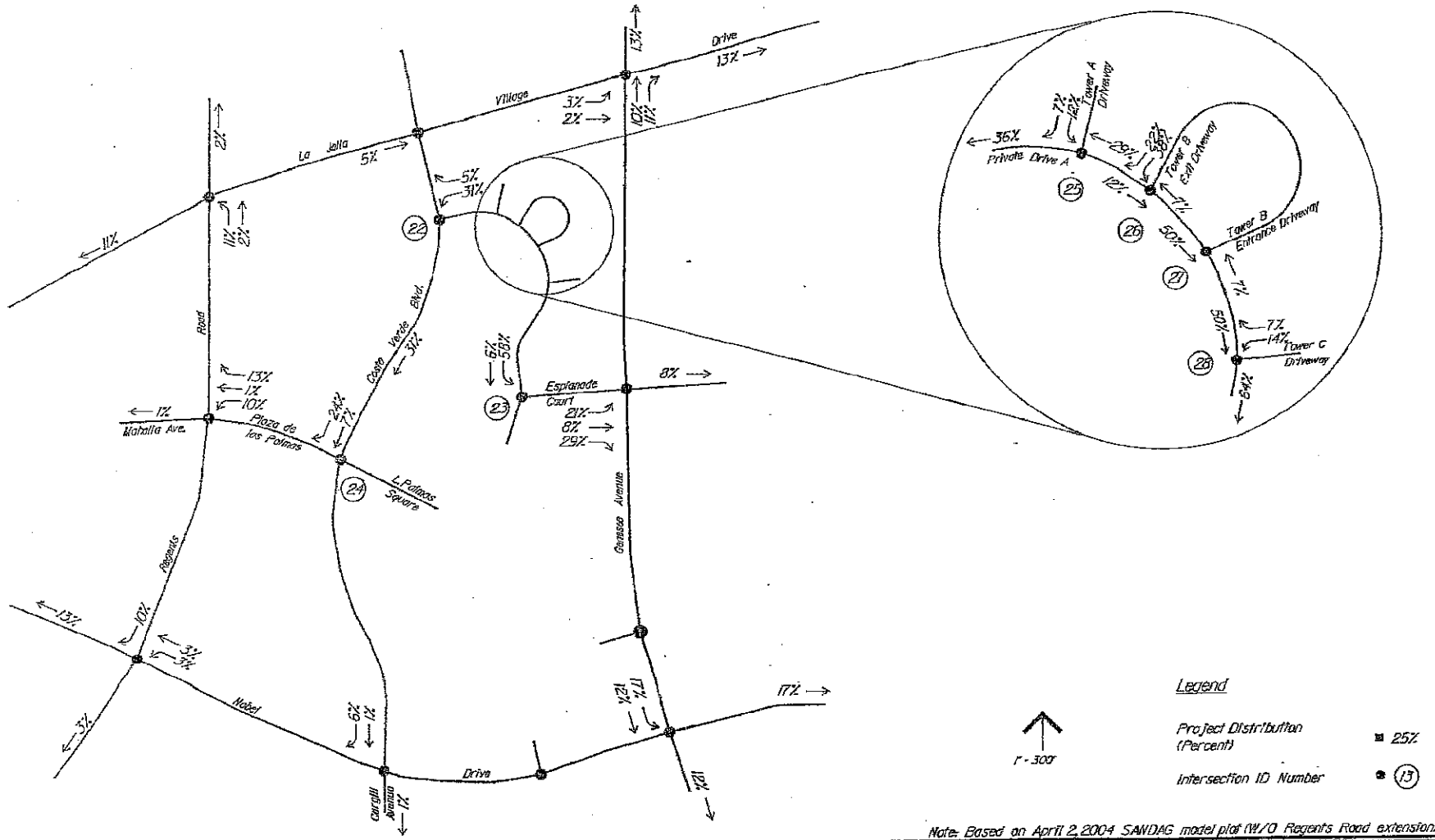


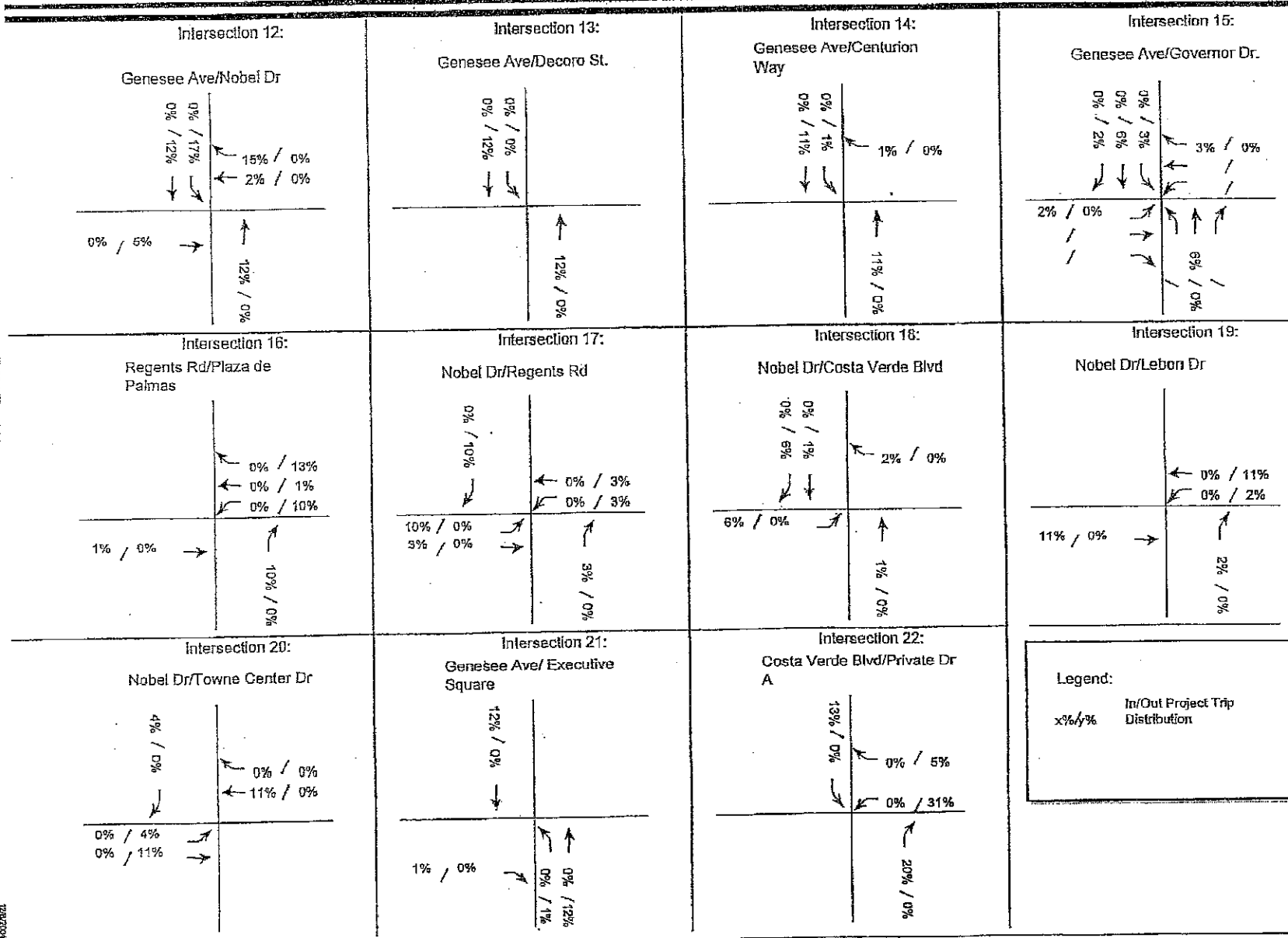
Figure 4-1.1



Note: Based on April 2, 2004 SANDAG model plan (w/o Regent's Road extension)

Figure 4-1.2





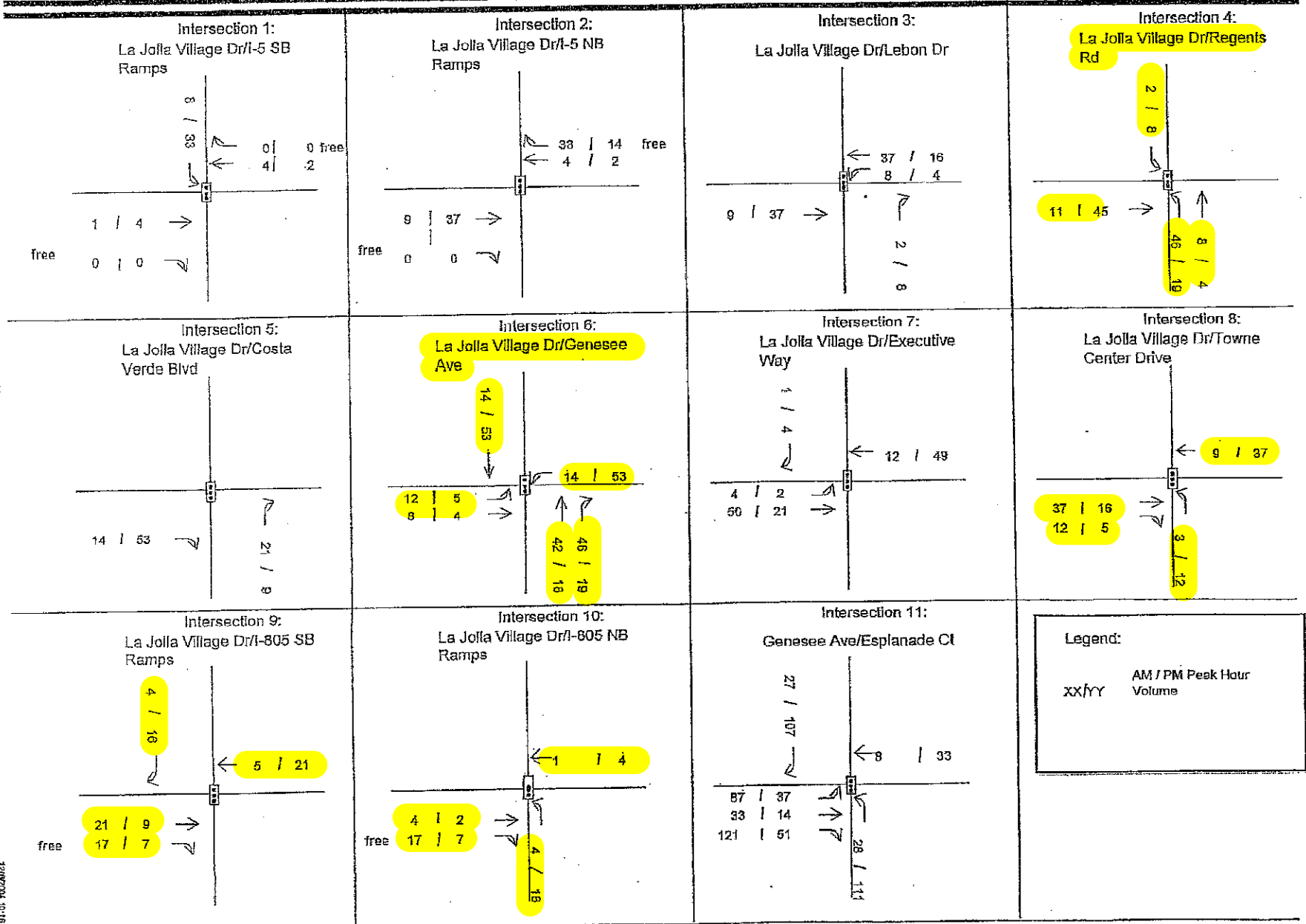
Project Trip Distribution - Study Intersections

Monte Verde

Figure 4-1.4



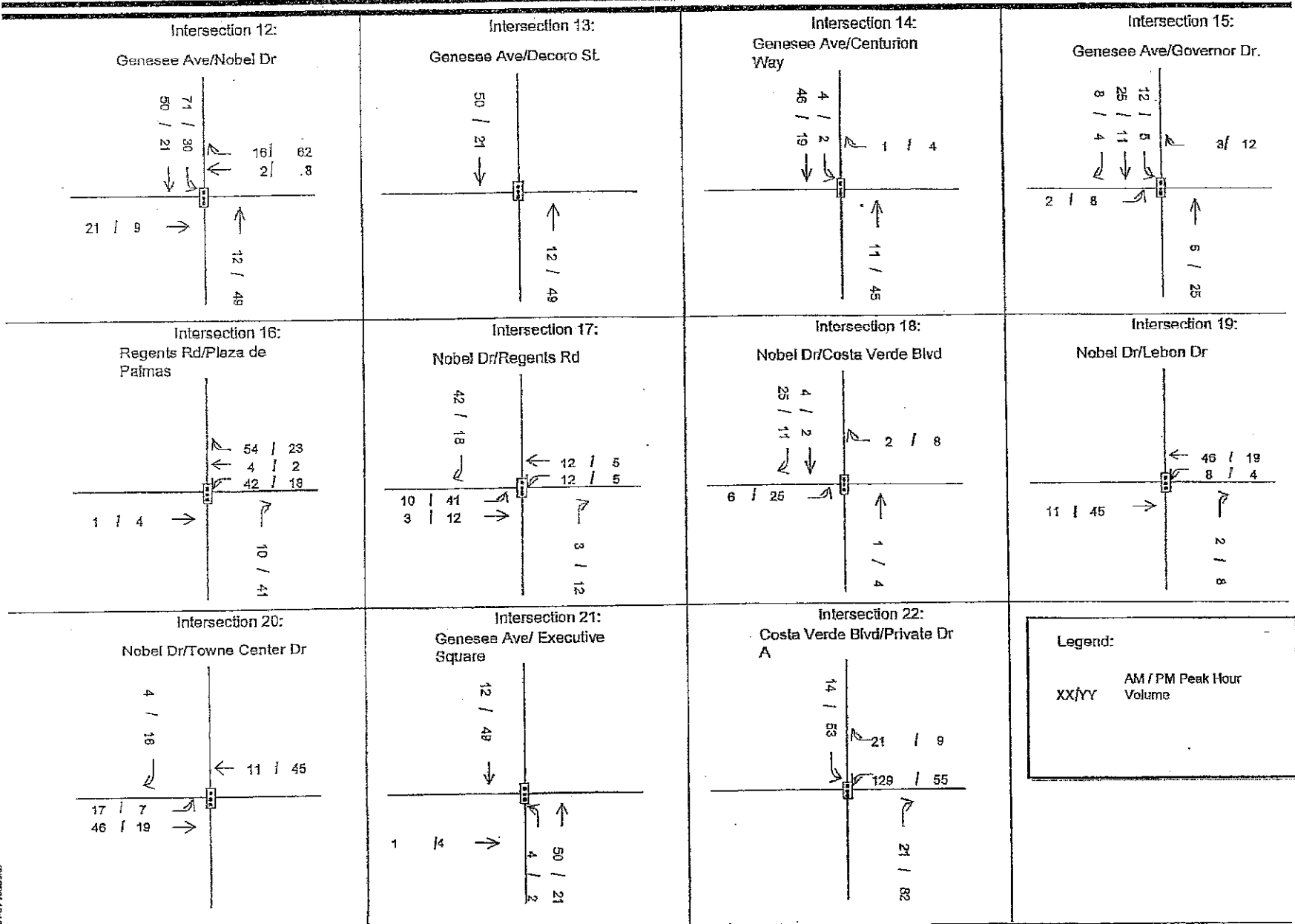




Monte Verde Project Trip Assignment

Monte Verde

Figure 4-2



Legend:

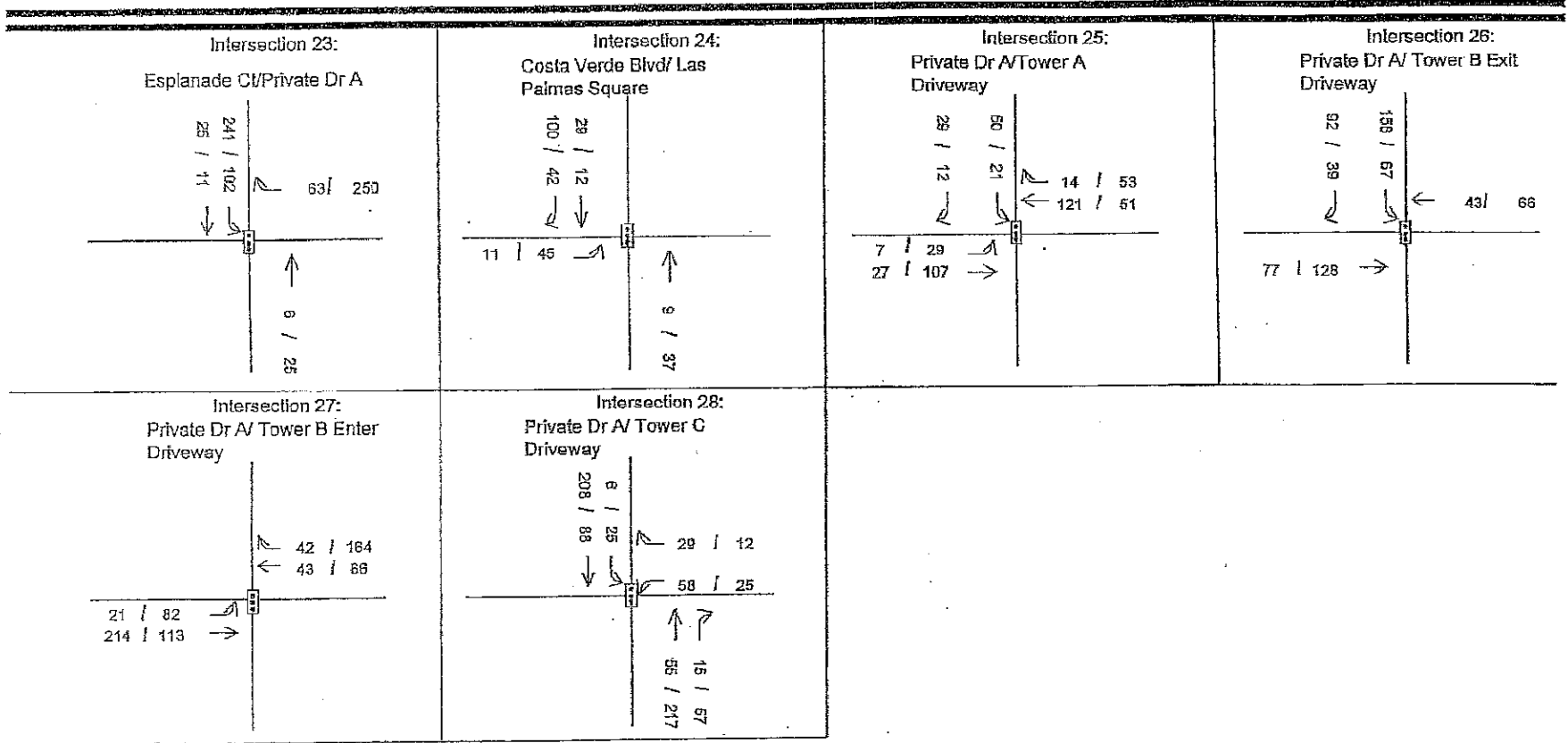
AM / PM Peak Hour  
Volume

XX/YY

Monte Verde Project Trip Assignment

Monte Verde

Figure 4-2.1



Legend:  
 xx/yy AM / PM Peak Hour Volume

Monte Verde Project Trip Assignment

Monte Verde

Figure 4-2.2





# Scripps Health Headquarters

LMA - Local Mobility Analysis

**Prepared For: The City of San Diego and Gensler**

Project Number: 001721  
Date: May 23, 2022  
PTS# 686158



 (858) 560 4911

 8451 Miralani Drive, Suite A  
San Diego, CA 92128

 [www.UrbanSystems.net](http://www.UrbanSystems.net)

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## 2.0 PROJECT DESCRIPTION

### 2.1 Existing Setting

The Project is located on a 3.79-acre lot consisting of two parcels that are located at 4555 Executive Drive and 9291 Executive Way in the University Community Planning Area. The project site is currently developed with one (1) building supporting the San Diego Braille Institute consisting of a building area of 30,221 SF. The Project is bound to the north by Executive Drive, to the west by Executive Way, to the south by an Embassy Suites parking structure, and to the east by a residential complex known as Devonshire Woods.

Regional access to the site is provided by the junctions of Interstate 5 with Genesee Avenue (1.5 miles path-of-travel-distance away from the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles path-of-travel-distance away from the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.2 miles path-of-travel- distance away from the project site). Direct access to the project site would occur along Executive Drive and Executive Way.

The site is in the RS-1-14 base zone within the University Community Planning Area. Additionally, the Nexus Technology Center Specific Plan (NTCSP, 1985), overlaid the site with the SR zone, which is now the IP-1-1 base zone.

### 2.2 Proposed Project

The Project proposes to redevelop the site through the demolition of the Braille Institute building consisting of approximately 30,221 SF of Educational uses and the construction of one (1) five-story 131,183 SF corporate headquarters/single-tenant building with a 25,522 SF basement (non-

---

trip generating space that includes 10,000 SF of amenities such as a 2,005 SF fitness space, and a 500 SF locker/shower/toilet space, and 15,522 SF of parking area for 33 vehicles). The project will also construct a four-story parking structure of 131,509 SF of area. Discretionary actions associated with the proposed Project consist of a Neighborhood Development Permit (NDP). The anticipated Opening Day of the project is estimated to be during Year 2023.

**Figure 2-1** includes the project site plan.

---

## 2.3 Trip Generation

Trip Generation for the proposed Project is presented below. Using the City of San Diego Trip Generation Manual (May 2003) trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the existing site buildings that are proposed to be demolished and proposed to remain. To calculate the trip generation for the Existing uses, driveway counts were collected at the existing driveways on Thursday, February 18<sup>th</sup>, 2021 (included in **Appendix D**). The driveway counts result in the existing uses generating 19 average daily trips (ADT) with 5 (4 In / 1 Out) AM peak hour trips and 2 (0 In / 2 Out) PM peak hour trips. The Project is anticipated to generate approximately 1,312 daily unadjusted driveway trips with 197 (177 In / 20 Out) AM peak hour trips and 197 (20 In / 177 Out) PM peak hour trips. After transit reductions are applied to the trip generation, the Project is calculated to generate a net increase of approximately 1,240 ADT with 162 (146 In / 16 Out) AM peak hour trips and 165 (17 In / 148 Out) PM peak hour trips.

**Table 2-1** includes the project trip generation.



**Table 2-1: Project Trip Generation**

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%	In	Out
<b>Existing Land Uses</b>															
****Braille Institute	30,221 KSF	-	19	-	5	- : -	4	1	-	2	- : -	0	2		
<u>Existing Sub-Total</u>			19		5		4	1		2		0	2		
<b>Proposed Land Uses</b>															
Corporate Headquarters/ Single Tenant Office	131,183 KSF	10 /KSF	1,312	15%	197	90% : 10%	177	20	15%	197	10% : 90%	20	177		
***Basement	26,522 KSF	Non-Trip Generating													
Parking Structure	119,500 KSF	Non-Trip Generating													
<u>Proposed Sub-Total</u>			1,312		197		177	20		197		20	177		
<b>**Transit Reduction to Proposed Land Uses</b>															
<i>Transit Reduction % (Corporate Headquarters / Single Tenant Office - Employment)</i>			4%		15%		15%	15%		15%		15%	15%		
<i>Transit Reduction (Corporate Headquarters / Single Tenant Office - Employment)</i>			52		30		27	3		30		3	27		
<u>Proposed Sub-Total With Transit Credit</u>			1,259		167		150	17		167		17	150		
<b>Net Increase</b>			1,240		162		146	16		165		17	148		

**Source:**

\*Trip Generation rates referenced from the City of San Diego Trip Generation Manual, May 2003

**Note:**

ADT= Average Daily Trips

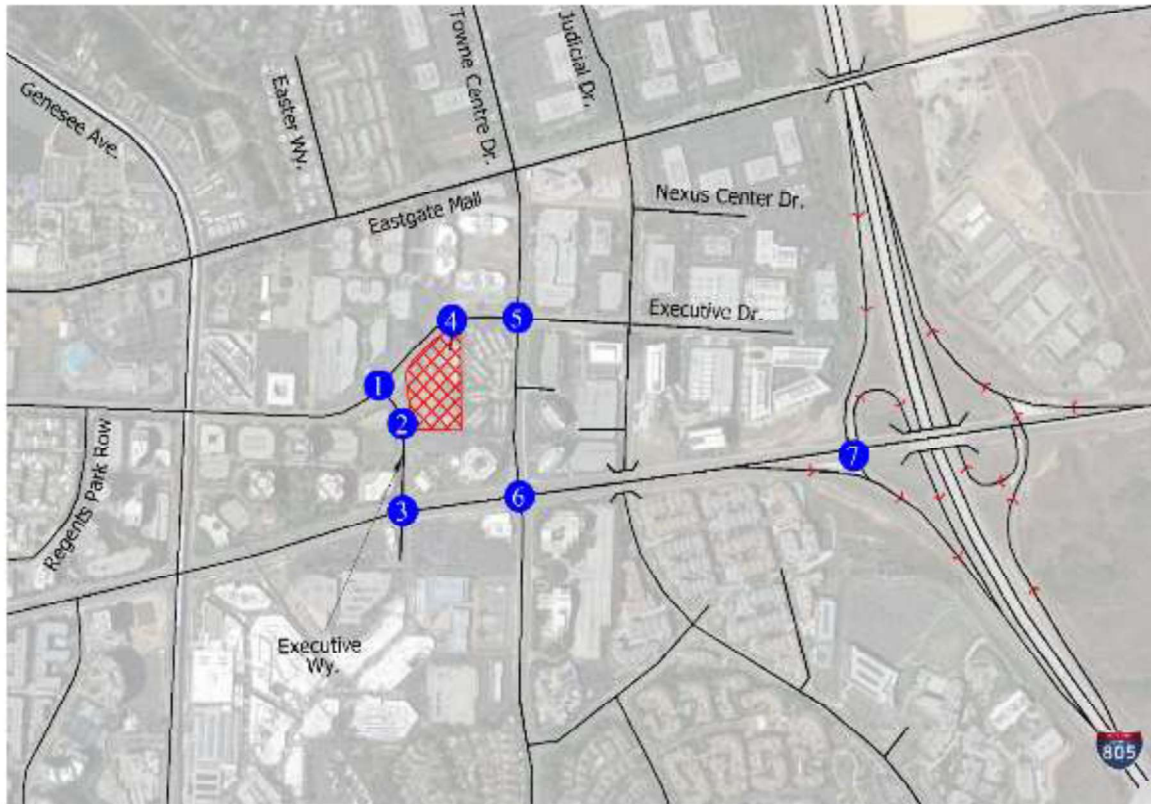
KSF = 1,000 Square Feet

\*\*Trip reduction rates based on reduction criteria within City of San Diego Draft Transportation Study Manual (9/29/2020)



\*\*\*Basement space consists of a fitness space (2,005 SF) lockers/showers/toilets (500 SF), and parking area (15,522 SF). The corporate headquarters/single-tenant building contains within its building space a kitchen space (1,198 SF), a coffee bar (250 SF), a servery (658 SF), a dining area (2,260 SF), and a service area (21,497 SF).

\*\*\*\*Existing ADT and peak hour volumes have been approximated by conducting driveway counts at the existing driveways on Thursday February 18th, 2021. The referenced values represent the total ADT resulting from the collected traffic count data and the peak hour trips observed during the AM peak hour (8:00 AM - 9:00 AM) and PM peak hour (4:00 PM - 5:00 PM).

Figure 4-1: Project Study Area and Intersection Key



Legend

-  = Project Location
-  = Study Intersection



---

## 4.2 Project Trip Distribution and Trip Assignment

Trip distribution of project traffic will be based on a SANDAG Series 13 Year 2050 Select Zone Forecast. As shown in the Select Zone Forecast model (refer to **Appendix B**) that was requested of SANDAG for this project, the project is located within Traffic Analysis Zone (TAZ) 2250.

The SANDAG Series 13 Year 2050 Select Zone Forecast has been used as the primary source to establish the project trip distribution.

Although a project should typically use a select zone analysis for the model forecast year closest to the project opening year, trip distribution results of the Series 13 Year 2050 Select Zone Forecast are expected to be similar to a Series 13 Year 2025 Select Zone Forecast. The roadway network in the University Community dictates the travel behavior and distribution. The roadway network within the University Community is nearly identical between the two model years even considering the currently planned roadway connections in-place for the community; in particular, the northern side of the community within which the Project is located.

Previous comparisons of select-zone results for multiple forecast years did not yield significant differences in other projects. As an example, a comparison of a Series 14 ABM 2 Year 2025 select zone analysis versus a Series 13 Year 2050 select zone analysis for TAZ 2236 for another project in the immediate vicinity (PTS# 647676) was conducted. The land uses analyzed by the two select zone analysis models consist of office-scientific research and development uses. The Series 13 Year 2050 model for PTS#647676 is based on the intensification of existing office-scientific research and development uses with associated amenity spaces. For the Series 14 Year 2025 model for PTS#647676, the model is based on the demolition of two (2) existing scientific research

and development buildings and the construction of two (2) new scientific research and development buildings including accessory/amenity space. Since both select zone runs included office–scientific research and development uses, the distribution variable is isolated and the significant difference between the two model runs is the model series year.

**Table 4-2** shows a roadway segment percentage distribution comparison of the Series 13 Year 2050 and the Series 14 ABM 2 Year 2025 select zone analysis models.

**Table 4-2: SANDAG Series 13 Year 2050 and Series 14 ABM 2 Year 2025 SZA Comparison**

Roadway Segment	S13 Y2050 SZA	S14 ABM 2 Y2025 SZA
La Jolla Village Dr. (W/O Regents Rd.)	9%	10%
La Jolla Village Dr. (W/O Towne Centre Dr.)	5%	7%
Executive Dr. (W/O Towne Centre Dr.)	9%	11%
Genesee Ave. (N/O Eastgate Mall)	9%	8%
Genesee Ave. (S/O Nobel Dr.)	5%	4%
La Jolla Village Dr. (E/O Towne Centre Dr.)	26%	27%
Eastgate Mall (E/O I-805 Overpass)	15%	17%
Miramar Rd. (E/O Eastgate Mall)	14%	16%
I-805 (S/O Nobel Dr.)	12%	14%

As shown in **Table 4-2** model localized distortions are not present in segments that are not adjacent to the analyzed TAZ. The variance from the two models is generally within 2% and no model presents predominantly higher or lower percentages of traffic throughout the roadway segments. Therefore, it is anticipated that results between the Series 13 Year 2050 TAZ 2250 forecast used for this project and the appropriate Series 14 ABM 2 Year 2050 TAZ 2250 forecast would also be similar and no magnitude adjustments are necessary.

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As shown in the forecast, three loading points connect the site to the adjacent roadway network; these loading points connect the project site to Executive Drive (loading 4% of project traffic), Executive Way (loading 38% of project traffic), and Towne Centre Drive (loading 58% of project traffic). The project is proposing two access driveways; one driveway along Executive Way and another driveway along Executive Drive, which renders the loading point connecting the project site with Towne Centre Drive as not representative of the proposed project access driveways.

An adjustment of the distribution of project traffic shown on the forecast has been made to account for the project traffic (58%) that is shown in the forecast to connect the site with Towne Centre Drive. The project traffic shown along Towne Centre Drive has been rerouted throughout the existing roadway network to distribute east of the intersection of Towne Centre Drive at La Jolla Village Drive as shown in the model, but taking into consideration the two (2) proposed project access points. Therefore, the 58% of project traffic loaded onto Towne Centre Drive has been rerouted to access and egress the site through Executive Drive (with an additional 26% of project traffic for a total of 30%) and Executive Way (with an additional 32% of project traffic for a total of 70%).

Refer to **Appendix B** for the SANDAG Series 13 Year 2050 Select Zone Analysis model for the Project, for the SANDAG Series 13 Year 2050 Select Zone Analysis model for PTS#647676, and SANDAG Series 14 ABM 2 Year 2025 Select Zone Analysis model for PTS#647676.

**Figure 4-2** shows the Project Only trip distribution percentages and ADT.

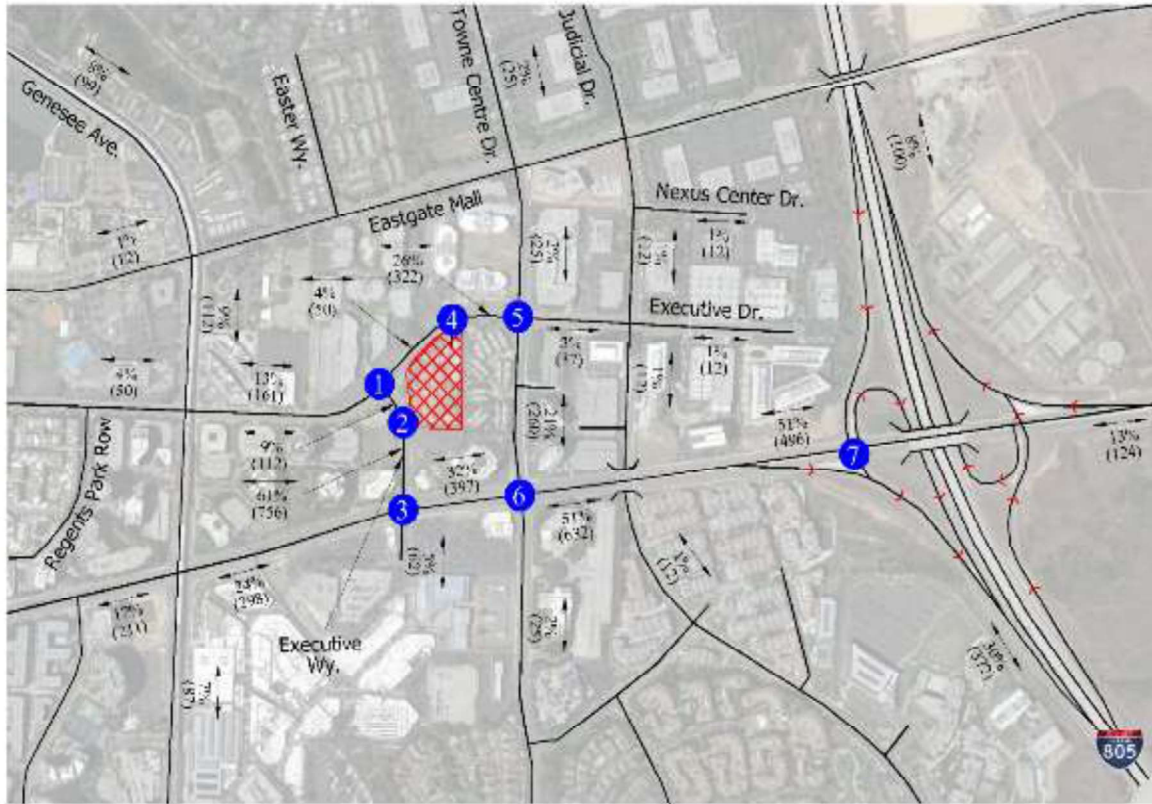
**Figure 4-3** shows the Project Only trip assignment for inbound Project traffic.

**Figure 4-4** shows the Project Only trip assignment for outbound Project traffic.

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**Figure 4-5** shows the Project Only AM and PM peak hour traffic volumes assigned to the local street system.

Figure 4-2: Project Only Trip Distribution Percentages and ADT






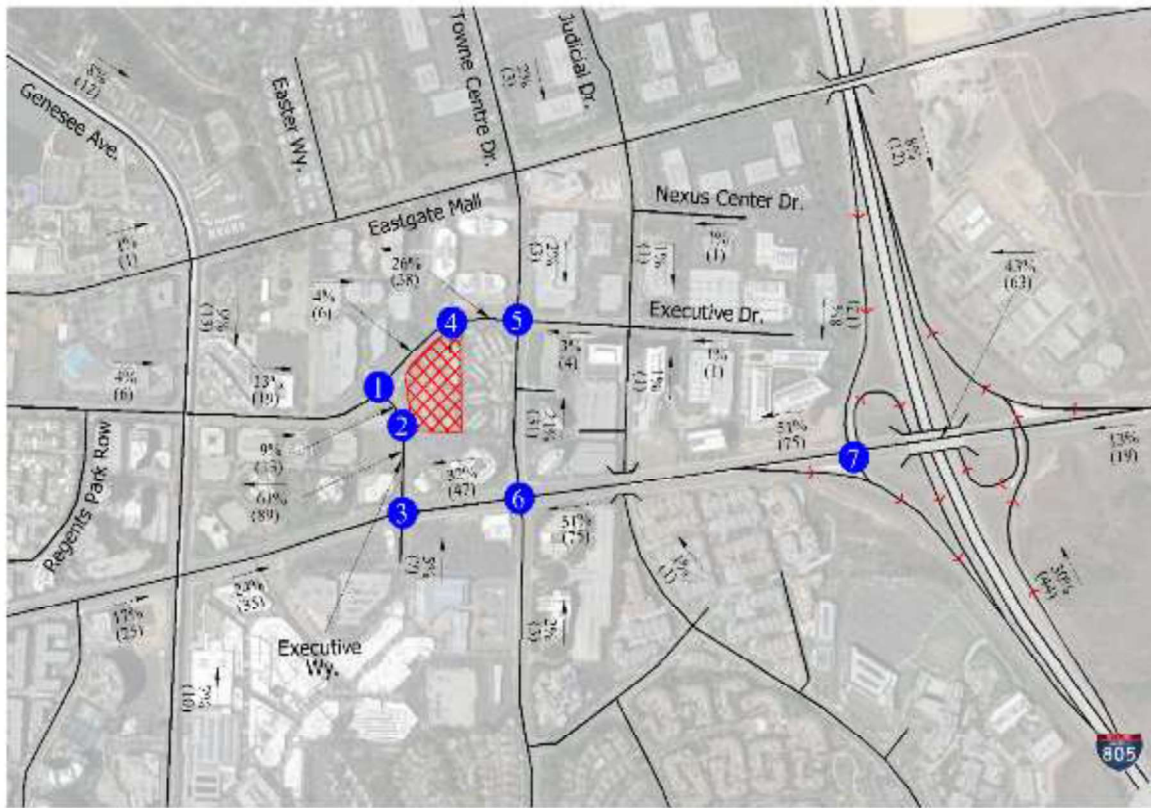
- Legend**
-  = Project Location
  -  = Study Intersection
  -  XX% = Trip Distribution Percentage
  - (XX,XXX) = Project Only ADT



Figure 4-3: Project Only Inbound Trip Assignment Percentages






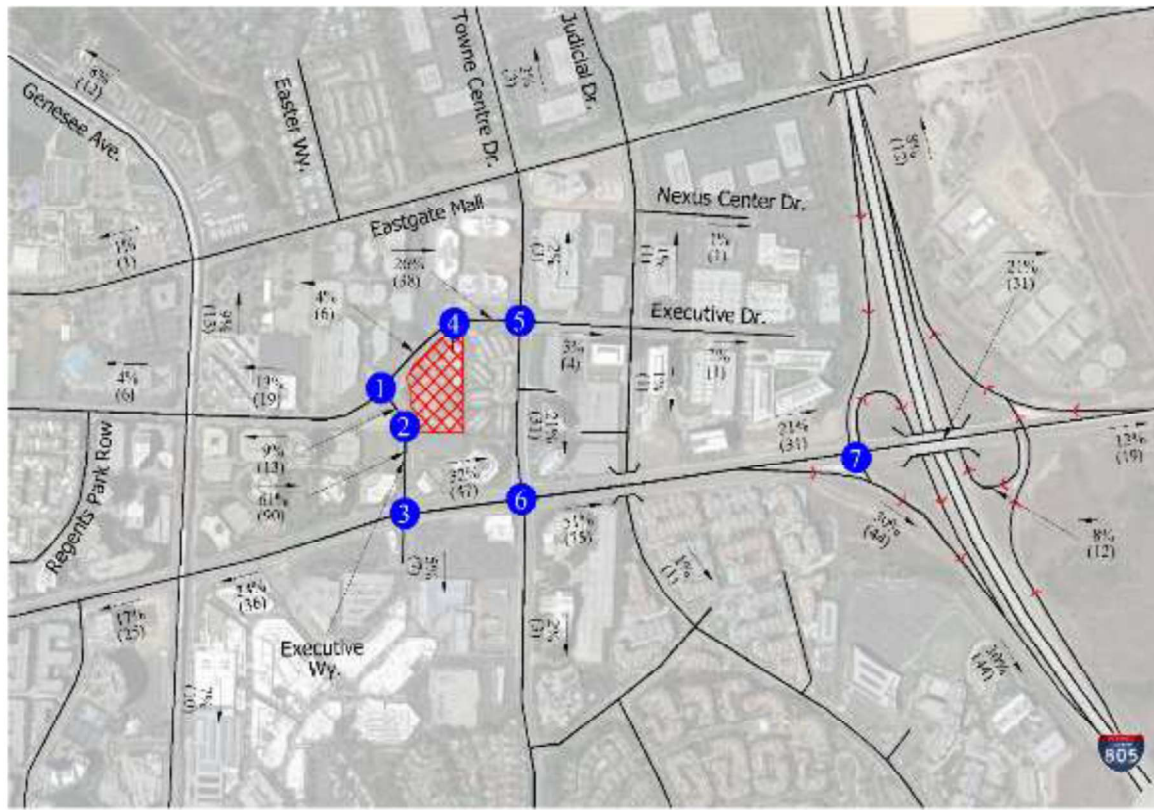
- Legend**
-  = Project Location
  -  = Study Intersection
  -  = Trip Assignment (Inbound) Percentage
  - (XX,XXX) = Trip Assignment (Inbound) – Highest Peak Hour (AM Peak)





Figure 4-4: Project Only Outbound Trip Assignment Percentages






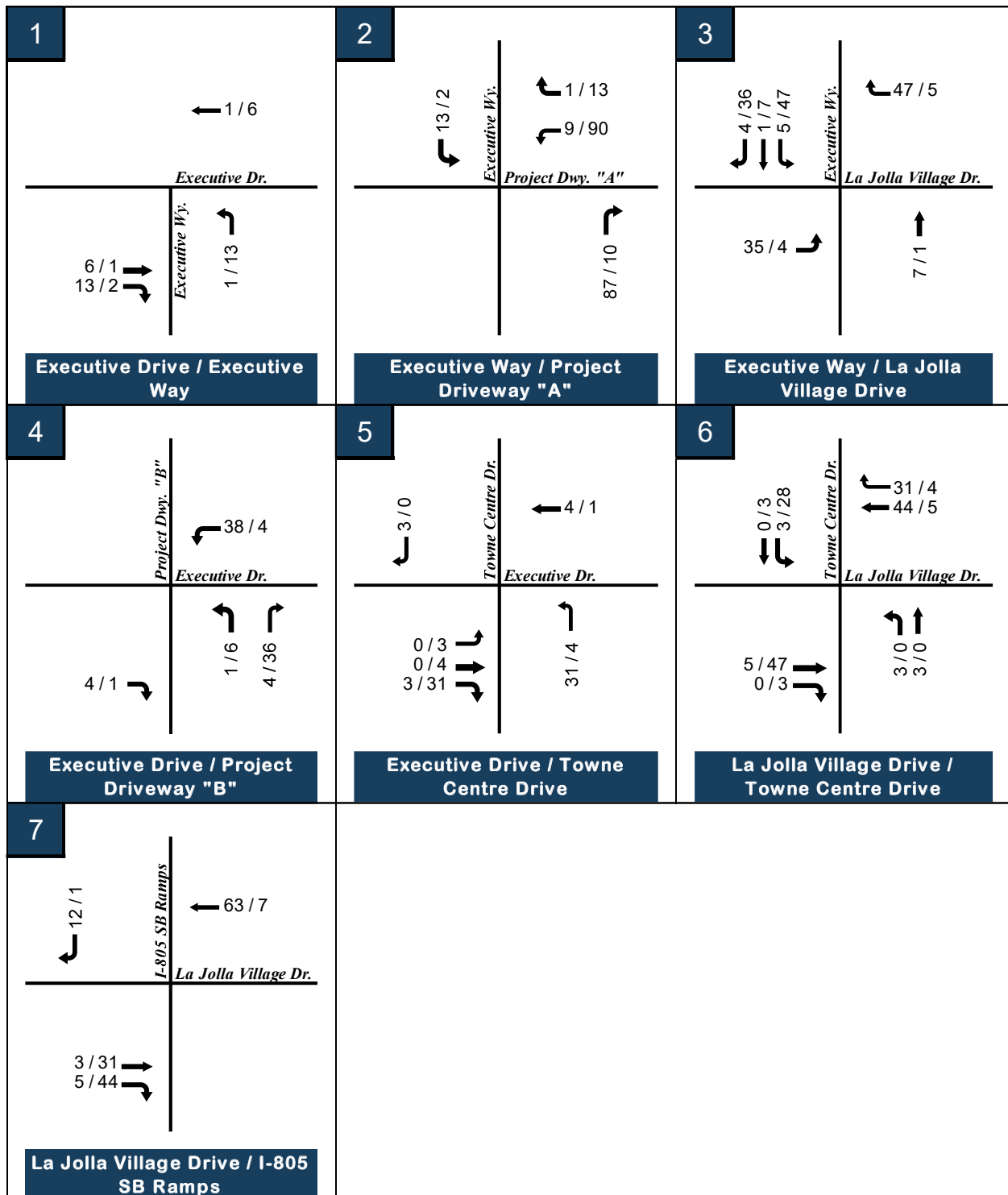
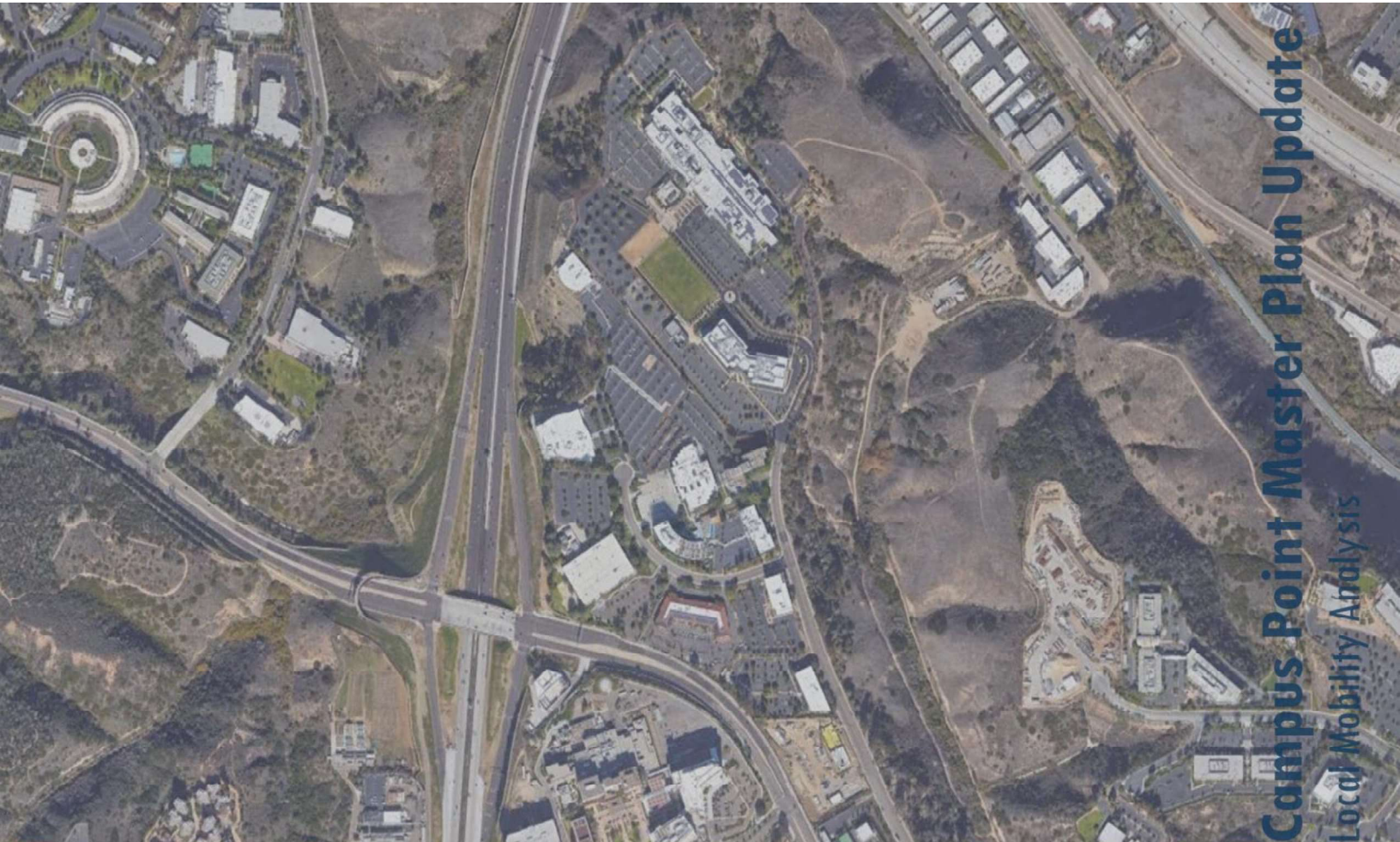
- Legend**
-  = Project Location
  -  = Study Intersection
  -  = Trip Assignment (Outbound) Percentage
  - (XX,XXX) = Trip Assignment (Outbound) – Highest Peak Hour (PM Peak)



Figure 4-5: Project Only AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes



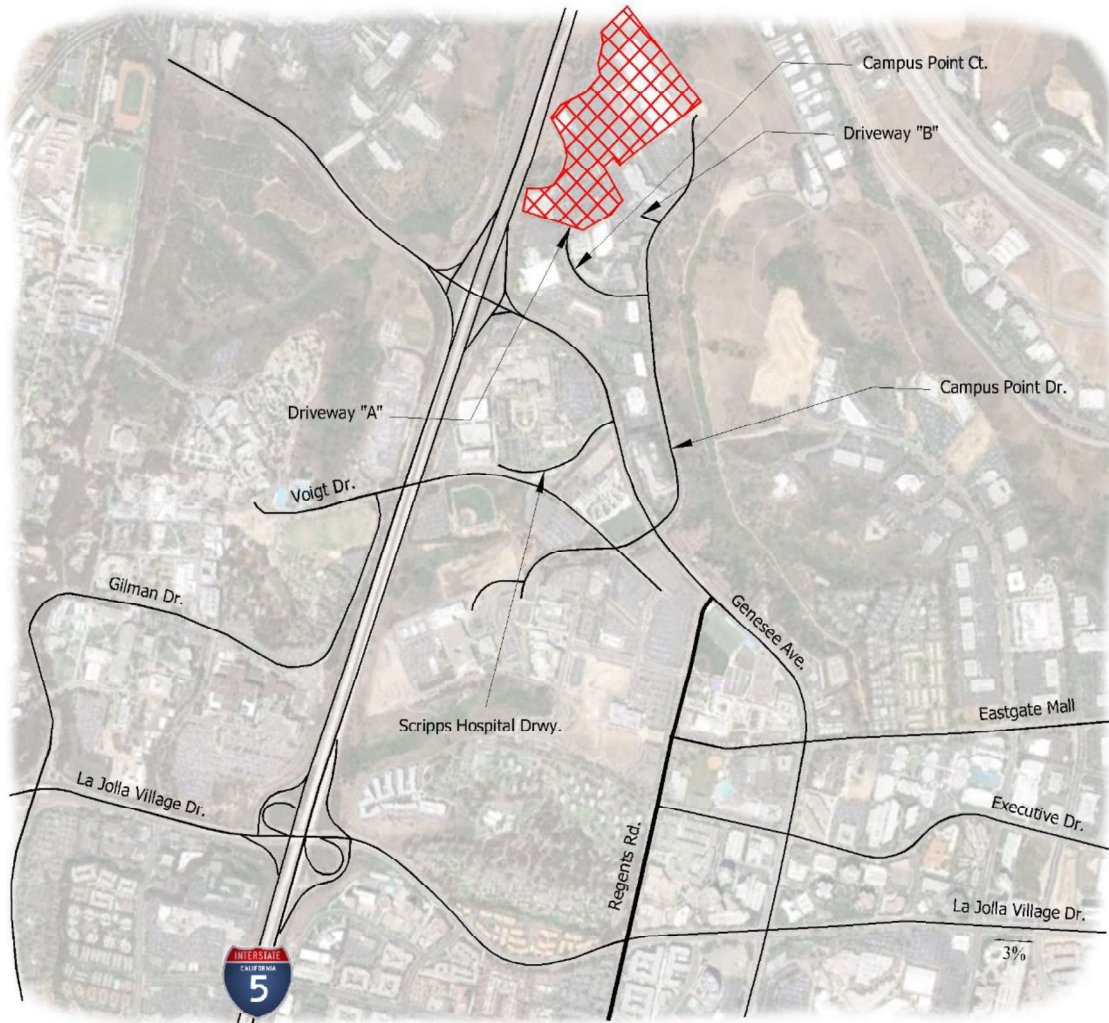
# Prepared For: The City of San Diego and LPA Design Studios

Project Number: 003719  
PTS# 651935  
Date: April 11<sup>th</sup>, 2022



URBAN SYSTEMS ASSOCIATES, INC.  
PLANNING & TRAFFIC ENGINEERING

Figure 1-2: Project Location Map



Legend

 = Project Location



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## 2.0 PROJECT DESCRIPTION

### 2.1 Existing Setting

The Project site encompasses 84.79 acres and is currently developed with nine (9) buildings supporting 1,345,250 SF of scientific research and development uses and two (2) utility / central plant structures. Situated in the northwest portion of the University Community Planning Area, the project site is bounded to the south by Campus Point Court, to the east by Campus Point Drive, and to the northeast, north, and west by open space. The Accident Potential Zone (APZ) II Transition Zone traverses the project site in a north-south direction.

Regional access to the site is provided through the junction of Interstate 5 with Genesee Avenue, located southwest of the project site. The junction of Interstate 5 and Genesee Avenue is located approximately one-mile path-of-travel-distance away from the project site. Primary vehicle access to the project site would occur at two (2) existing driveways located along Campus Point Court and Campus Point Drive respectively.

The Project site is identified as a site with an industrial land use designation. The site is located in the University Community Planning Area and is zoned with three (3) separate zones, which include an Industrial Park IP-1-1 zone comprising the majority of the project site area, two small areas on the west side of the project site identified with a Residential Base RS-1-14 zone, and one area on the northeast side of the project site identified with a Residential Base RS-1-7 zone. The City of San Diego Municipal Code (SDMC) §131.0602 describes an IP-1-1 zone as a zone that allows research and development uses with some limited manufacturing. For the residential base zones, the SDMC describes under §131.0403 residential base zones as zones with the purpose to provide

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appropriate regulations for the development of single dwelling units but also intended to provide for flexibility in development regulations that allow reasonable use of the property while minimizing adverse impacts to adjacent properties. Residential Base zones are differentiated based on the minimum lot size and based on the location of the premises. An RS-1-14 zone is a zone that is located either in a Planned Urbanized Community or a Proposition “A” Land and is characterized by a lot of minimum 5,000 square feet. An RS-1-7 zone is a zone that is located in an Urbanized Community and is characterized by a lot of minimum 5,000 square feet.

The project site was originally evaluated in Year 2016 as part of the *Campus Pointe Master Plan* (PTS #336364). This evaluation consisted of the increase of density of the 41.67 gross acre Campus Point site by adding a 10-level building totaling approximately 318,383 SF of scientific research (referred to as “CP3”). The project also consisted of a 10,000 SF building (referred to as “CP4”) east of “CP3” which planned to house various amenity spaces (8,000 SF) and a small manufacturing space (2,000 SF micro-brewery). Additionally, the project proposed a six-level parking structure constructed along the southern boundary of the project site planned to accommodate a total of 1,439 parking stalls. The 2016 *Campus Pointe Master Plan* (PTS #336364) study calculated a trip generation net increase of approximately 2,555 ADT with 410 AM (369 in/ 41 out) peak hour trips and 359 PM (36 in/ 323 out) peak hour trips.

The project site is comprised of eight (8) parcels with an existing combined development intensity of 1,673,633 square feet (SF) of gross floor area (GFA) that consist of the following:

- Parcels A & B            1,060,108 SF of GFA
- Parcel C                    44,795 SF of GFA
- Parcel D                    163,817 SF of GFA
- Parcel E                    106,664 SF of GFA
- Parcel F                    98,088 SF of GFA
- Parcel G                    135,180 SF of GFA
- Parcel H                    64,981 SF of GFA

➤ **Total Development Intensity** = 1,673,633 SF of GFA

**Figure 2-1** below shows an existing conditions site diagram that provides the address, legal description, assessor’s parcel number (APN), areas, permit condition, and zoning information for the eight (8) parcels of which the project site consists. Note that the property includes areas recently entitled by Alexandria Real Estate Equities (Campus Point Master Plan – PTS# 336364; Permit No. 1388122).

The site currently supports 1,345,250 SF of GFA comprising nine (9) existing buildings plus two utility / central plant structures. These buildings include the following:

- |                    |                   |  |
|--------------------|-------------------|--|
| • Building “CP1”   | 463,791 SF of GFA | 2-Story, Multi-Tenant Building                               |
| • Building “CP2”   | 267,934 SF of GFA | 4-Story, Single-Tenant Building                              |
| • Building “10260” | 106,664 SF of GFA | 6-Story, Multi-Tenant Building                               |
| • Building “4110”  | 44,795 SF of GFA  | 2-Story, Multi-Tenant Building                               |
| • Building “4161”  | 163,817 SF of GFA | 3-Story, Single-Tenant Building                              |
| • Building “CPS1”  | 128,163 SF of GFA | 7-Story, Multi-Tenant Building                               |
| • Building “CPS2”  | 64,981 SF of GFA  | 3-Story, Multi-Tenant Building                               |
| • Building “CPS3”  | 98,088 SF of GFA  | 2-Story, Multi-Tenant Building                               |
| • Building “CPS4”  | 7,017 SF of GFA   | 1-Story, Amenity Building                                    |
| • Building “CP1-1” | 9,044 SF of GFA   | 1-Story, Central Plant Building ( <i>excluded from GFA</i> ) |
| • Building “CP2-1” | 7,310 SF of GFA   | 1-Story, Central Plant Building ( <i>excluded from GFA</i> ) |

➤ **Total of Existing Buildings** = 1,345,250 SF of GFA

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Currently, there are another 245,607 SF of GFA that will be processed under a separate ministerial permit and are part of the overall ownership but would not be modified with this Master Plan update. The buildings associated with this separate process include the following:

- Building “CP4”      210,607 SF of GFA      5-Story over 1-Level Subterranean Parking  
Multi-Tenant Building
  
  - Building “P1”      35,000 SF of GFA      Accessory Amenity Space  
6-Levels over 1-Level  
Subterranean Parking
- **Total of Proposed New Buildings Processed Under Separate Permit = 245,607 SF of GFA**

The project site is therefore currently entitled to an existing combined development intensity of 1,673,633 SF, which consists of 1,345,250 SF plus the 245,607 SF being processed under a separate permit. This results in a remaining entitlement development of 82,776 SF of undeveloped area.

## 2.2 Proposed Project

The Project proposes to redevelop the site through the increase of development intensity of the site by 227,980 SF of GFA over the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF. This will be accomplished with the demolition of three (3) existing scientific research and development buildings that consists of Building “10260”, Building “CP2”, and Building “4161”, which are currently in operation and have a total building area of 315,276 SF of GFA. These three (3) buildings will be replaced with five (5) new buildings supporting scientific research and development uses totaling 621,032 SF of GFA and accessory amenity uses consisting of 5,000 SF of GFA and consisting of the following:



- 
- Building “CP3”      103,559 SF of GFA      4-Story over 1-Level Subterranean Parking  
Multi-Tenant Building
  
  - Building “CP5”      99,481 SF of GFA      3-Story over 2-Levels Subterranean Basement  
Single-Tenant Building
  
  - Building “CP6”      136,500 SF of GFA      4-Story over 1-Level Subterranean Parking  
Multi-Tenant Building
  
  - Building “CP7”      211,792 SF of GFA      7-Story over 2-Levels Subterranean Parking  
Multi-Tenant Building
  
  - Building “P2”      69,700 SF of GFA      5 Levels over 2 Levels Subterranean Parking  
(1,251 parking spaces)  
5,000 SF of GFA      Accessory Amenity Space

➤ **Total of Proposed New Buildings** = 626,032 SF of GFA

The new project buildings under the Campus Point Master Plan update consist of 621,032 SF of GFA of scientific research and development space and 5,000 SF of GFA of accessory amenity space totaling 626,032 SF of GFA of new building space. The accessory amenity uses are planned to provide food service or specialty retail services to the site.

As a result of the planned project development, **this will result in a net increase in development intensity of 227,980 SF resulting from the existing entitlement of 1,673,633 SF to the proposed 1,901,613 SF.**

The project will be built in two (2) separate phases. Phase 1 of the project consists of the construction of two (2) parking structures that are considered non-trip generating space. Phase 2 of the project consists of the construction of the five (5) new buildings supporting scientific

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research and development uses and accessory amenity uses. The anticipated Opening Day of the project is estimated to be during Year 2023. Discretionary actions associated with the project include an amendment to the Neighborhood Development Permit and Site Development Permit (Permit No/ 1388122, PTS# 336364).

**Figure 2-2** includes the project site plan.

As shown in the project site plan in **Figure 2-2**, access to the project site will consist of an existing driveway at the cul-de-sac western terminus of Campus Point Court and an existing driveway at the cul-de-sac northern terminus of Campus Point Drive. Both access driveways will provide users with full access to and from the Project. The existing access driveway along Campus Point Drive will remain unchanged, while the existing access driveway along Campus Point Court will be reconstructed to current City standards.

At buildout of the Campus Point Master Plan, parking will consist of a total supply of 4,864 vehicle parking spaces, 10 off-street loading spaces, 85 motorcycle spaces, and 305 (224 short-term and 81 long-term) bicycle spaces. A detailed breakdown of the Project's parking supply and facilities is discussed under [Section 10](#).

The Project will provide features supporting mobility for bicycling, walking, and transit based on the City of San Diego's Climate Action Plan (CAP) Consistency Checklist requirements. Per the Project's CAP Consistency Checklist, the Project will provide the following:

- 
- A. More short-term bicycle parking than required by the SDMC.
    - *200 spaces required*
    - 224 spaces provided
  - B. More long-term bicycle parking than required by the SDMC.
    - *10 spaces required*
    - 81 spaces provided
  - C. Employee showers and lockers per the CAP Consistency Checklist.
  - D. Designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles per the CAP Consistency Checklist.
    - *At least 10% of the total number of parking spaces (486 spaces required)*
    - 355 carpool/low emission parking spaces + 292 electric vehicle supply equipment (EVSE) spaces = 647 spaces provided
  - E. Transportation Demand Management (TDM) Program
    - The Project will implement a TDM Program for the Project's employees as discussed in Section 11.

---

## 2.3 Trip Generation

The project site is currently entitled to an existing combined development intensity of 1,673,633 SF, which consists of 1,345,250 SF plus the 245,607 SF being processed under a separate permit. This results in a remaining entitlement development of 82,776 SF of undeveloped area. The proposed project involves the demolition of 315,276 SF of GFA of scientific research and development area and the construction of 621,032 SF of scientific research and development uses and 5,000 SF of accessory amenity space totaling 626,032 SF of GFA of new building space. This results in a development intensity net increase of 227,980 SF of GFA.

Trip generation estimates for the Campus Point Master Plan Project are based on the land-use assumptions discussed above.

Using *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the project trip generation is expected to generate approximately 4,968 average daily trips (ADT) with 795 trips (715 inbound / 79 outbound) in the AM peak hour and 695 trips (70 inbound / 625 outbound) in the PM peak hour. Accounting for the existing uses planned to be demolished, and the remaining entitlement development intensity, the Project's net trip generation is calculated to generate a net increase of approximately **1,784** average daily trips (ADT) with **285** (257 In / 28 Out) AM peak hour trips and **250** (26 In / 224 Out) PM peak hour trips.

**Table 2-1** includes the project trip generation.

**Table 2-1: Project Trip Generation**

Land Use	Intensity	Rate*	ADT	AM					PM				
				Peak %*	Vol.	In %	Out%	In	Out	Peak %*	Vol.	In %	Out%
<b>Existing (To Be Demolished)</b>													
Scientific Research (10260 CPD)	106.664 KSF	8 /KSF	853	16%	137	90% : 10%	123	14	14%	119	10% : 90%	12	108
Scientific Research (4110 CPC)	44.795 KSF	8 /KSF	358	16%	57	90% : 10%	52	6	14%	50	10% : 90%	5	45
Scientific Research (4161 CPC)	163.817 KSF	8 /KSF	1,311	16%	210	90% : 10%	189	21	14%	183	10% : 90%	18	165
<b>Total Existing Uses</b>	<b>315.276 KSF</b>		<b>2,522</b>		<b>404</b>		<b>363</b>	<b>40</b>		<b>352</b>		<b>35</b>	<b>318</b>
<b>Remaining Entitlement</b>													
Scientific Research	82.776 KSF	8 /KSF	662	16%	106	90% : 10%	95	11	14%	93	10% : 90%	9	83
<b>Proposed</b>													
Proposed Scientific Research (Building CP3)	103.559 KSF	8 /KSF	828	16%	133	90% : 10%	119	13	14%	116	10% : 90%	12	104
Proposed Scientific Research (Building CP5)	99.561 KSF	8 /KSF	796	16%	127	90% : 10%	115	13	14%	112	10% : 90%	11	100
Proposed Scientific Research (Building CP6)	136.500 KSF	8 /KSF	1,092	16%	175	90% : 10%	157	17	14%	153	10% : 90%	15	138
Proposed Scientific Research (Building CP7)	211.792 KSF	8 /KSF	1,694	16%	271	90% : 10%	244	27	14%	237	10% : 90%	24	213
Proposed Scientific Research (Building P2)	69.620 KSF	8 /KSF	557	16%	89	90% : 10%	80	9	14%	78	10% : 90%	8	70
Amenity Space** (Building P2)	5.000 KSF												
<b>Total Proposed</b>	<b>626.032 KSF</b>		<b>4,968</b>		<b>795</b>		<b>715</b>	<b>79</b>		<b>695</b>		<b>70</b>	<b>625</b>
<b>Remaining Entitlement + Buildings To Be Demolished</b>			<b>3,184</b>		<b>510</b>		<b>458</b>	<b>51</b>		<b>445</b>		<b>44</b>	<b>401</b>
<b>Net Increase Trips</b>			<b>1,784</b>		<b>285</b>		<b>257</b>	<b>28</b>		<b>250</b>		<b>26</b>	<b>224</b>

**Source:**

\* Rates taken from the City of San Diego Trip Generation Manual, May 2003

\*\* Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would capture internal trips and not be expected to generate external ADT.

**Note:**

ADT= Average Daily Trips

KSF = 1,000 Square Feet

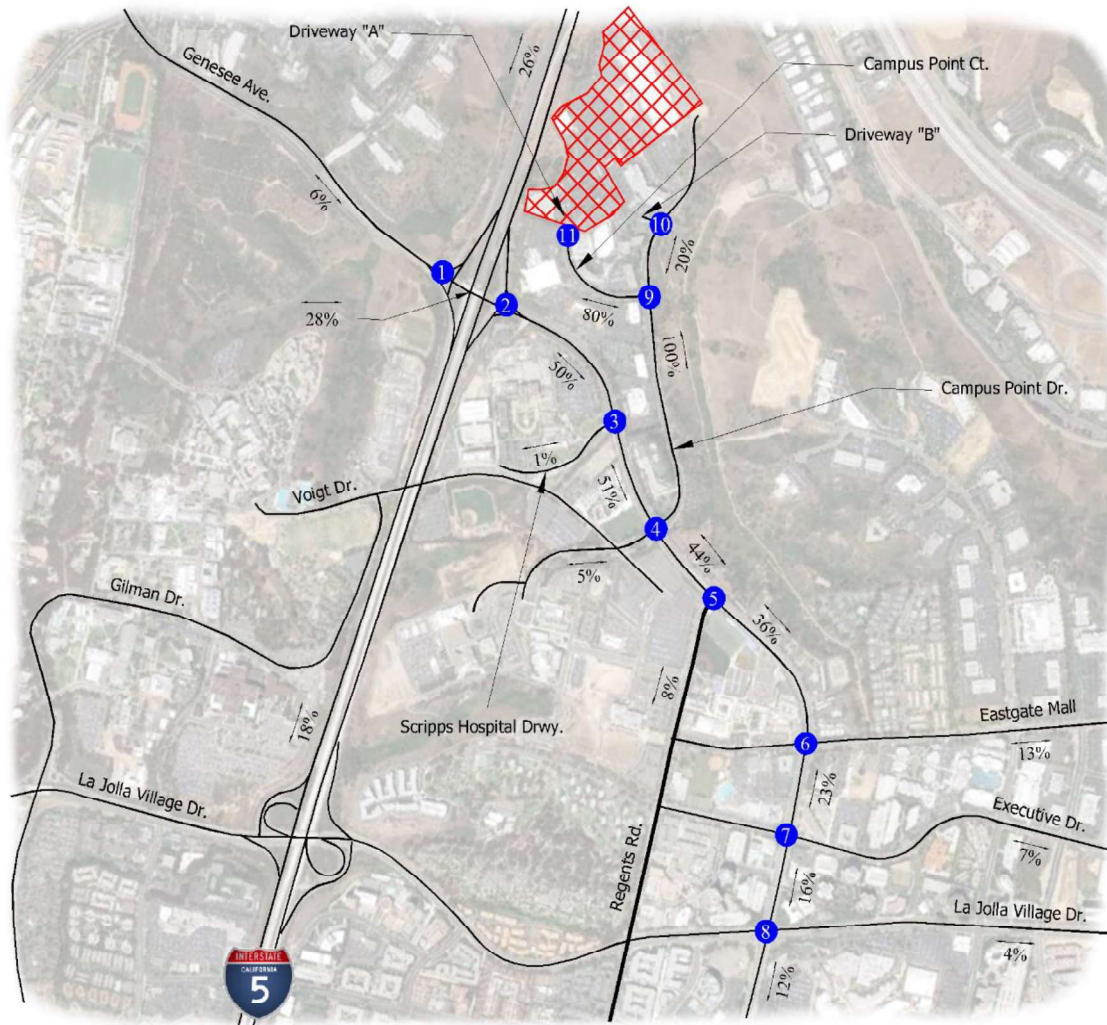
**Table 4-1: Study Intersections**

Number	Intersection
1	Genesee Ave. / I-5 SB Ramps
2	Genesee Ave. / I-5 NB Ramps
3	Genesee Ave. / Scripps Hospital Dwy.
4	Genesee Ave. / Campus Point Dr.
5	Genesee Ave. / Regents Rd.
6	Genesee Ave. / Eastgate Mall
7	Genesee Ave. / Executive Dr.
8	Genesee Ave. / La Jolla Village Dr.
9	Campus Point Dr. / Campus Point Ct.
10	Campus Point Dr. / Project Dwy. "B"
11	Campus Point Ct. / Project Dwy. "A"

**Table 4-2: Study Street Segments**

Road	Segment
Campus Point Dr.	Project Dwy. "B" - Campus Point Ct.
Campus Point Dr.	Campus Point Ct. - Genesee Ave.
Campus Point Ct.	Project Dwy. "A" - Campus Point Dr.
Genesee Ave.	I-5 SB Ramps - I-5 NB Ramps
Genesee Ave.	I-5 NB Ramps - Scripps Hospital Dwy.
Genesee Ave.	Scripps Hospital Dwy. - Campus Point Dr.
Genesee Ave.	Campus Point Dr. - Regents Rd.
Genesee Ave.	Regents Rd. - Eastgate Mall
Genesee Ave.	Eastgate Mall - Executive Dr.
Genesee Ave.	Executive Dr. - La Jolla Village Dr.

Figure 4-2: Project Only Trip Distribution Percentages



Legend



= Project Location



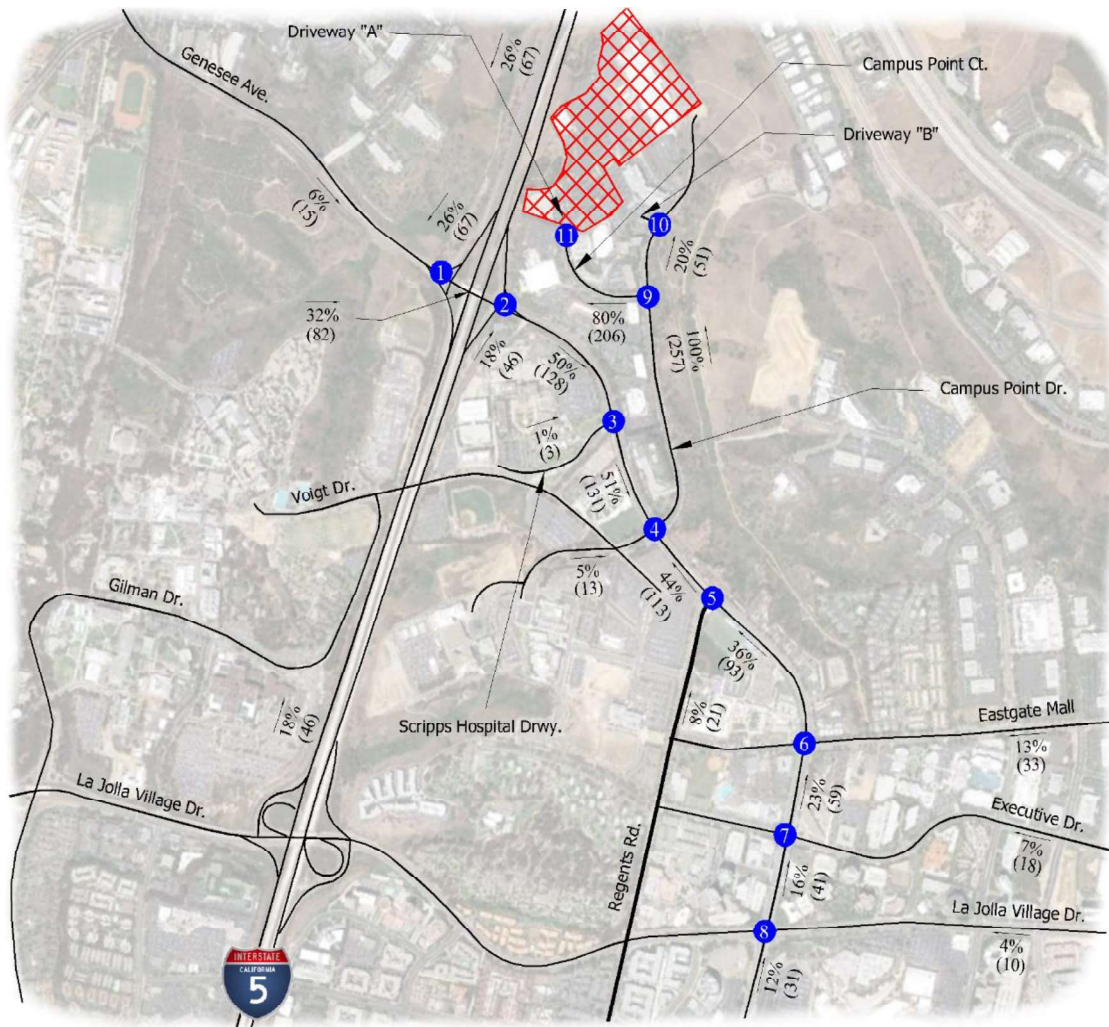
= Studied Intersection Location



XX% = Distribution Percentage



Figure 4-3: Project Only Inbound Trip Assignment Percentages



Legend



= Project Location



= Studied Intersection Location

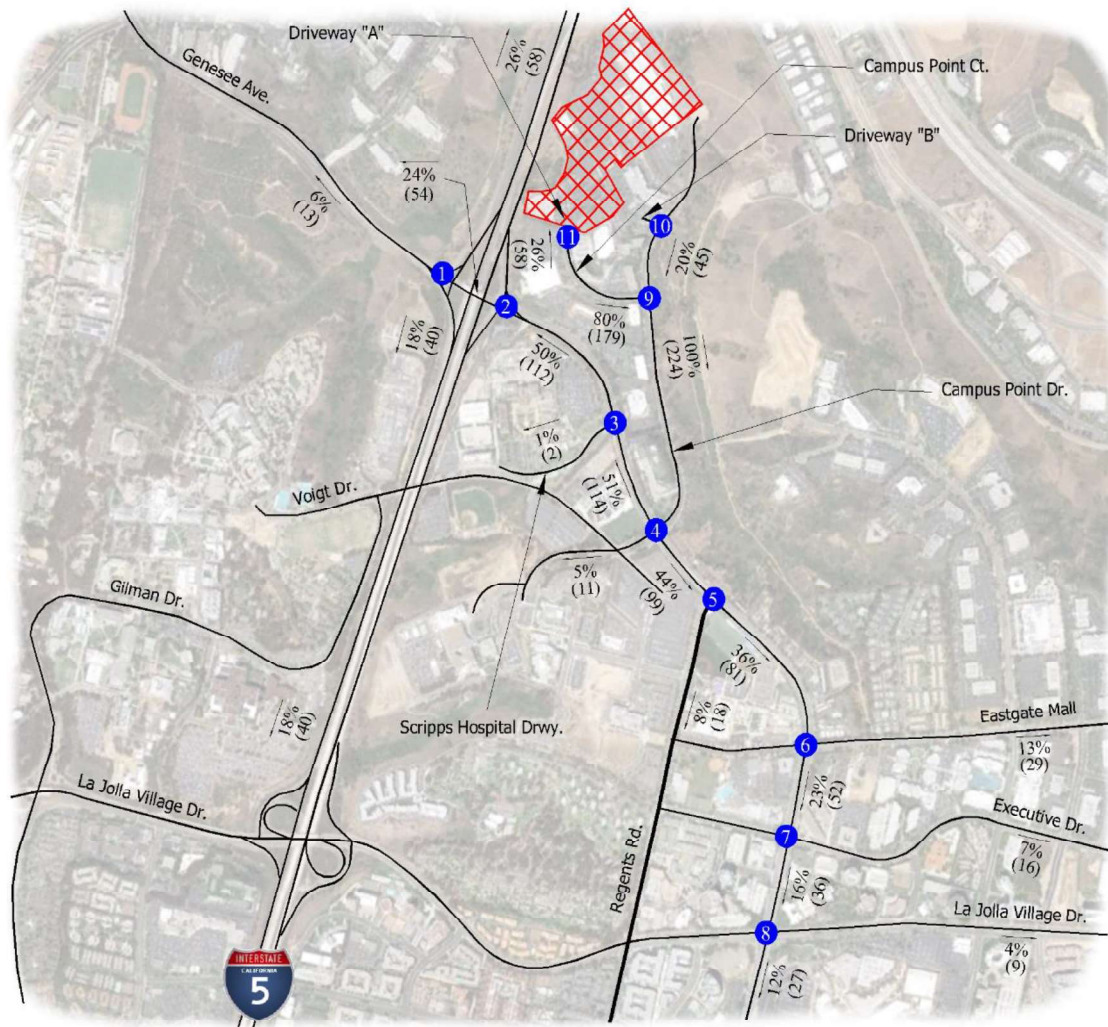
XX% = Inbound Trip Assignment Percentage

(XX) = Inbound Trip Assignment Peak Hour Volume





Figure 4-4: Project Only Outbound Trip Assignment Percentages



Legend



= Project Location



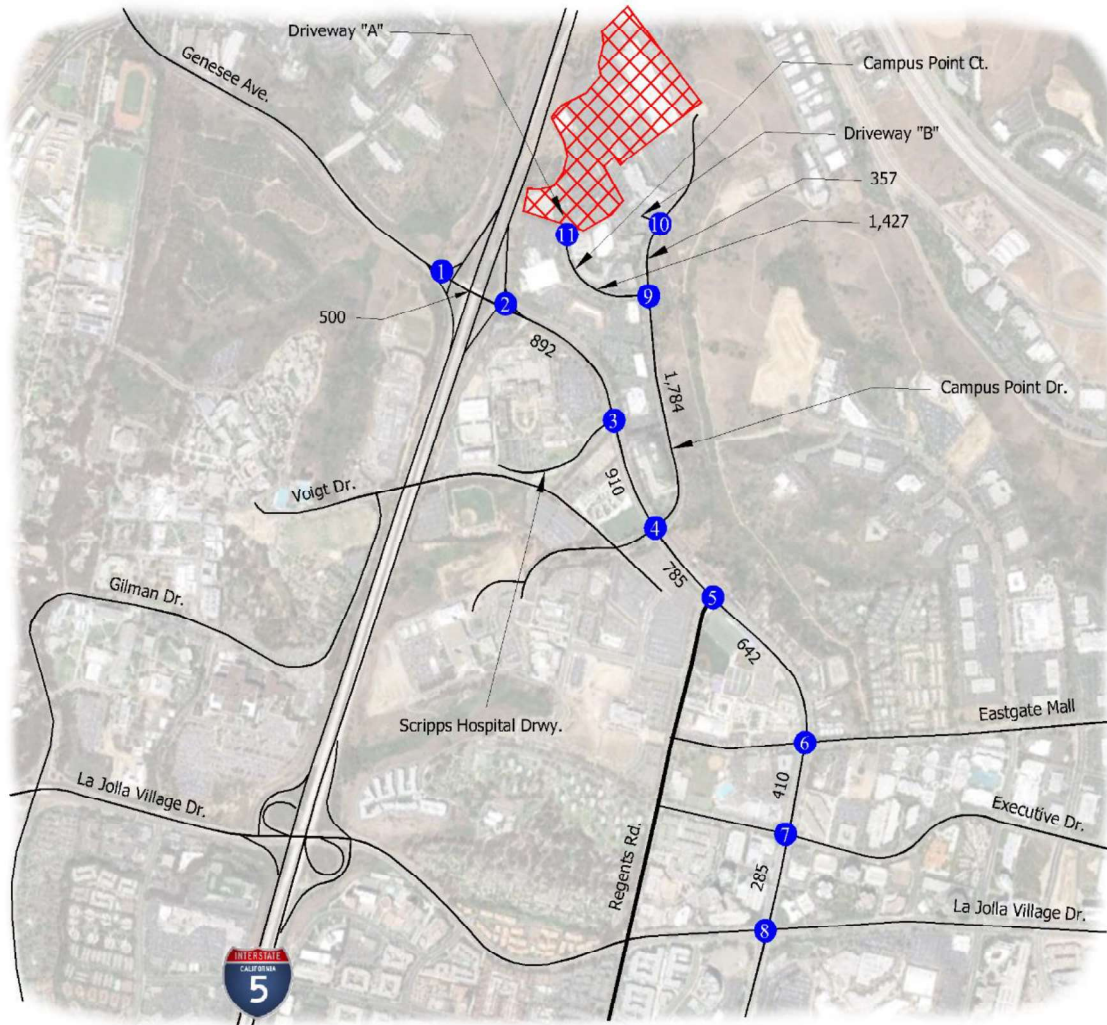
= Studied Intersection Location

XX% = Outbound Trip Assignment Percentage

(XX) = Outbound Trip Assignment Peak Hour Volume



Figure 4-5: Project Only Average Daily Traffic



Legend



= Project Location

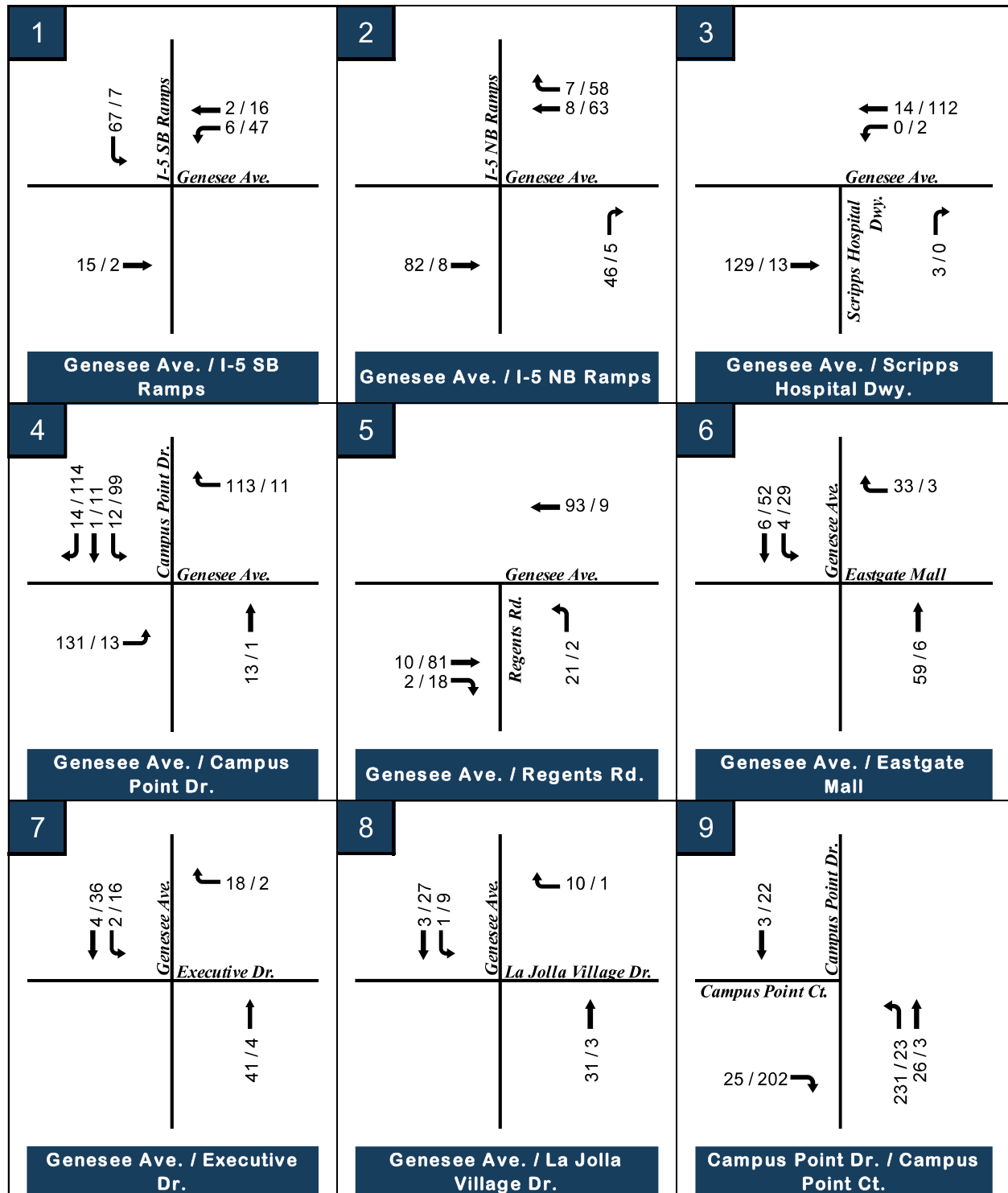


= Studied Intersection Location

XX,XXX = ADT

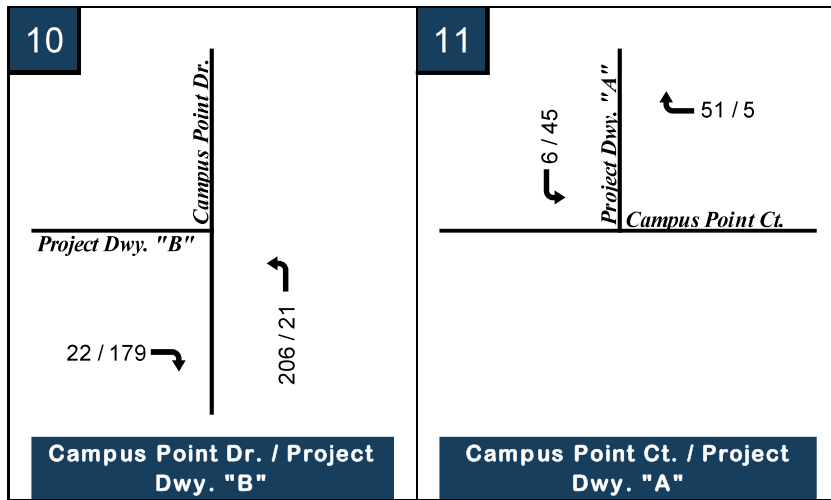


Figure 4-6: Project AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

Figure 4-6: Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

**TRAFFIC IMPACT ANALYSIS**

For

**CAMPUS POINTE MASTER PLAN**

Prepared for

**THE CITY OF SAN DIEGO**

and

**ALEXANDRIA REAL ESTATE EQUITIES, INC.**

Final: March 31, 2016



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TRAFFIC PLANNING & ENGINEERING, MARKETING & PROJECT SUPPORT  
CONSULTANTS TO INDUSTRY AND GOVERNMENT  
8451 Miralani Drive, Suite A  
San Diego, CA 92126  
(858) 560-4911

### **3.0 PROPOSED PROJECT**

The proposed project is located on a private driveway off the northern end of Campus Point Drive (10300 Campus Point Drive) (See **Figure 2-1**). The proposed project plans to increase the density of the 40.28 acre Campus Pointe site currently containing an existing two-story 463,791 square foot (SF) multi-tenant building (referred to as “CP1”) as well as a 267,934 SF scientific research building which is currently undergoing tenant improvements (referred to as “CP2”). The existing buildings have utility structures associated with them, 9,044 SF and 7,310 SF respectively, which will be retained in the future. The proposed project would add a third building totaling approximately 318,383 SF of scientific research (“CP3”). The project also proposes a 10,000 SF building (referred to as “CP4) east of CP3 which would house various amenity spaces (8,000 SF) and a small manufacturing space (1,000 SF micro-brewery). At full build-out, the total floor area would be a total of 1,060,018 SF of scientific research (including the two existing buildings). The proposed project is expected to generate up to 2,555 average daily trips (ADT) with 410 (369 in/41 out) trips in the AM peak hour and 359 trips (36 in/323 out) in the PM peak hour.

#### **3.1 TRIP GENERATION**

A trip generation table for the project was developed as shown in **Table 3-1**. As shown, the proposed project would generate approximately 2,524 ADT with 404 AM (364 in/ 40 out) peak hour trips and 354 PM (35 in/ 318 out) peak hour trips at full project buildout

#### **3.2 TRIP DISTRIBUTION AND ASSIGNMENT**

**Figure 3-2** shows the project only trip distribution percentages, which were derived from a select zone analysis using SANDAG’s Series 11 Traffic Model (TAZ 4606). This model reflects estimated build-out conditions for the adopted North University City Community Plan. This traffic model was adjusted to include land uses for the proposed project. Please refer to **Appendix A** for SANDAG Series 11 traffic model information.

**Figure 3-1** shows the traffic model distributed project traffic. **Figure 3-2** shows the project only average daily traffic volumes, which are based on the daily new traffic generation from **Table 3-1** and distribution of project only traffic from **Figure 3-1**. **Figure 3-3** shows the AM/PM peak hour project only traffic.

**TABLE 3-1**

**Alexandria Campus Pointe Project Trip Generation**

Use	Amount	Rate <sup>1</sup>	ADT	AM Peak Hour						PM Peak Hour					
				%	#	In	: Out	In	Out	%	#	In	: Out	In	Out
Existing (to remain)															
Scientific Research (CP1)	463,791 SF	8 /KSF	3,710	16%	594	9	: 1	535	59	14%	519	1	: 9	52	467
Scientific Research (CP2)	267,934 SF	8 /KSF	2,143	16%	343	9	: 1	309	34	14%	300	1	: 9	30	270
Proposed															
Scientific Research (CP3)	318,383 SF	8 /KSF	2,547	16%	408	9	: 1	367	41	14%	357	1	: 9	36	321
Manufacturing (CP4)	2,000 SF	4 /KSF	8	20%	2	9	: 1	2	0	20%	2	2	: 8	0	2
Amenity Space (CP4) <sup>2</sup>	8,000 SF		Non-Traffic Generating												
Total Proposed Net Increase			2,555		410			369	41		359			36	323

**Notes:**

<sup>1</sup> = Source: City of San Diego Trip Generation Manual, May 2003

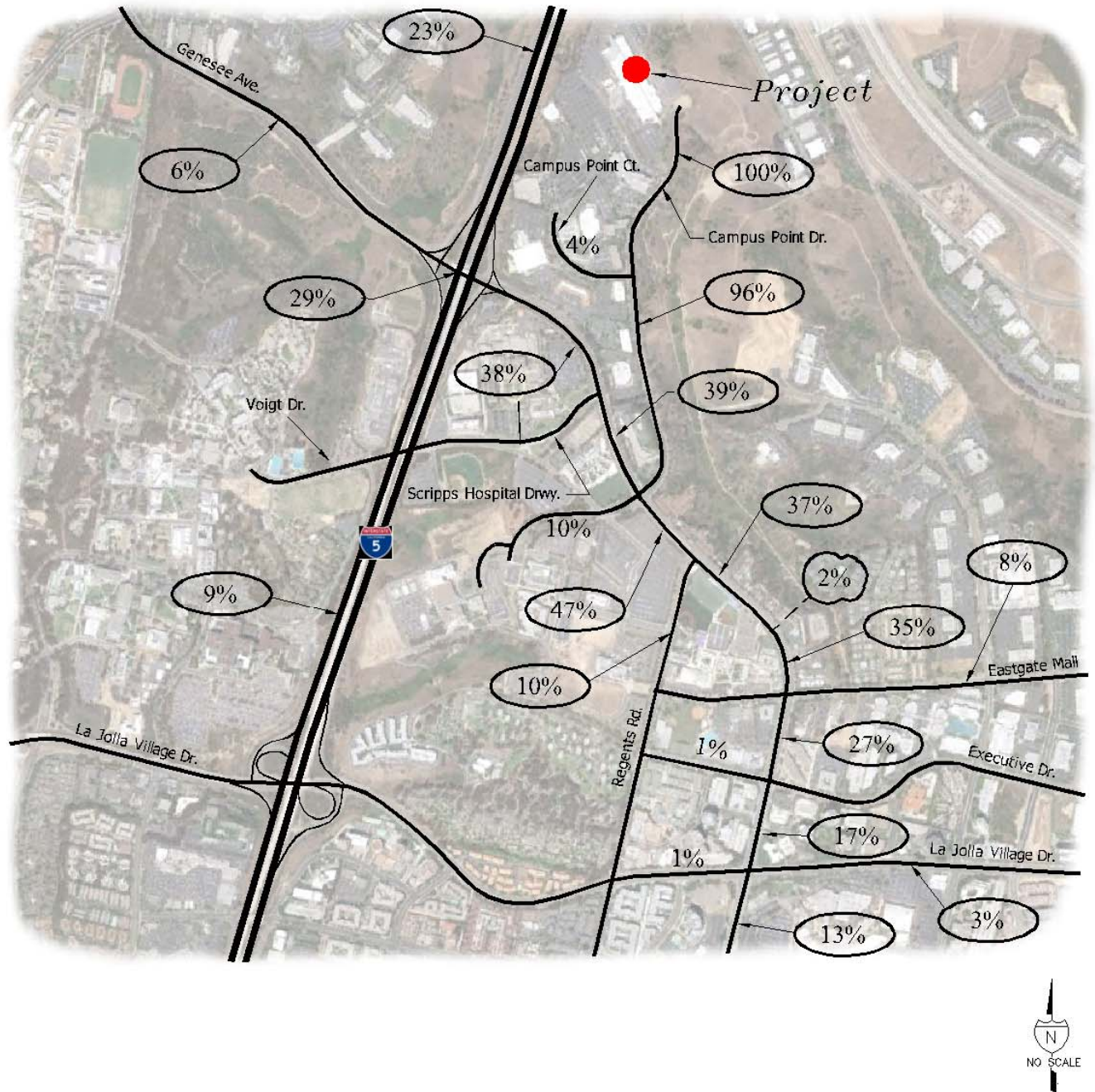
ADT=Average Daily Trips

SF = Square Feet

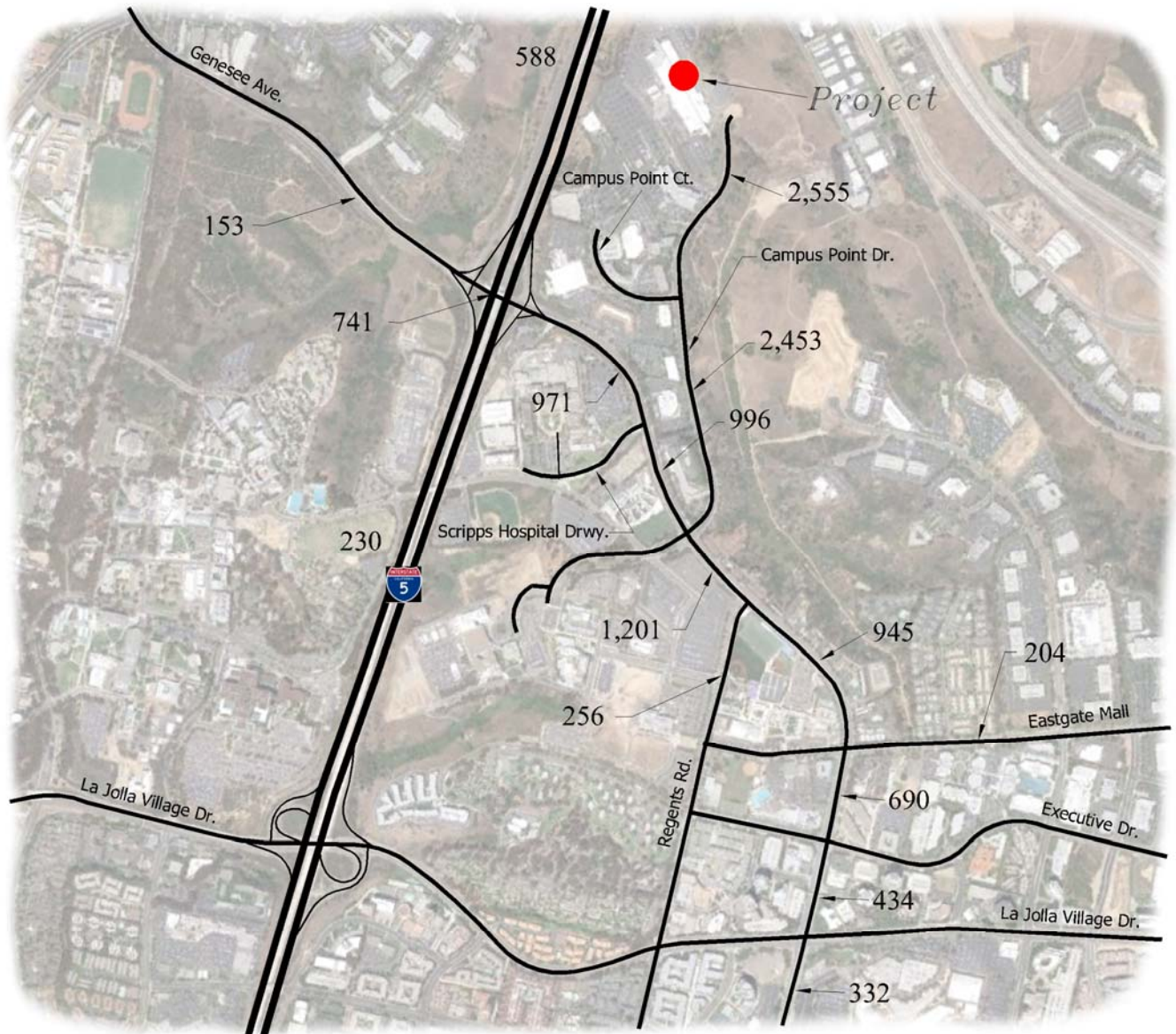
KSF= 1,000 Square Feet

<sup>2</sup>= Amenity space primarily intended to serve patrons onsite and on adjacent properties. Therefore, it would internalize trips and not be expected to generate external ADT





**FIGURE 3-1**  
**Project Only Traffic Distribution**



**FIGURE 3-2**  
**Project Only Average Daily Traffic**

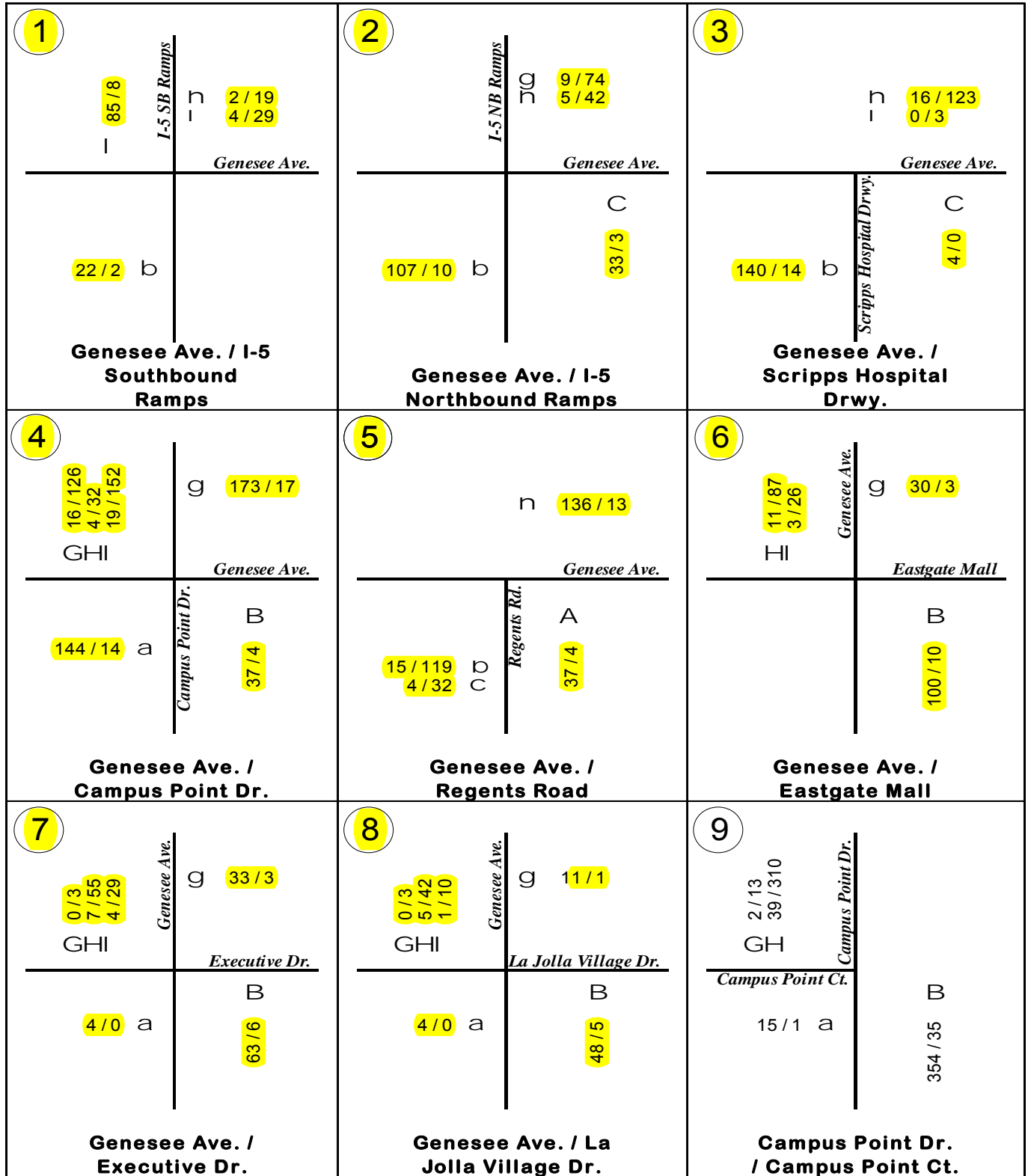
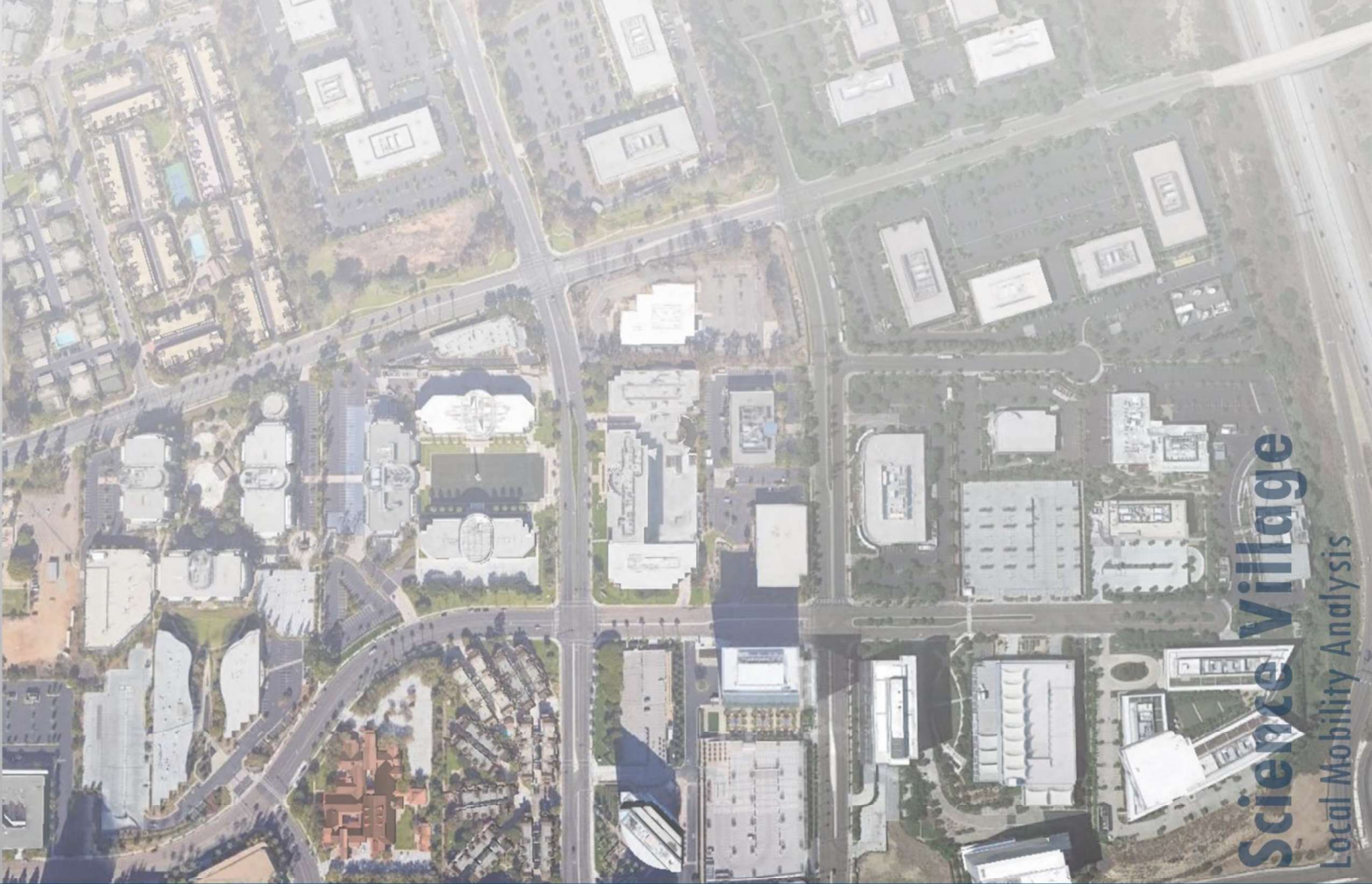


FIGURE 3-3

Project Only AM / PM Peak Hour Traffic



# Prepared For: The City of San Diego and Miller Hull

Project Number: 002219

PTS# 647676

September 8, 2022



**URBAN SYSTEMS ASSOCIATES, INC.**  
PLANNING & TRAFFIC ENGINEERING

 (858) 560-4911

 8451 Miralani Drive, Suite A  
San Diego, CA 92126

 [www.UrbanSystems.net](http://www.UrbanSystems.net)

Figure 1-2: Project Location Map



Legend

 = Project Location



---

## 2.0 PROJECT DESCRIPTION

### 2.1 Existing Setting

The Project is located on a 4-acre site located at 9363, 9373, and 9393 Towne Centre Drive in the University Community Planning Area of the City of San Diego. The project site is bound by 9455 Towne Centre Drive to the north, Towne Centre Drive to the west, Executive Drive to the south, and 4690 and 9380 Judicial Drive to the east. The project site can be accessed through Towne Centre Drive to the west and Executive Drive to the south.

Regional access to the project site is provided by several locations that include the junction of Interstate 5 with Genesee Avenue (1.6 miles northwest of the project site), the junction of Interstate 805 with La Jolla Village Drive (0.6 miles southeast of the project site), the junction of Interstate 805 with Nobel Drive (1.2 miles southeast of the project site), and the junction of Interstate 5 with La Jolla Village Drive (1.4 miles southwest of the project site). Local access to the project site is provided through the intersection of Towne Centre Drive and Eastgate Mall (0.2 miles north of the project site) and the intersection of Towne Centre Drive and Executive Drive (fronting the southwest corner of the project site). Primary vehicle access to the project site will occur through three (3) access driveways; two (2) driveways along Towne Centre Drive and one (1) driveway along Executive Drive.

The project site has an “Industrial Public / Semi-Public” land use designation in the current University Community Plan. The Project site is zoned RS-1-14 (Residential Single Unit).

---

The project site is currently developed with two (2) existing three-story scientific research and development buildings consisting of approximately 138,400 square feet (SF) of gross floor area (GFA) and a partially below-grade parking structure.

## 2.2 Proposed Project

The Project will entail the demolition of two (2) existing three-story scientific research and development buildings consisting of approximately 138,400 square feet (SF) of gross floor area (GFA) and the demolition of the partially below-grade parking structure for the construction of two (2) new four-story scientific research and development buildings that will be connected by two (2) two-level bridge connectors. These two (2) new buildings will consist of a total building area of two-level bridge connectors. These two (2) new buildings will consist of a total building area of 369,878 SF and are proposed as scientific research and development uses. Within the proposed uses, accessory/amenity spaces will be built, which will consist of a 7,655 SF market, a 563 SF food and beverage space, a 23,397 SF fitness center, and a 27,847 SF conference space. The accessory/amenity space will consist of a combination of retail, drinking, and eating areas. The Project will be constructed in one phase over a three-story below-grade parking structure. The anticipated Opening Day of the Project is estimated to be during Year 2023.

**Figure 2-1** includes the Project site plan.

As shown in the project site plan in **Figure 2-1**, access to the project site will be provided through three (3) driveways, providing access to the below-grade parking structure. Two (2) driveways will be located along Towne Centre Drive and one (1) driveway will be located along Executive Drive.

---

The driveway along Towne Centre Drive (referred to as the “southwest driveway”) will be configured as a 20 feet-wide one-way right-in-only driveway.

The driveway along Towne Centre north of the southwest driveway (referred to as the “northwest driveway”) will be configured as a 30 feet-wide two-way right-in/right-out driveway. This driveway is proposed to deviate from the maximum permitted width of 25 feet that is established in the San Diego Municipal Code (SDMC) for two-way driveways in parking impact areas. This deviation from the standard is proposed to accommodate the turning radius into the site for large semi-trucks (WB-65) for deliveries. The deviation will allow semi-trucks entering the site to fit in between the planned driveway curbs and to lessen the need to cross multiple turn lanes while turning into the driveway.

The driveway along Executive Drive (referred to as the “southeast driveway”) will be configured as a 25-feet wide one-way right-out driveway. This driveway is proposed to deviate from the maximum permitted width of 20 feet that is established in the SDMC for one-way driveways in parking impact areas. This deviation from the standard is proposed to accommodate the egress turning radius from the site for large semi-trucks (WB-65).

At full buildout of the Project, parking will consist of a total supply of 938 vehicle parking spaces, 19 motorcycle spaces, and 121 bicycle spaces. A detailed breakdown of the Project’s parking supply and facilities is discussed under **Chapter 12.0**.

TDM measures as required by the City of San Diego Climate Action Plan (CAP) Consistency Checklist Strategy 3, Item 7, will be provided as a TDM Program which will consist of the following:



- 
- A. Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development.
  - B. Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees.
  - C. Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, and gyms, either onsite or within 1,320 feet (1/4 mile) of the structure/use.
  - D. Flexible or Alternative Work Hours

The Project will implement additional TDM measures as discussed in **Chapter 13.0**.

Discretionary actions required by the Project include a Specific Plan Amendment (SPA) to the Nexus Technology Centre Specific Plan, a Planned Development Permit (PDP), a Rezone, and a Community Plan Amendment (CPA). The Project proposes a Rezone from a Residential Base (RS-1-14) zone to an Employment Mixed-Use (EMX-2) zone, in which the proposed scientific research and development land use is permitted.

---

## 2.3 Trip Generation

Trip Generation for the Project is presented below. Using the *City of San Diego Trip Generation Manual (May 2003)* trip generation rates, the total Project trip generation has been calculated using driveway rates as shown below and considers the remaining site entitlement. Existing uses onsite have been calculated to generate 1,107 daily unadjusted driveway trips with 177 (159 In / 18 Out) AM peak hour trips and 155 (16 In / 140 Out) PM peak hour trips. The Project is anticipated to generate approximately 2,959 daily unadjusted driveway trips with 473 (426 In / 47 Out) AM peak hour trips and 414 (41 In / 373 Out) PM peak hour trips. The Project is calculated to generate a net increase of approximately **1,778** average daily trips (ADT) with **252** (227 In / 25 Out) AM peak hour trips and **220** (22 In / 198 Out) PM peak hour trips.

**Table 2-1** includes the project trip generation.

**Table 2-1: Project Trip Generation**

Land Use	Intensity	Rate*	ADT	AM					PM				
				Peak%*	Vol.	In %	Out%	In	Out	Peak%*	Vol.	In %	Out%
<b>Existing Land Uses</b>													
Scientific Research and Development	138.4 KSF	8 /KSF	1,107	16%	177	90% : 10%	159	18	14%	155	10% : 90%	16	140
<b>Existing Sub-Total</b>			1,107		177		159	18		155		16	140
<b>Proposed Land Uses</b>													
Scientific Research and Development	369.878 KSF	8 /KSF	2,959	16%	473	90% : 10%	426	47	14%	414	10% : 90%	41	373
<b>Proposed Sub-Total</b>			2,959		473		426	47		414		41	373
<b>Transit Reductions</b>													
<i>Transit Reduction % (Scientific Research and Development - Industrial)*</i>			4%		15%		15%	15%		15%		15%	15%
<i>Transit Reduction (Scientific Research and Development - Industrial) of Existing Uses</i>			44		27		24	3		23		2	21
<i>Transit Reduction (Scientific Research and Development - Industrial) of Proposed Uses</i>			118		71		64	7		62		6	56
<b>Existing Sub-Total With Transit Credit</b>			1,063		151		136	15		132		13	119
<b>Proposed Sub-Total With Transit Credit</b>			2,841		402		362	40		352		35	317
<b>Net Increase</b>			1,778		252		227	25		220		22	198

**Source:**

\*Rates taken from the City of San Diego Trip Generation Manual, May 2003

**Note:**

ADT= Average Daily Trips

KSF = 1,000 Square Feet

T = Trips

X = GFA in 1,000 Square Feet

\*Transit Reduction Credits referenced from Table 1 of City of San Diego Transportation Study Manual (09/29/2020)

\*\*The Project includes Specialty Retail amenities that are treated as non-trip generating space. These amenities consist of a 5,748 SF coffee shop, a 2,097 SF market, and 16,411 SF of common rooms (conference rooms, lounges, etc.) consistent with the current University Community Plan, these uses will be non-freestanding and oriented towards the interior of the project.

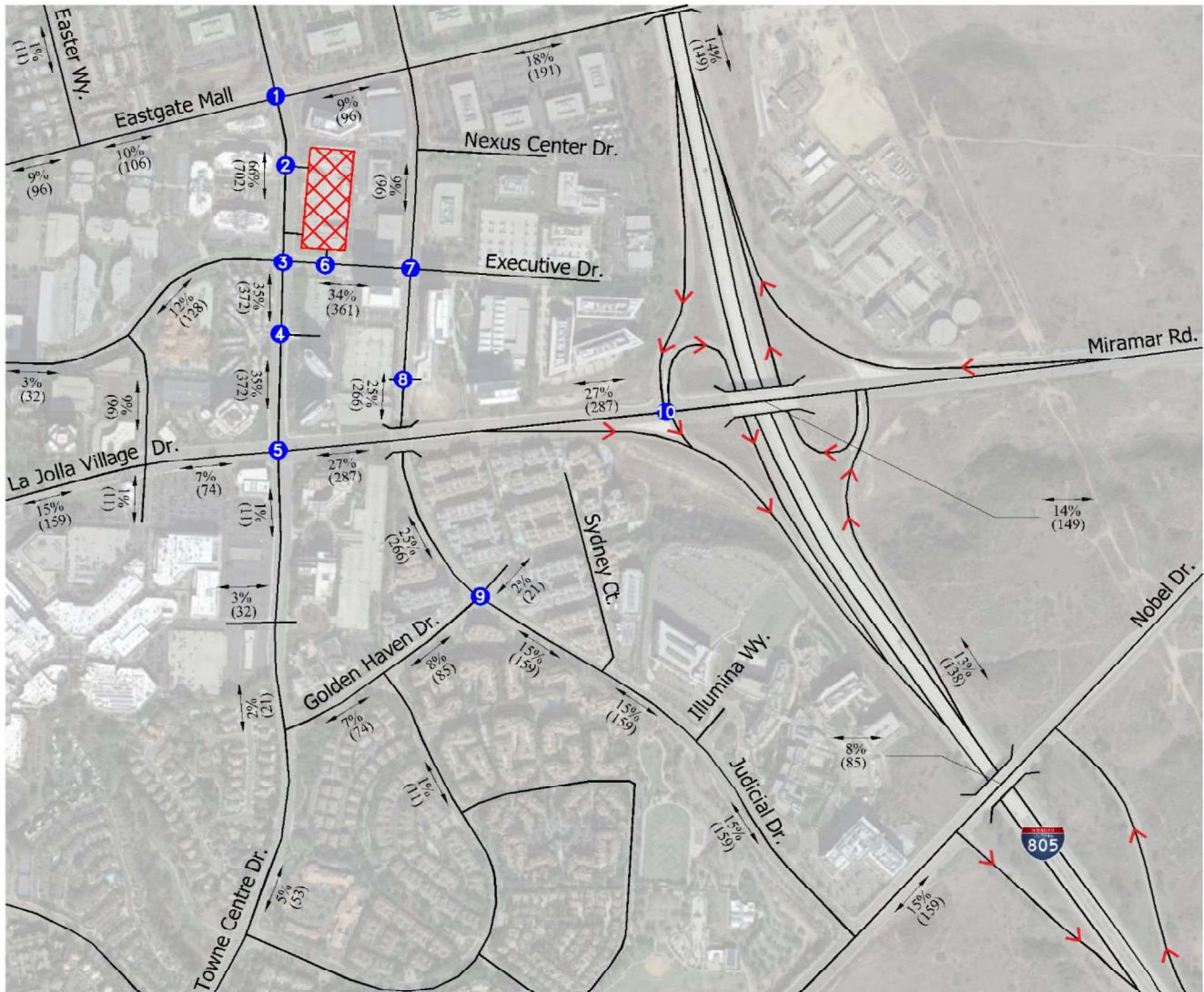
**Table 4-1: Study Intersections**

Number	Intersection
1	Towne Centre Drive / Eastgate Mall
2	Towne Centre Drive / Project Driveway "A"
3	Towne Centre Drive / Executive Drive
4	Towne Centre Drive / Towne Centre Driveway
5	Towne Centre Drive / La Jolla Village Drive
6	Executive Drive / Project Driveway "B"
7	Judicial Drive / Executive Drive
8	Judicial Drive / Judicial Driveway
9	Judicial Drive / Golden Haven Drive / Brook Lane
10	La Jolla Village Drive / Miramar Road / I-805 SB Ramps

**Table 4-2: Study Roadway Segments**

Road	Segment
Towne Centre Drive	Eastgate Mall - Project Driveway "A"
Towne Centre Drive	Project Driveway "A" - Executive Drive
Towne Centre Drive	Executive Drive - Towne Centre Driveway
Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive
Judicial Drive	Executive Drive - Judicial Driveway
Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane
Executive Drive	Towne Centre Drive - Judicial Drive
Executive Drive	Towne Centre Drive - Judicial Drive

Figure 4-2: Existing Uses Trip Distribution Percentages



Legend





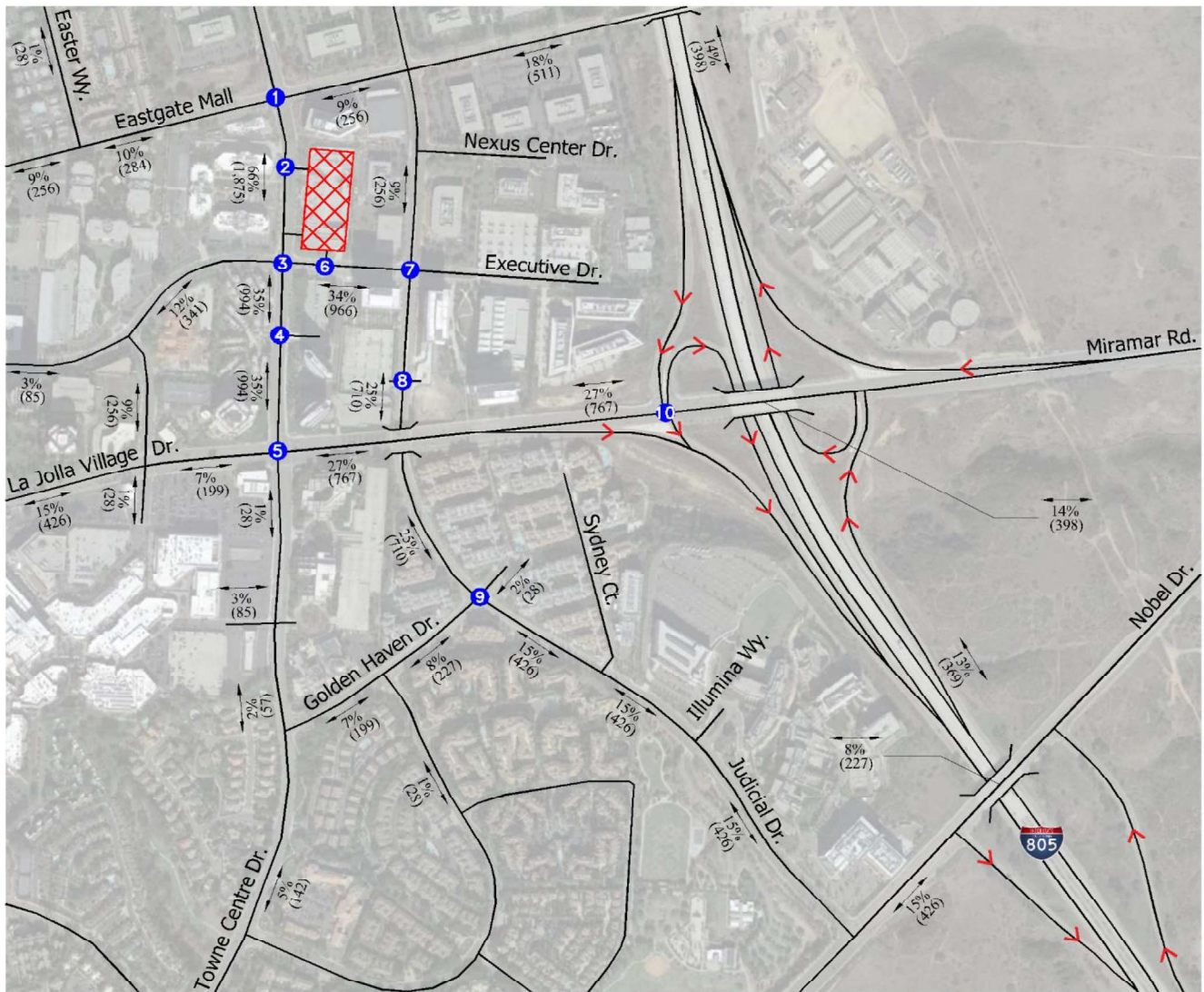
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-  = Existing Uses Trip Distribution Percentage
-  = Existing Uses ADT
-  = Study Intersection



Figure 4-3: Project Only Trip Distribution Percentages



Legend



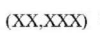

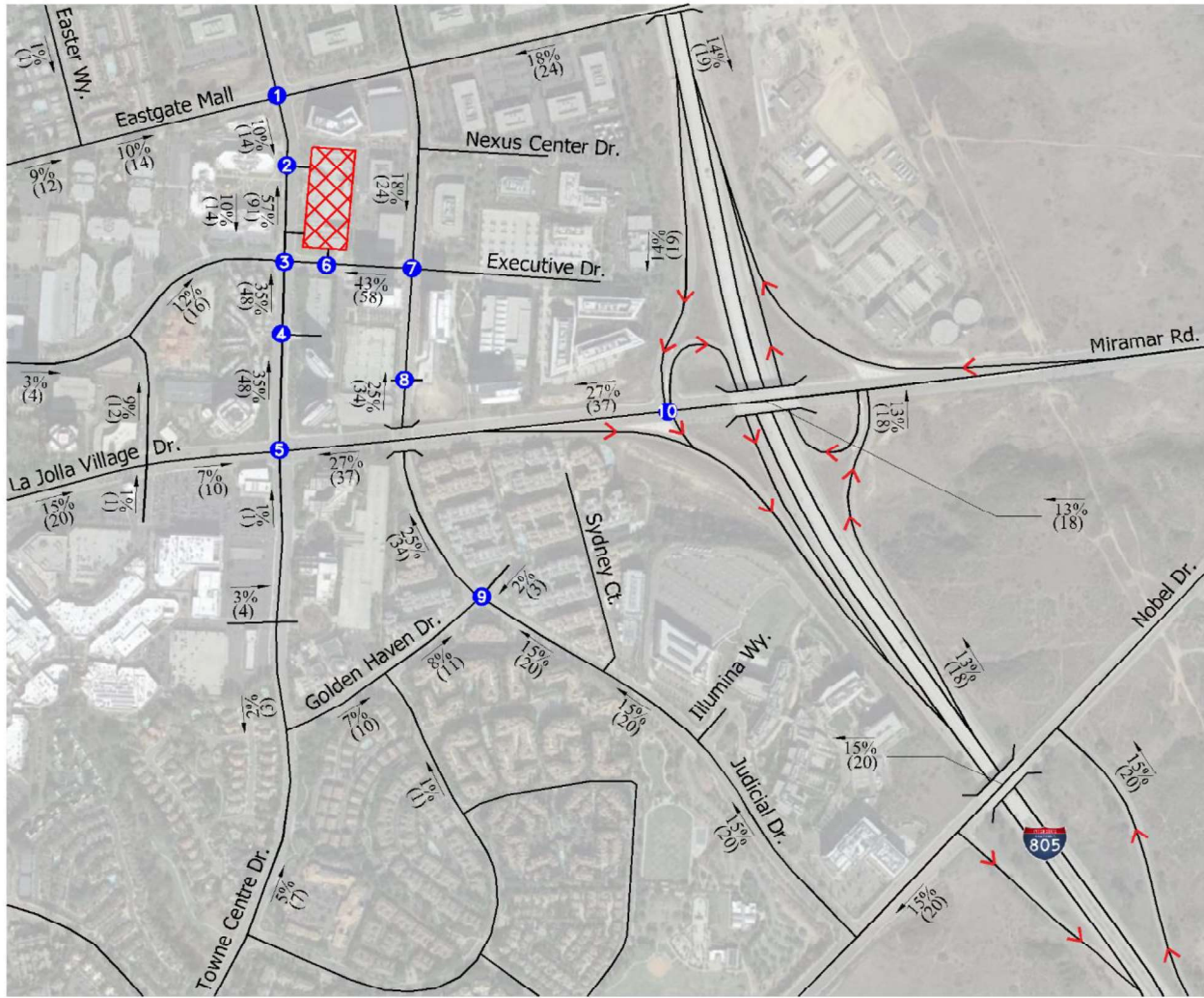
-  = Project Location
-  = Project Only Trip Distribution Percentage
-  = Project Only ADT
-  = Study Intersection



Figure 4-4: Existing Uses Inbound Trip Assignment Percentages



Legend



= Project Location



= Existing Uses Trip Assignment (Inbound - AM Peak Hour)



= Study Intersection

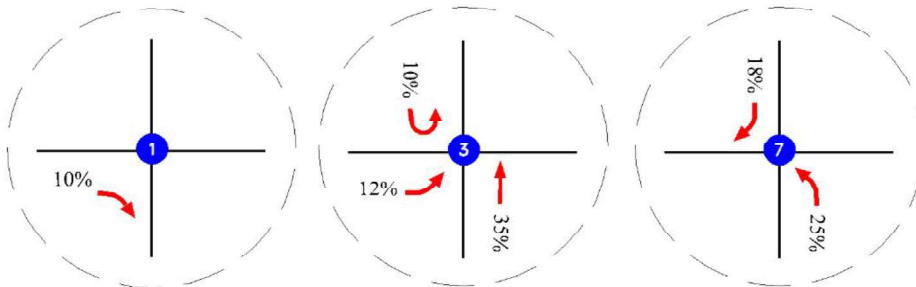
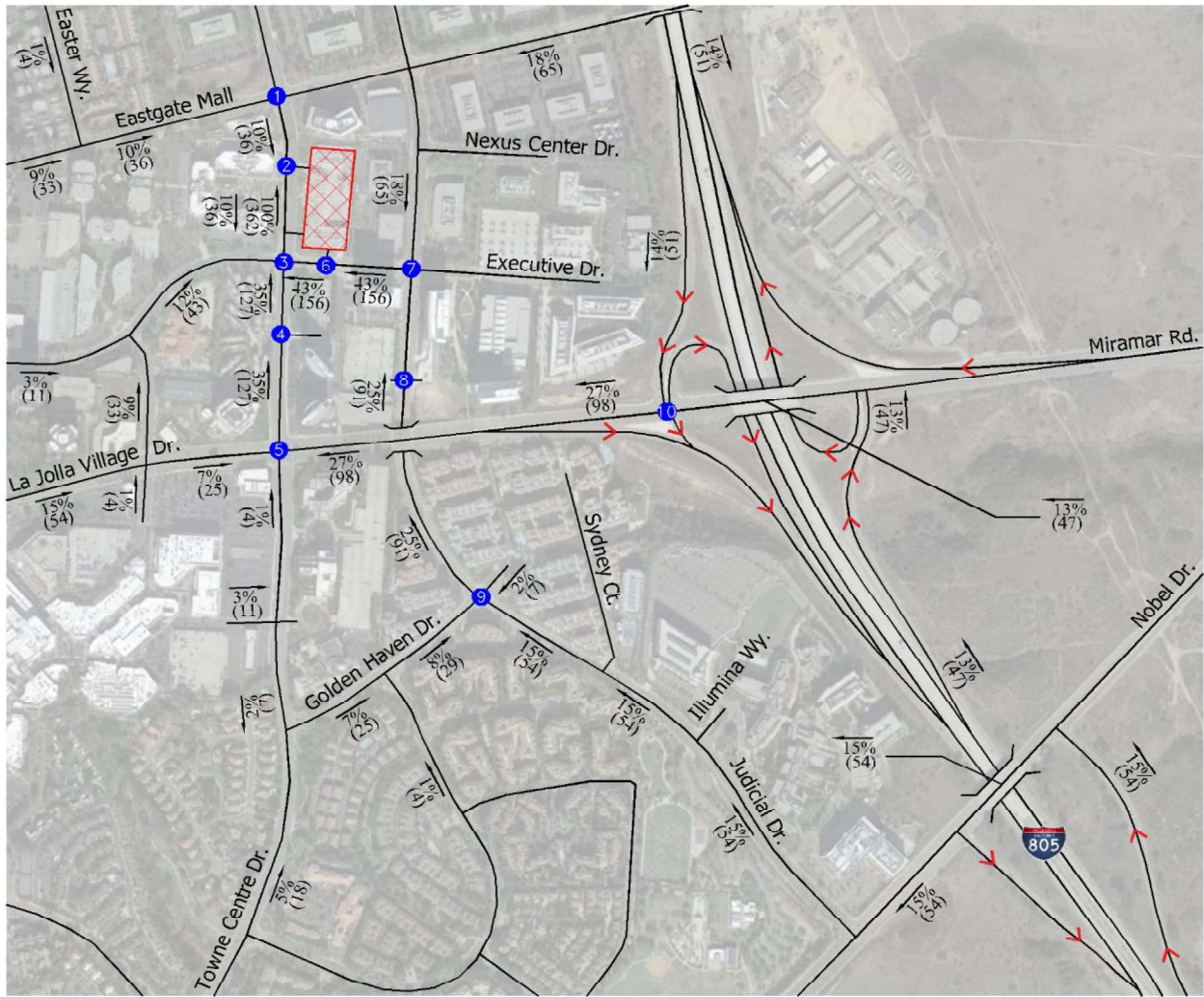





Figure 4-5: Project Only Inbound Trip Assignment Percentages



Legend

-  = Project Location
-  = Project Only Trip Assignment (Inbound - AM Peak Hour)
-  = Study Intersection

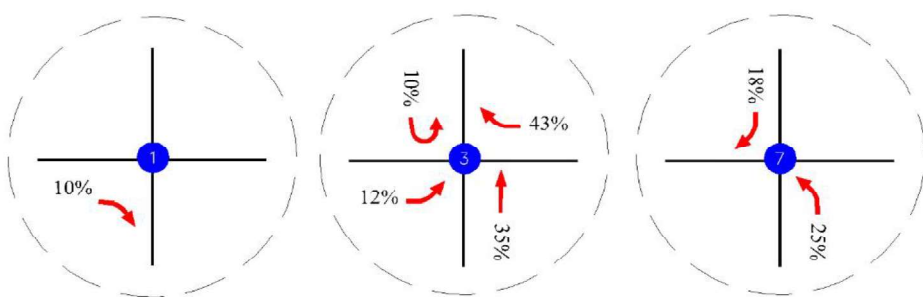
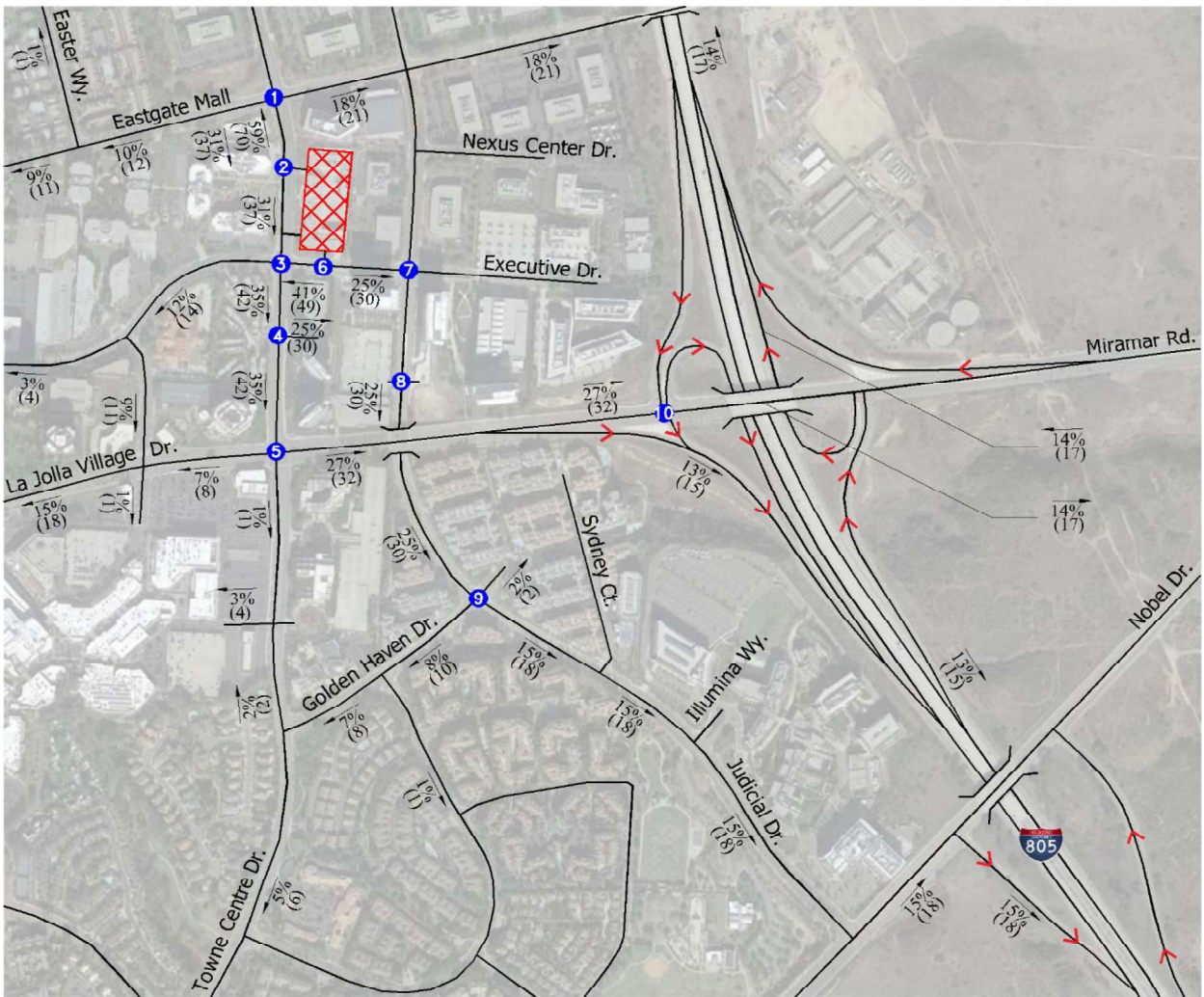





Figure 4-6: Existing Uses Outbound Trip Assignment Percentages



Legend

 = Project Location

$\overline{xx\%}$  = Existing Uses Trip Assignment (Outbound - PM Peak Hour)

 = Study Intersection

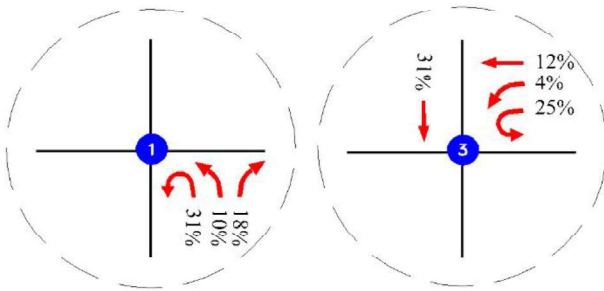




Figure 4-8: Net Project Average Daily Traffic



Legend



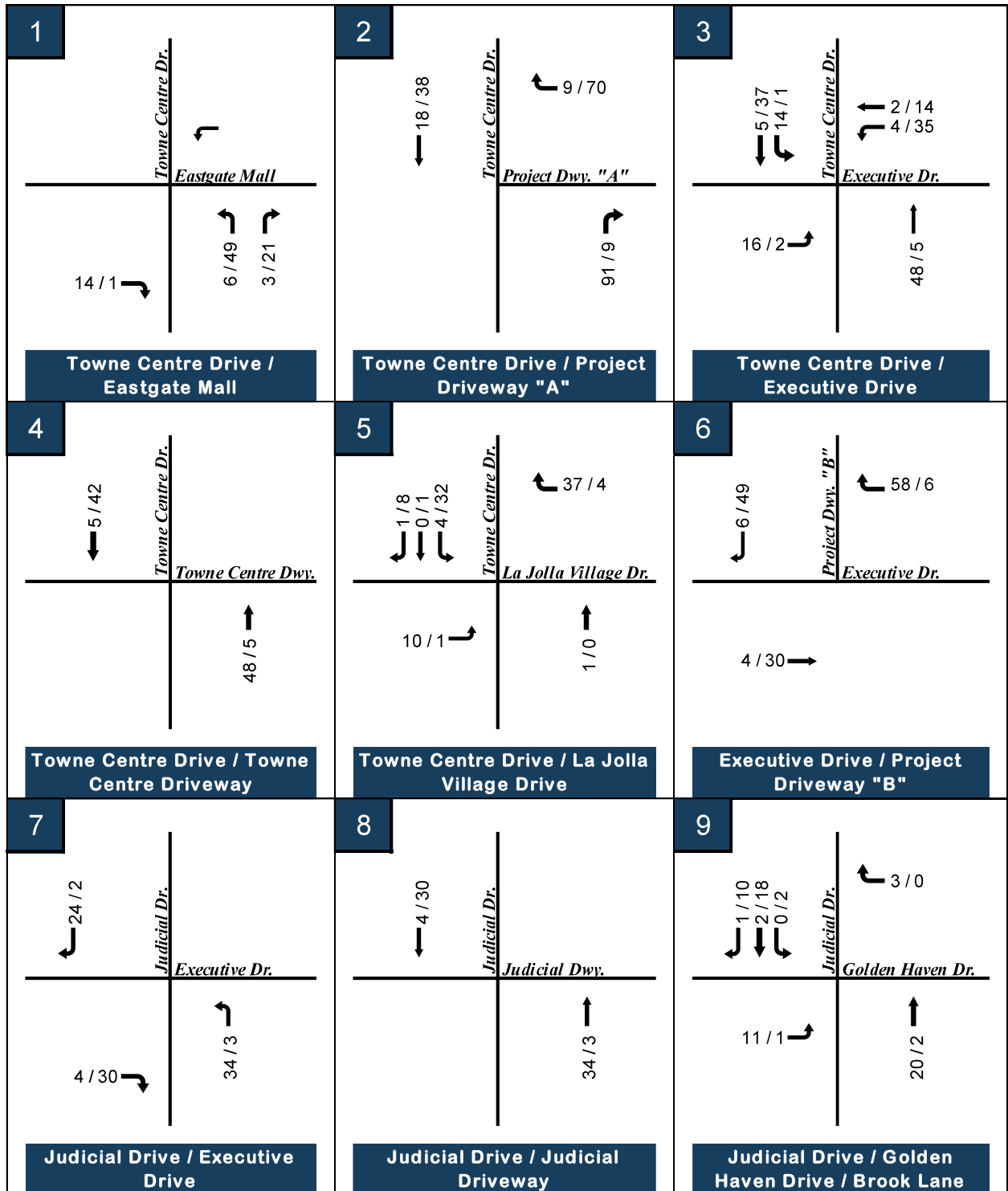
-  = Project Location
- XX,XXX = ADT Number
-  = Study Intersection



Figure 4-9: Existing Uses AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

Figure 4-9: Existing Uses AM / PM Peak Hour Volumes (cont'd)

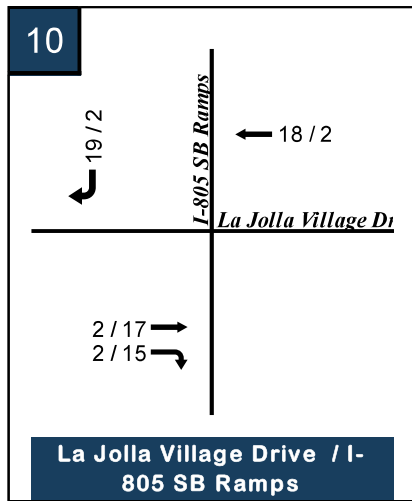
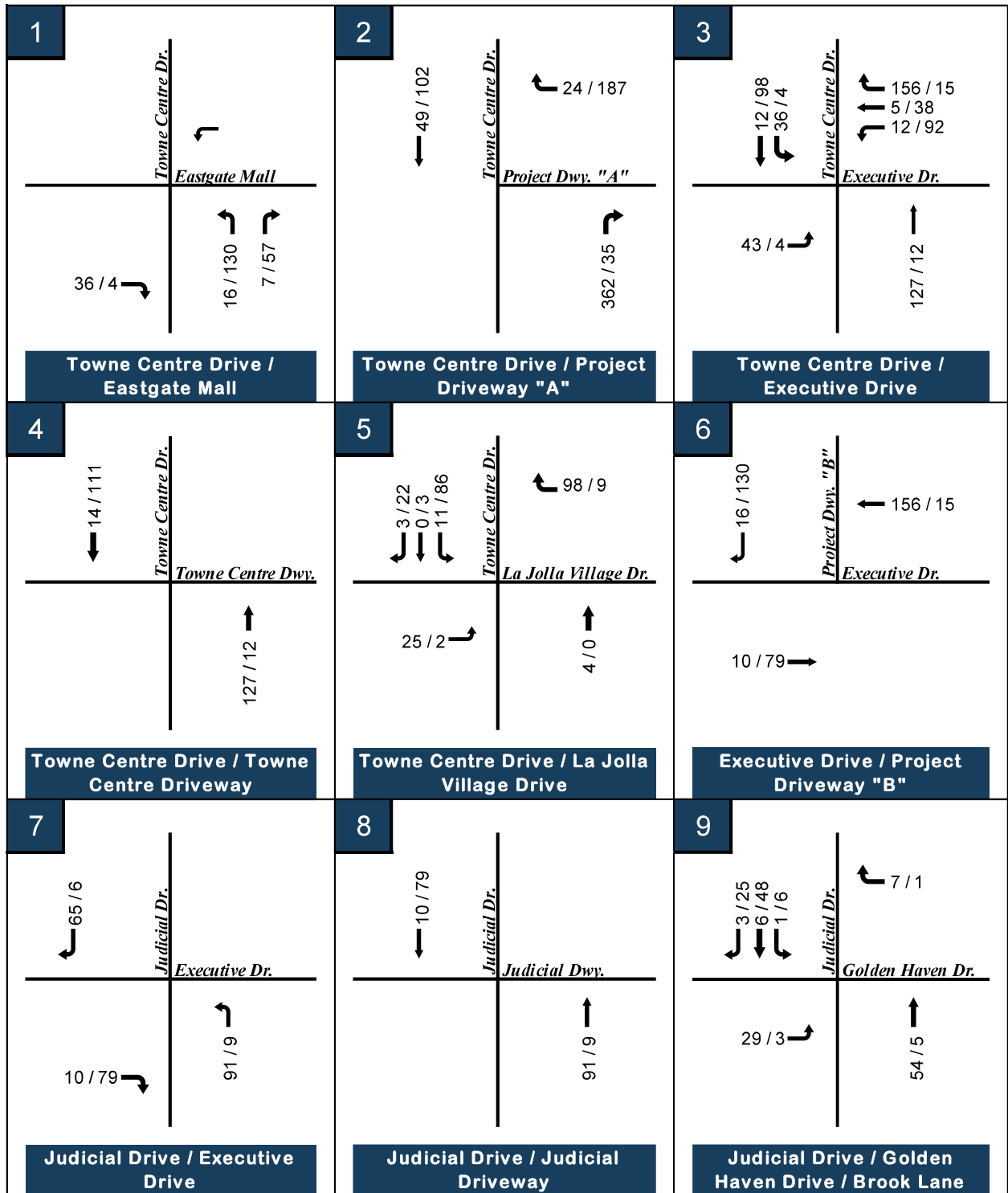
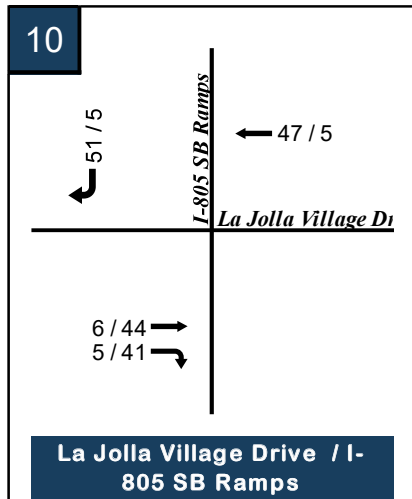


Figure 4-10: Project Only AM / PM Peak Hour Volumes



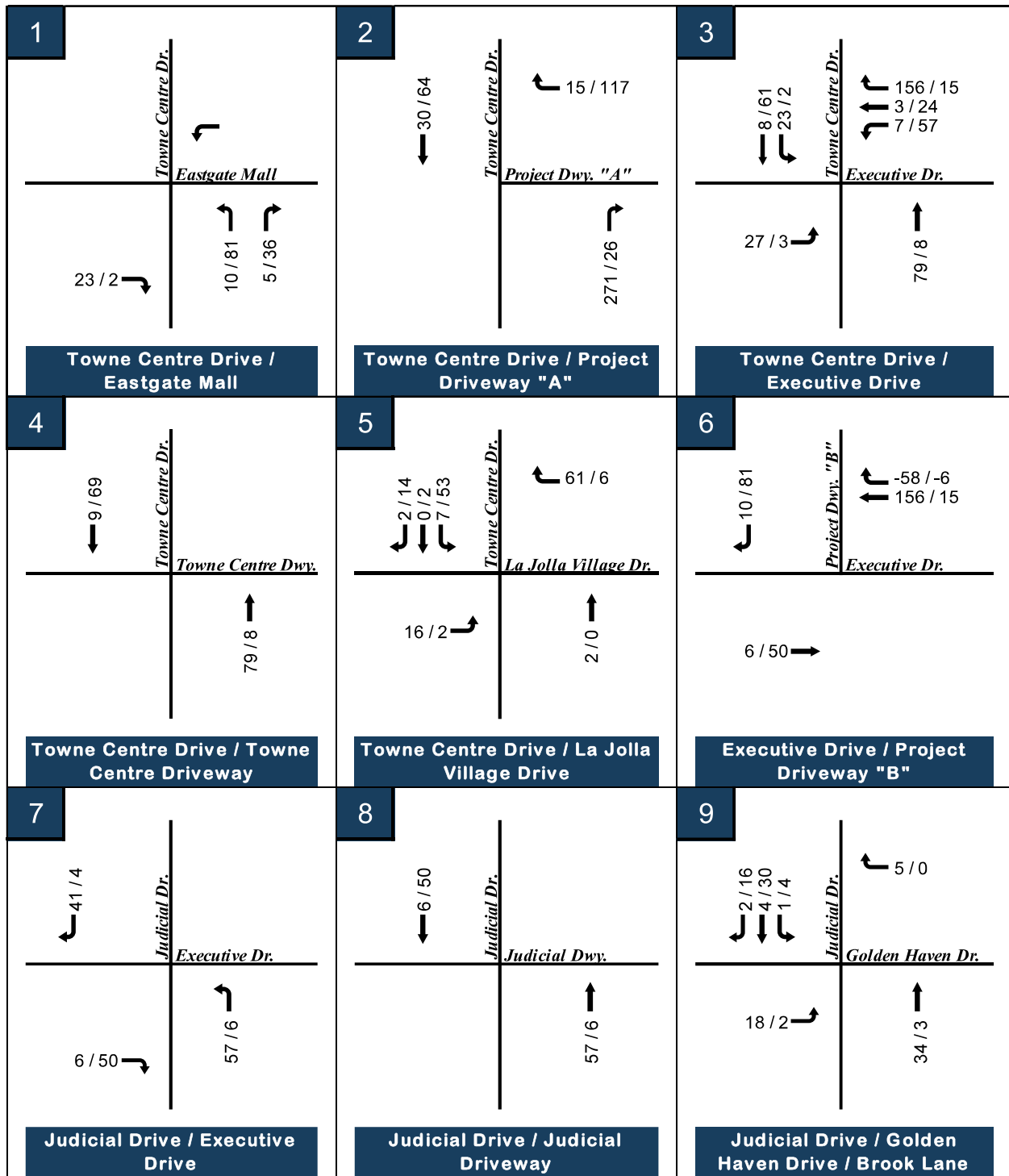
XX / XX = AM / PM Peak hour volumes

Figure 4-10: Project Only AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

Figure 4-11: Net Project AM / PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

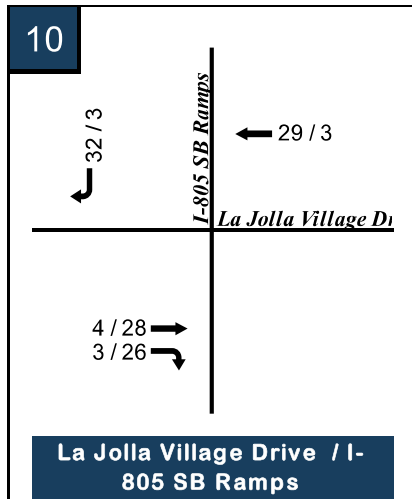
\* NB U-Turn Traffic at Intersection #1 consists of 7 AM trips and 54 PM trips.

\*\*SB U-Turn Traffic at Intersection #3 consists of 41 AM trips and 4 PM trips.

\*\*\*WB U-Turn Traffic at Intersection #3 consists of 7 AM trips and 61 PM trips.



Figure 4-11: Net Project AM / PM Peak Hour Volumes (cont'd)



XX / XX = AM / PM Peak hour volumes

### 3.0 Proposed Project

This chapter describes the Proposed Project, including the Proposed Project’s trip generation, as well as specific information needed for the Local Mobility Analysis (LMA) including the trip distribution patterns, and project trip assignment.

### 3.1 Project Trip Generation, Distribution, and Assignment

#### Project Trip Generation

Project trip generation estimates were derived utilizing the trip generation rates outlined in Table 1 of the *City of San Diego Land Use Code – Trip Generation Manual, May 2003* and the *ITE Trip Generation Manual 10<sup>th</sup> Edition*. Trip generation rates utilized from the *ITE Trip Generation Manual 10<sup>th</sup> Edition* are provided in **Appendix E**. This study utilized a more conservative approach by analyzing 220 business hotel rooms and 90 dwelling units, instead of the proposed 217 room hotel room and 80 dwelling unit apartment. **Table 3.1** displays the anticipated trip generation utilizing a more conservative trip generation and **Table 3.2** displays the anticipated trip generation for the current site plan.

As shown, in Table 3.1, the Proposed Project as studied within this LMA would generate a total of 2,194 daily weekday trips, with 208 occurring in the AM peak Hour (80 inbound, 128 outbound) and 210 occurring in the PM peak hour (129 inbound, 81 outbound). Whereas the current site plan would generate 2,112 daily weekday trips, with 201 occurring in the AM peak hour (78 inbound, 123 outbound) and 201 occurring in the PM peak hour (123 inbound, 78 outbound). A net difference of 82 daily weekday trips, 7 AM peak hour trips, and 9 PM peak hour trips. Therefore, the trip generation as studied in this LMA provides a more conservative analysis from a trip generation perspective.

**Table 3.1 Proposed Project Trip Generation – LMA Land Use**

Land Use	Units	Trip Rate	ADT	AM					PM				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Apartments*	90 DU	6 / DU	540	8%	43	(2:8)	9	34	9%	49	(7:3)	34	15
Business Hotel**	220 Rooms	7.52 / Rm	1,654	.75 / Rm	165	(43:57)	71	94	.73 / Rm	161	(59:41)	95	66
		<b>Total</b>	<b>2,194</b>		<b>208</b>		<b>80</b>	<b>128</b>		<b>210</b>		<b>129</b>	<b>81</b>

Notes:  
 \* Trip generation rate from City of San Diego Trip Generation Manual (2003) for multi-family dwelling units (over 20 DU/ac)  
 \*\* Trip generation from ITE Trip Generation Manual 10<sup>th</sup> Edition for LU Code 330 Business Hotel  
 Rm = Room

**Table 3.2 Proposed Project Trip Generation – Current Site Plan**

Land Use	Units	Trip Rate	ADT	AM					PM				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Apartments*	80 DU	6 / DU	480	8%	38	(2:8)	8	30	9%	43	(7:3)	30	13
Business Hotel**	217 Rooms	7.52 / Rm	1,632	.75 / Rm	163	(43:57)	70	93	.73 / Rm	158	(59:41)	93	65
		<b>Total</b>	<b>2,112</b>		<b>201</b>		<b>78</b>	<b>123</b>		<b>201</b>		<b>123</b>	<b>78</b>

Notes:  
 \* Trip generation rate from City of San Diego Trip Generation Manual (2003) for multi-family dwelling units (over 20 DU/ac)  
 \*\* Trip generation from ITE Trip Generation Manual 10<sup>th</sup> Edition for LU Code 330 Business Hotel  
 Rm = Room

## 3.2 Project Study Area

This section describes the LMA analysis requirements, including the Proposed Project trip distribution, assignment, and project study area.

### Project Trip Distribution

The trip distribution for the Proposed Project was developed based on the geographical location of the project, the characteristics of the proposed land uses, and nearest freeway facilities. Since the Proposed Project features two separate land uses, separate trip distributions were developed for each land use. **Figure 3.1A and Figure 3.1B** display the Proposed Project trip distribution patterns for the residential and business hotel land uses, respectively.

### Project Trip Assignment

Based upon the project trip distribution patterns, daily and AM/PM peak hour project trips were assigned to the adjacent roadway network for each project land use. **Figure 3.2A, Figure 3.2B, and Figure 3.2C** display the Proposed Project trip assignment for residential, business hotel, and combined land uses, respectively.

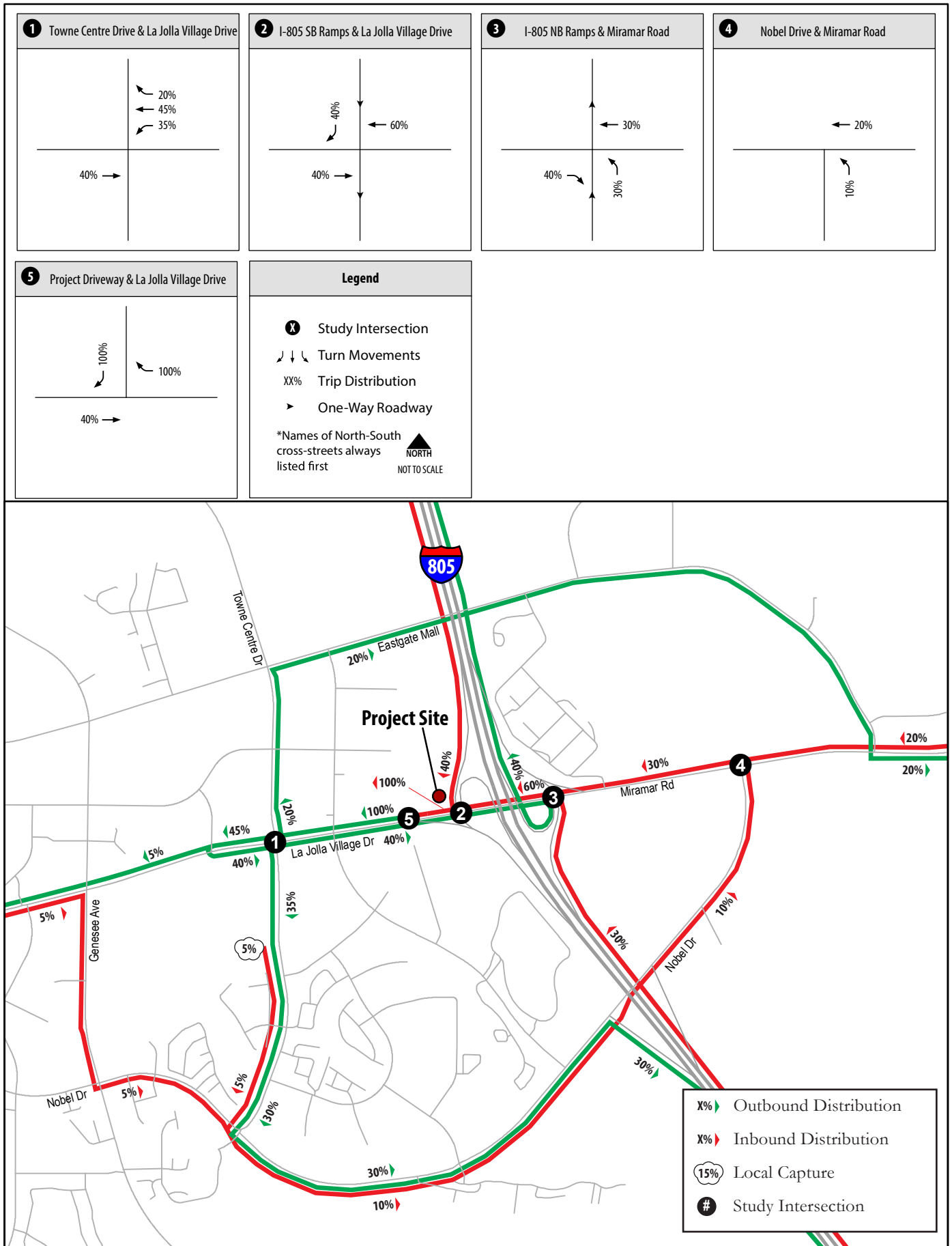
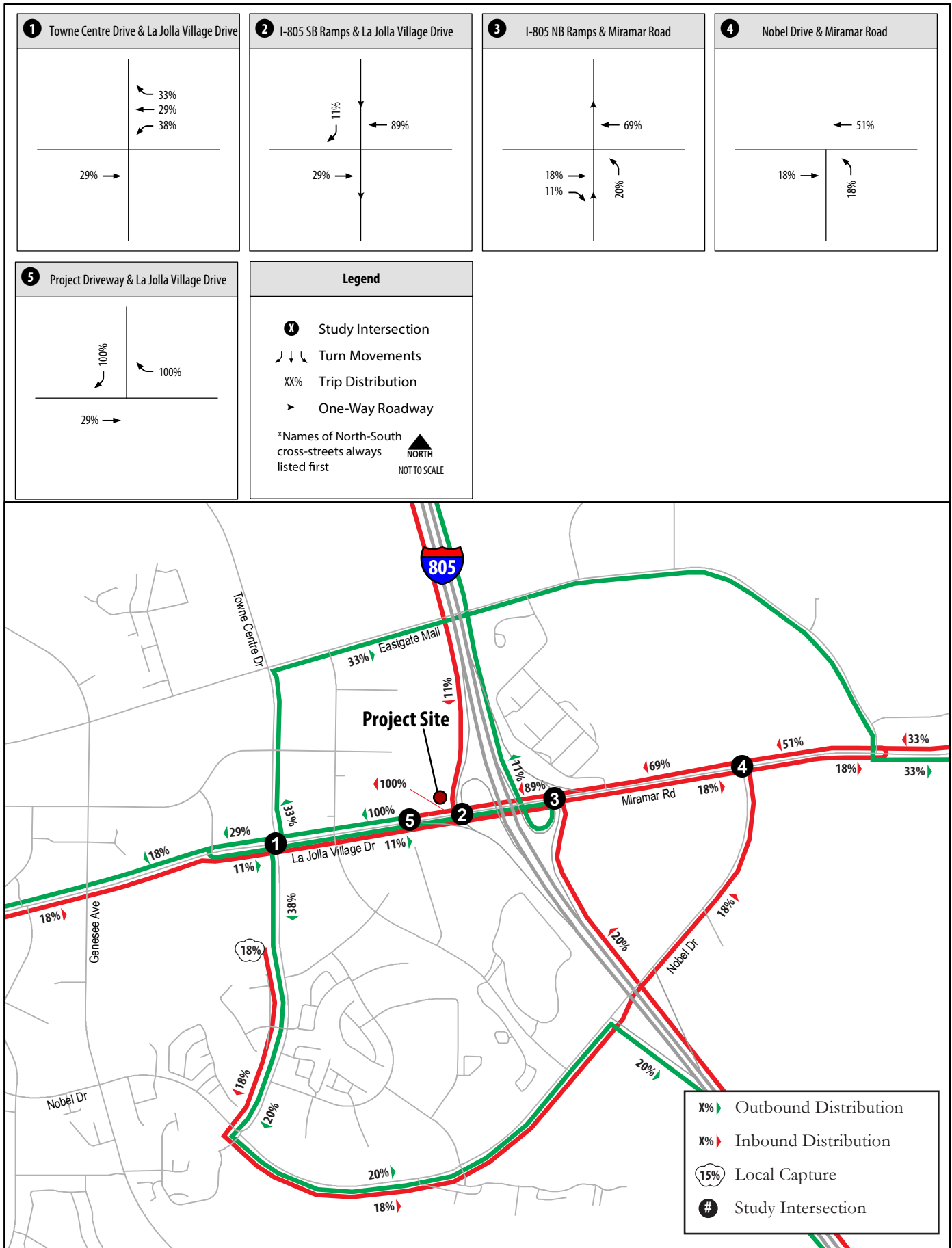
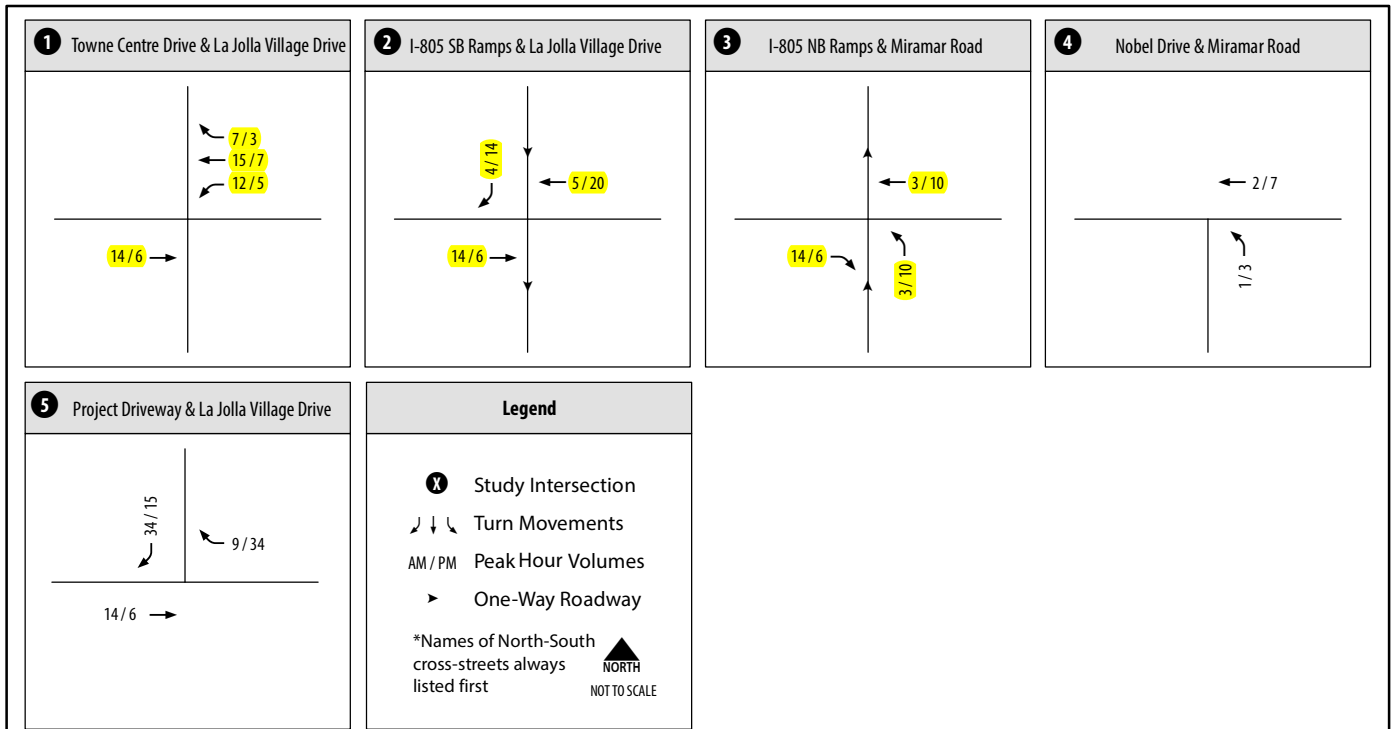


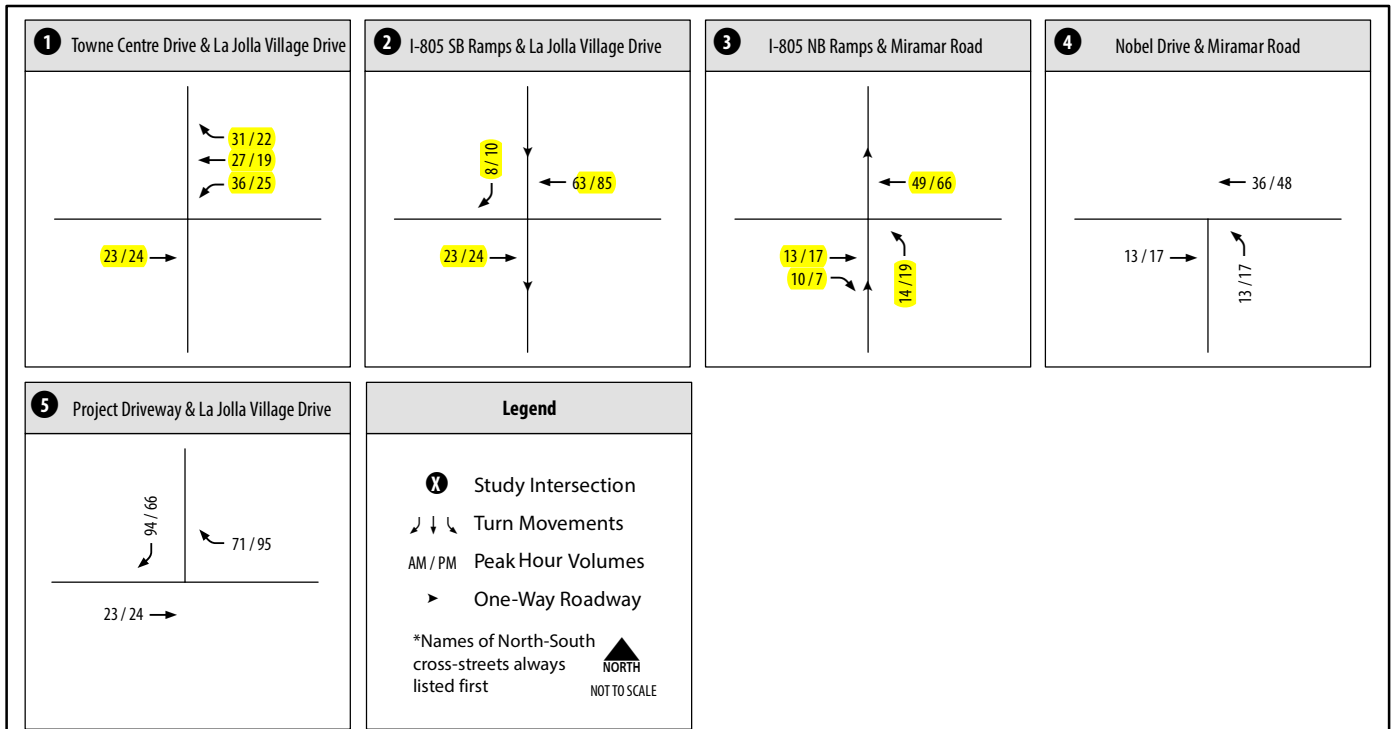
Figure 3.1A  
 Project Trip Distribution (Residential)



**UTC Hotel and Apartments  
Local Mobility Analysis**

*Figure 3.1B  
Project Trip Distribution (Hotel)*





**ONE ALEXANDRIA SQUARE  
(PTS #660043)  
LOCAL MOBILITY ANALYSIS**

**Revised: January 7, 2022**

**Prepared for:**

**Alexandria Real Estate Equities, Inc.  
10996 Torreyana Road, Suite 250  
San Diego, CA 92121**



**Prepared by:**



Job Number: 18483-C



## INTRODUCTION

The following Local Mobility Analysis was prepared in accordance with the City of San Diego *Transportation Study Manual* (September 29, 2020). The study evaluates the potential operational deficiencies and improvements that may need to be considered for all transportation modes due to the proposed One Alexandria Square redevelopment project in the University Community Plan area of the City of San Diego. The project is bounded by North Torrey Pines Road to the west, Torreyana Road to the east, Callan Road to the north, and Science Park Road to the south.

The City of San Diego *Transportation Study Manual* (September 29, 2020) requires that a project must complete a Local Mobility Analysis if land uses consistent with the Community Plan or zoning designation generate 1,000 or more daily trips, or if land uses inconsistent with the Community Plan or zoning designation generate 500 or more daily trips. The project would generate a net increase in trips close to 1,000 daily trips; therefore, a Local Mobility Analysis is required.

**Exhibit 1** shows the project vicinity map.

## PROJECT DESCRIPTION

One Alexandria Square is a 22.2-acre site that currently consists of approximately 310,357 square-feet of research and development space, including 40,000 square-feet of ancillary retail and food and beverage, within a total of four (4) buildings on the project site per approved SCR #1250085 (PTS #344643). The project proposes to redevelop the existing One Alexandria Square site, which consists of demolishing two existing buildings totaling 167,371 square-feet (Buildings “A” and “B”) and constructing eight (8) new buildings with a total of 285,175 square-feet (including 15,500 square-feet of buildings that will be used for the ancillary uses). The site plan showing only the existing buildings on-site is provided in **Appendix A**.

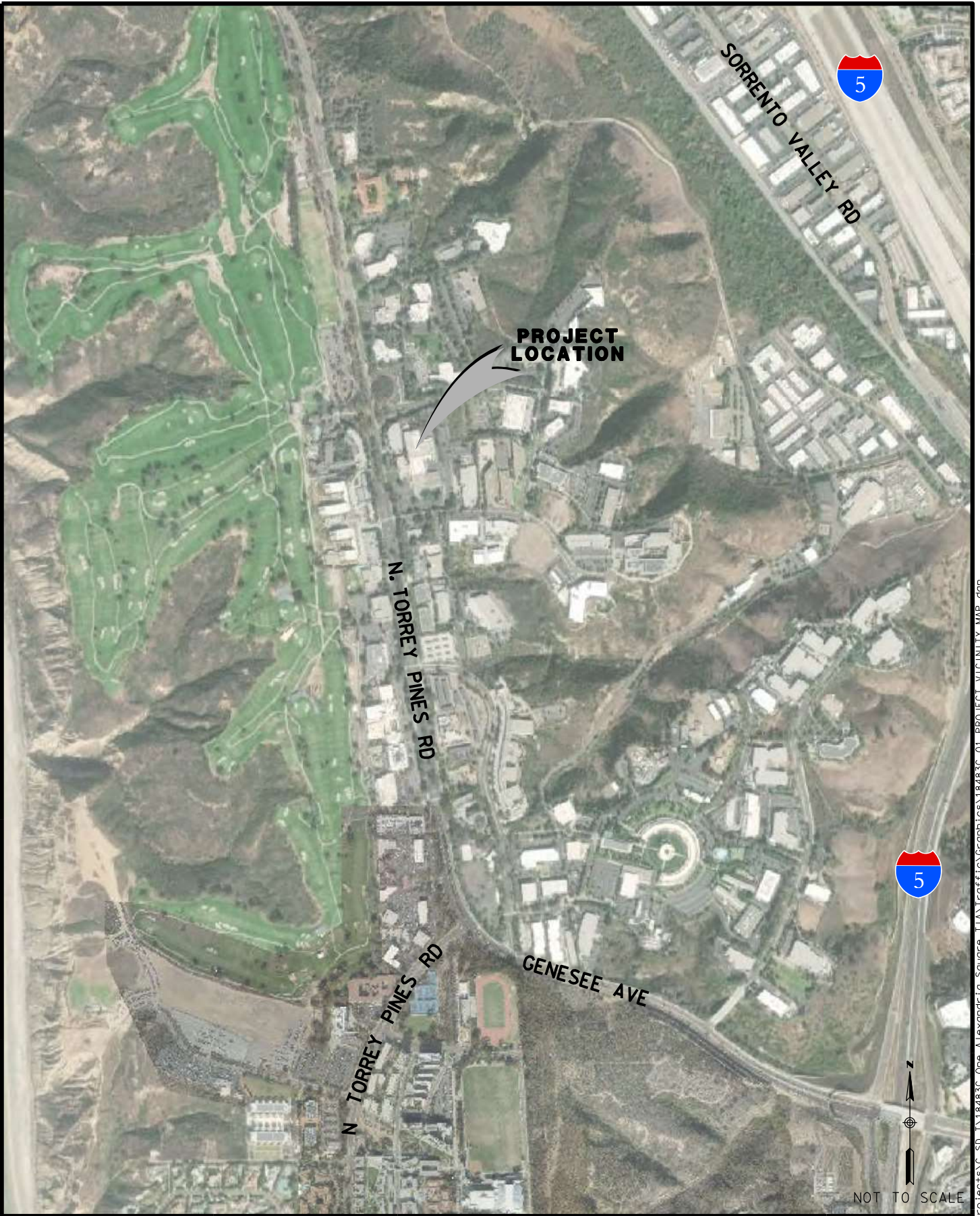
The new buildings are proposed for research and development use with ancillary retail and food/beverage uses. The project also proposes to construct a new parking structure that will provide a total of 968 parking spaces, for a total of 1,487 parking spaces.

The project is expected to increase the site’s trip generation by a net of 942 daily trips, 151 AM peak hour trips (136 IN, 15 OUT), and 132 peak hour trips (13 IN, 119 OUT).

The project requires a Site Development Permit (SDP) and Coastal Development Permit (CDP) to amend existing development permits, a Neighborhood Development Permit (NDP) to process setback deviations and a Tentative Map to allow for development of a ten building R&D campus with supporting and ancillary uses, surface parking lots and parking structure.

The project site is located within the Torrey Pines Subarea of the *University Community Plan*. Figure 13 of the *University Community Plan* shows that the area in which the project site is located is designated for scientific research use. Therefore, the proposed project is consistent with the land use designation for the site per the *University Community Plan*.

A total of eight driveways are currently provided for the existing site. Two driveways are currently provided on North Torrey Pines Road, three driveways on Science Park Road, two driveways on Torreyana Road, and one driveway on Callan Road. The project will remove the two existing driveways on North Torrey Pines Road and construct a new driveway on North Torrey Pines Road that will serve as one of the project’s two primary entrances (the second primary entrance will be Driveway 3 on Science Park Road). The project will also improve the existing driveways that will serve the new traffic to current standards per City of San Diego Standard Drawings.





The proposed redevelopment area of the project site will take access from the new driveway on North Torrey Pines Road and the two westerly driveways on Science Park Road. Primary access to the redevelopment area will be taken from the new driveway on North Torrey Pines Road (Driveway 1) and from the middle driveway on Science Park Road (Driveway 3). The westerly driveway on Science Park Road (Driveway 2) would provide access to building B4 vehicle parking and loading area for buildings B3, B4 and B5.

The remaining four existing driveways will continue to provide access to the existing buildings on the project site, and will not provide access to the new redevelopment area of the project site.

A total of seven driveways will be provided for the project site. Full access will be provided at all driveways except for the new driveway located on North Torrey Pines Road. Driveway 1 on North Torrey Pines Road will be restricted to right-in/right-out access only.

Onsite, the project proposes to construct a separated bicycle facility along one side of the internal private drive that extends from Driveway 1 at North Torrey Pines Road to Driveway 3 at Science Park Road. The project will also provide long-term bicycle parking and short-term bicycle racks on-site.

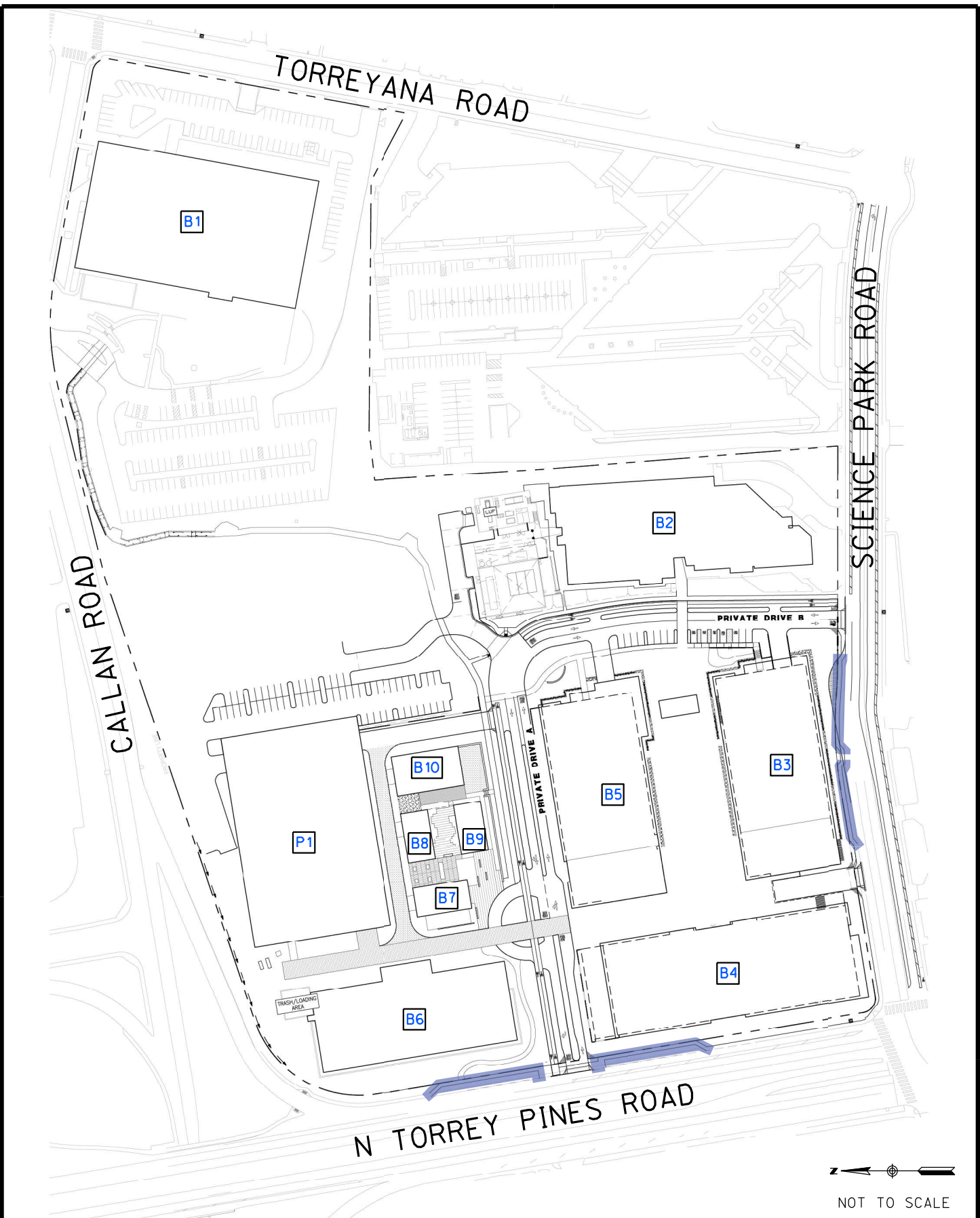
The proposed project will construct non-contiguous sidewalks along portions of the project frontage on the east side of North Torrey Pines Road and along portions of the project frontage on the north side of Science Park Road where existing street trees will be removed and replaced per Tree Survey. Non-contiguous sidewalk is not proposed along the project frontage the south side of Callan Road, as this would require removal of extensive existing landscaping, which is inconsistent with the subarea requirement of retaining existing mature trees and having development occur around and in between them.

**Exhibit 2** shows the proposed project site plan.



# EXHIBIT 2 PROJECT SITE PLAN

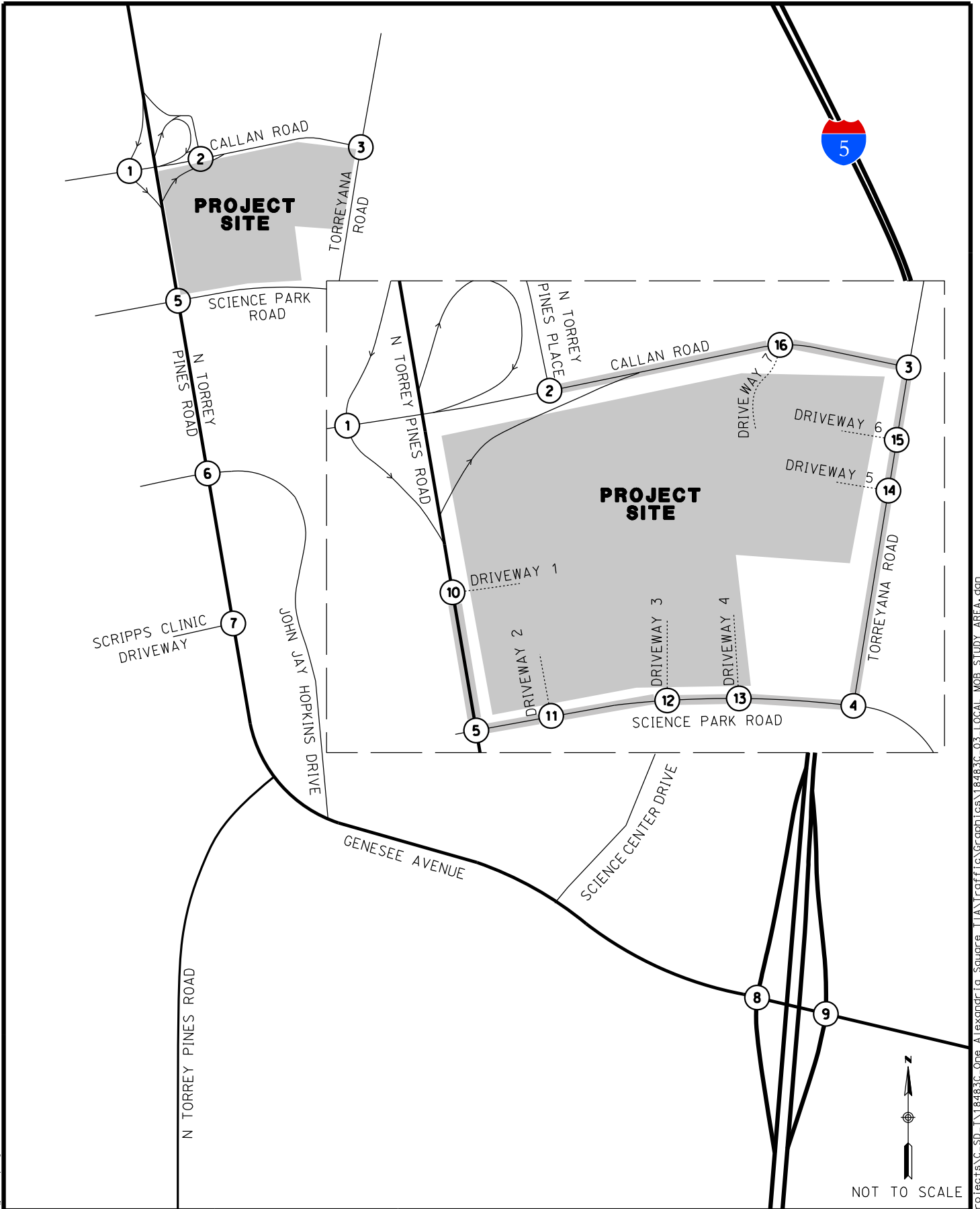
ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY



NOT TO SCALE

### LEGEND

=NON-CONTIGUOUS SIDEWALK



**EXHIBIT 3**

LOCAL MOBILITY ANALYSIS STUDY AREA

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

**LEGEND**

- (X) = STUDY INTERSECTIONS
- [Shaded Box] = STUDY ROADWAY SEGMENTS

## PROJECT TRIP GENERATION

The trip generation for the proposed project was calculated based on the published trip rates for a Scientific Research and Development use from the City of San Diego's *Trip Generation Manual* (May 2003).

**Table 5A** presents the trip generation of the existing 310,357 square-feet of research and development space, the existing 167,371 square-foot buildings (Buildings "A" and "B" in Appendix A) proposed to be demolished, and the proposed 285,175 square-feet of new research and development space (including 15,500 square-feet of buildings that will be used for the ancillary uses).

As shown in Table 5A, the existing site currently generates a total of 2,483 trips per day, with a total of 398 trips occurring during the AM peak hour (358 IN, 40 OUT), and a total of 348 trips occurring during the PM peak hour (35 IN, 313 OUT).

The table shows that the removal of the existing 167,371 square-feet of scientific research and development (Buildings "A" and "B") would result in a net decrease of 1,339 daily trips, a net decrease of 214 AM peak hour trips (-193 IN, -21 OUT), and a net decrease of 187 PM peak hour trips (-19 IN, -169 OUT).

Table 5A also shows that the net increase of 117,803 square-feet of research and development space associated with the proposed project would result in a net increase of 942 daily trips, 151 AM peak hour trips (136 IN, 15 OUT), and 132 peak hour trips (13 IN, 119 OUT).

However, to retain the project applicant's flexibility in design, the intersection and roadway segment analysis results, and all volume exhibits in this LMA are based on an earlier version of the project site plan that generated a slightly higher number of vehicular trips than what is currently proposed. **Table 5B** presents the trip generation of the previously proposed site plan upon which the analysis and volumes are based.

As shown in Table 5B, the net increase of 124,321 square-feet of research and development space associated with the previously proposed site plan would result in a net increase of 995 daily trips, 159 AM peak hour trips (143 IN, 16 OUT), and 139 peak hour trips (14 IN, 125 OUT).

## PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed based on the existing and proposed land uses, the project site's proximity to arterial roadways and freeway interchanges, and our knowledge of local traffic patterns in the surrounding area. The percent trip distribution of the four project driveways serving the redevelopment area of the project site was estimated based on a combination of the existing driveway counts, the locations and sizes of the proposed new buildings, and the locations of the proposed parking areas.

**Exhibit 7** illustrates the project trip distribution percentages. **Exhibit 8** shows the trip distribution for the project driveways and the roadways immediately adjacent to the project site.

Based on the project trip generation and distribution, the project trips were assigned to the driveways, intersections and roadway segments in the study area. **Exhibit 9** illustrates the project trip assignment for the non-driveway study intersections. **Exhibit 10** shows the trip assignment on the study roadway segments and at each of the four project driveways serving the redevelopment area of the project site.

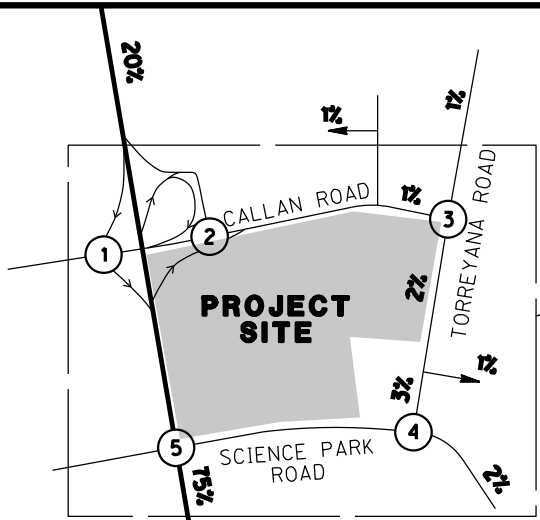


**TABLE 5A  
PROJECT TRIP GENERATION: CURRENTLY PROPOSED SITE PLAN**

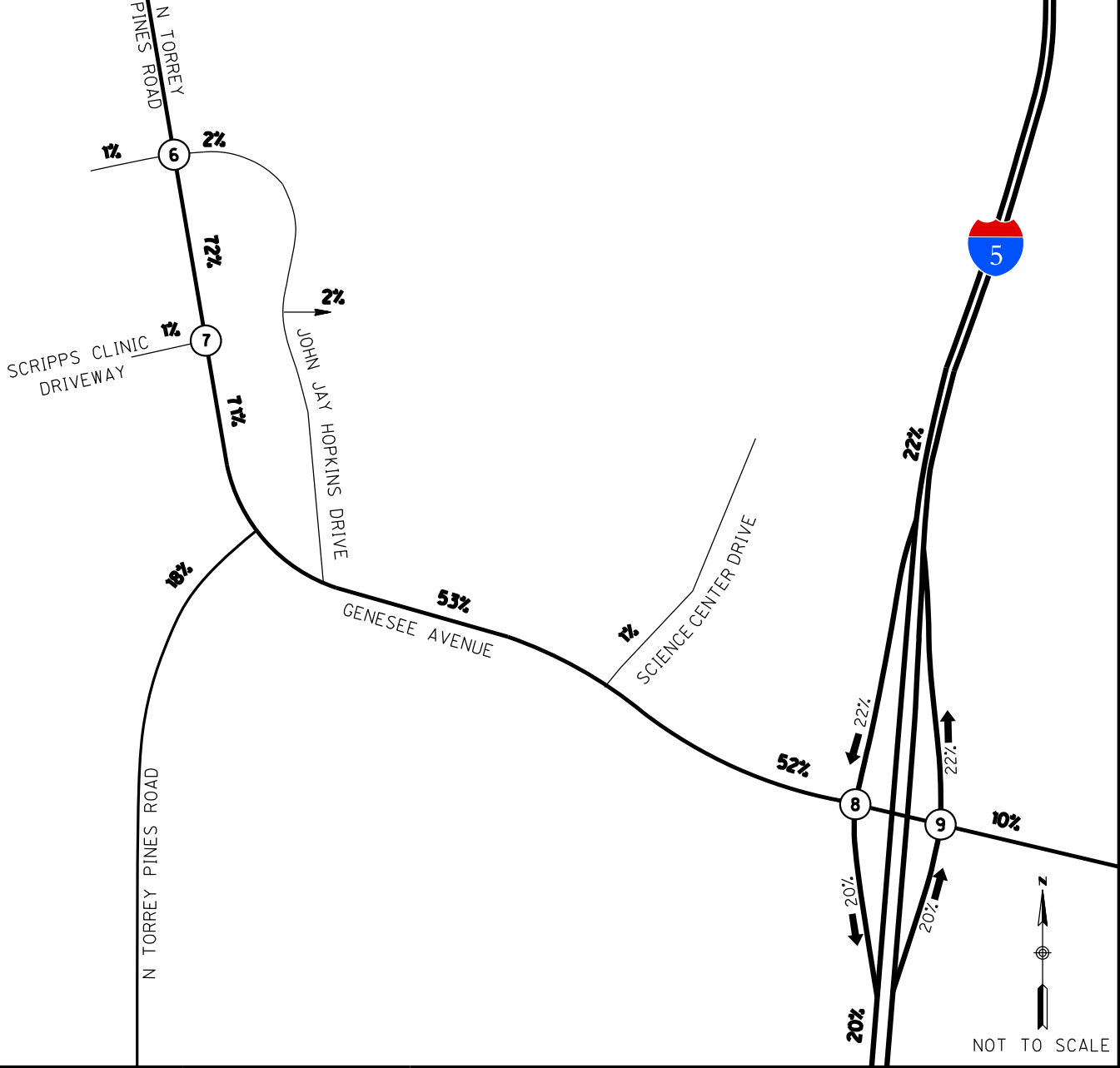
LAND USE	UNIT	DAILY (PER UNIT)	AM PEAK HOUR			PM PEAK HOUR			
			TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	
			(OF DAILY)	(% AM)	(% AM)	(OF DAILY)	(% PM)	(% PM)	
<b>Trip Generation Rates (City of San Diego)</b>									
Research and Development	KSF	8.0	16%	90%	10%	14%	10%	90%	
<b>Forecast Project Generated Trips</b>									
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	Inbound	Outbound	Total	Inbound	Outbound
<b>Existing Trip Generation (Without Project)</b>									
Research and Development	310.357	KSF	2,483	398	358	40	348	35	313
<b>Removal of Existing Buildings "A" and "B"</b>									
Research and Development	-167.371	KSF	-1,339	-214	-193	-21	-187	-19	-169
<b>Trip Generation of Proposed New Buildings</b>									
Research and Development	285.175	KSF	2,281	365	329	37	319	32	287
<b>Total Combined Trip Generation of Existing + New Buildings</b>									
Research and Development	428.160	KSF	3,425	549	494	55	480	48	432
<b>Net Increase in Trip Generation (Total Combined Trips – Existing Trips)</b>									
<b>Research and Development</b>	<b>117.803</b>	<b>KSF</b>	<b>942</b>	<b>151</b>	<b>136</b>	<b>15</b>	<b>132</b>	<b>13</b>	<b>119</b>

Source: *Trip Generation Manual*, City of San Diego Municipal Code Land Development Code (May 2003).

Notes: KSF = Thousand Square-Feet



DISTRIBUTION PERCENTAGES AT AND ALONG DRIVEWAYS ARE PROVIDED IN EXHIBIT 8

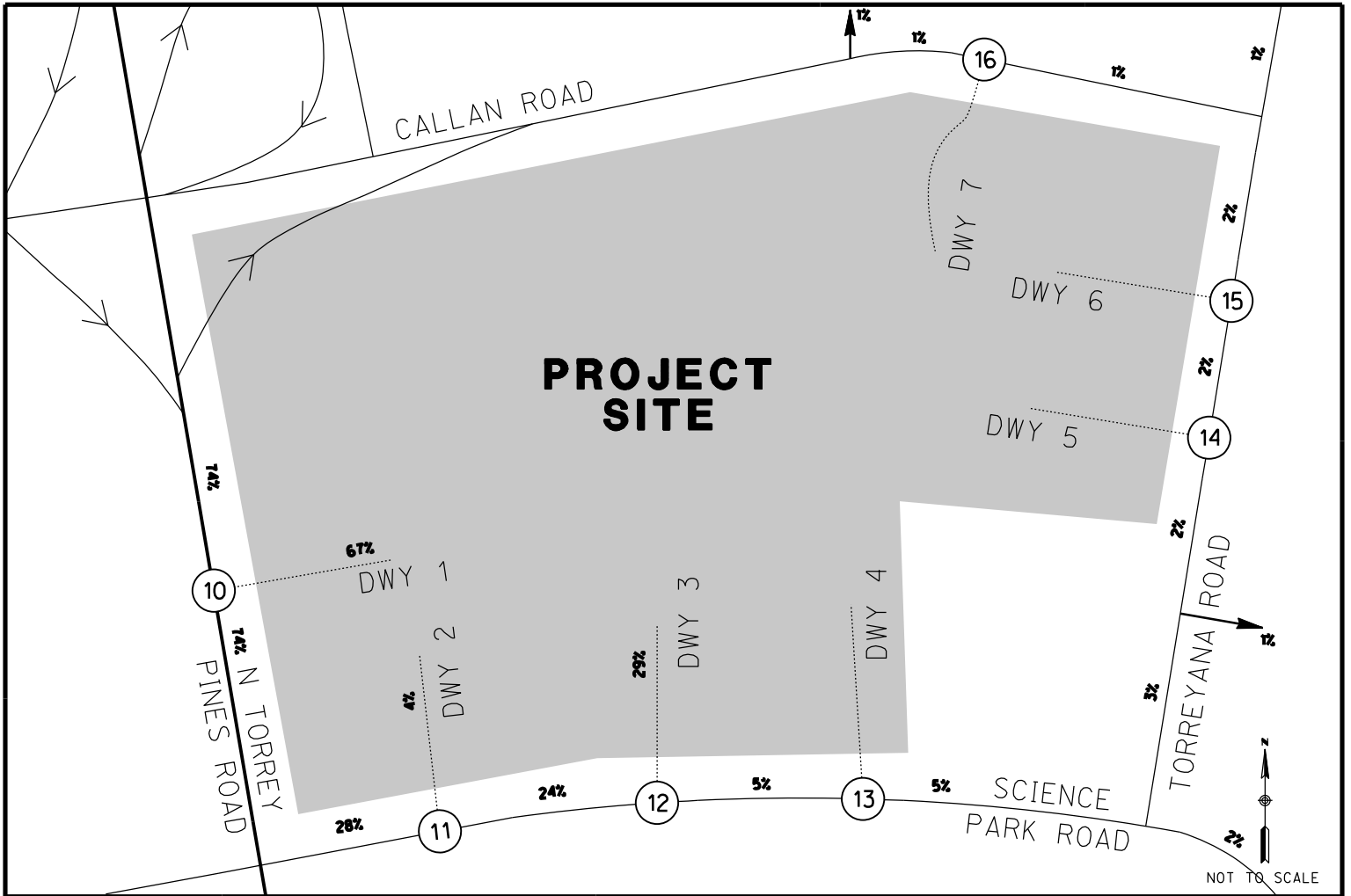


**EXHIBIT 7**  
PROJECT TRIP DISTRIBUTION

ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

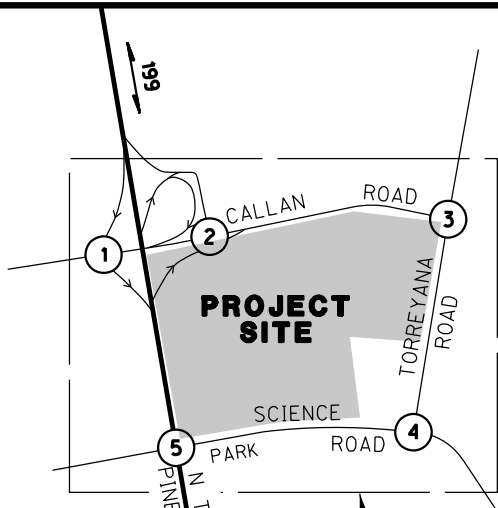
**LEGEND**    **xxx%** = DISTRIBUTION PERCENTAGE



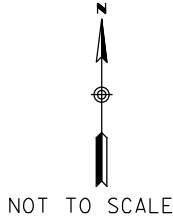
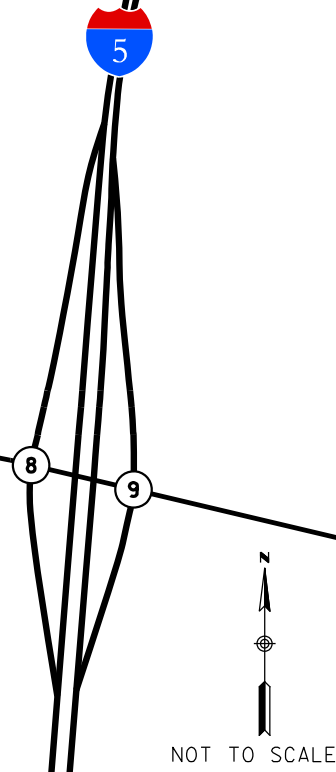
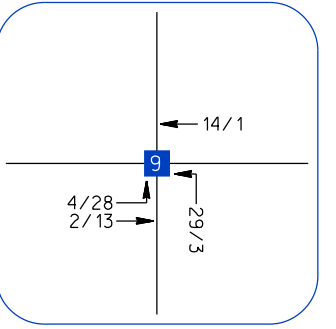
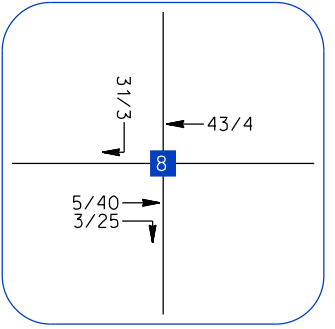
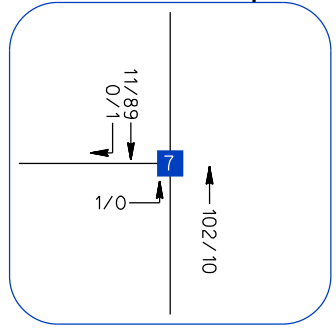
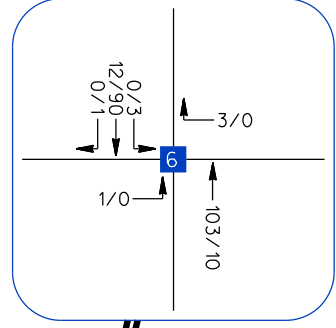
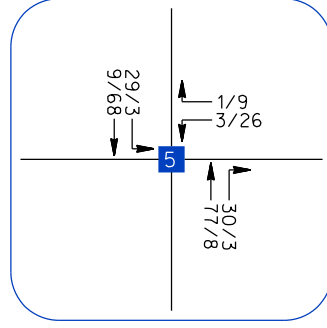
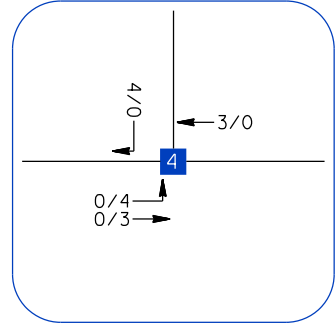
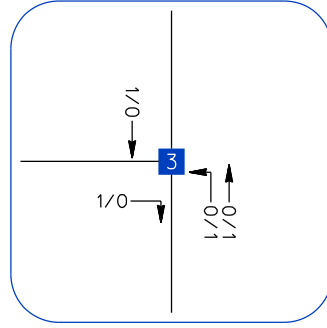
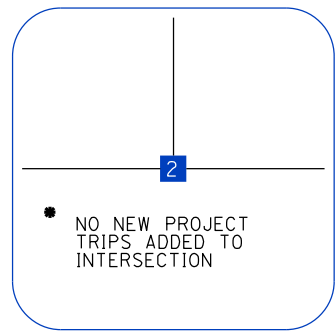
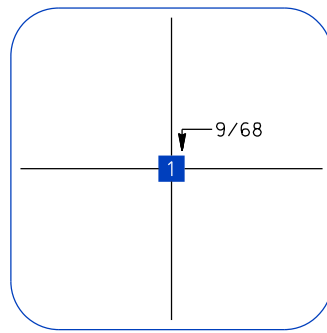
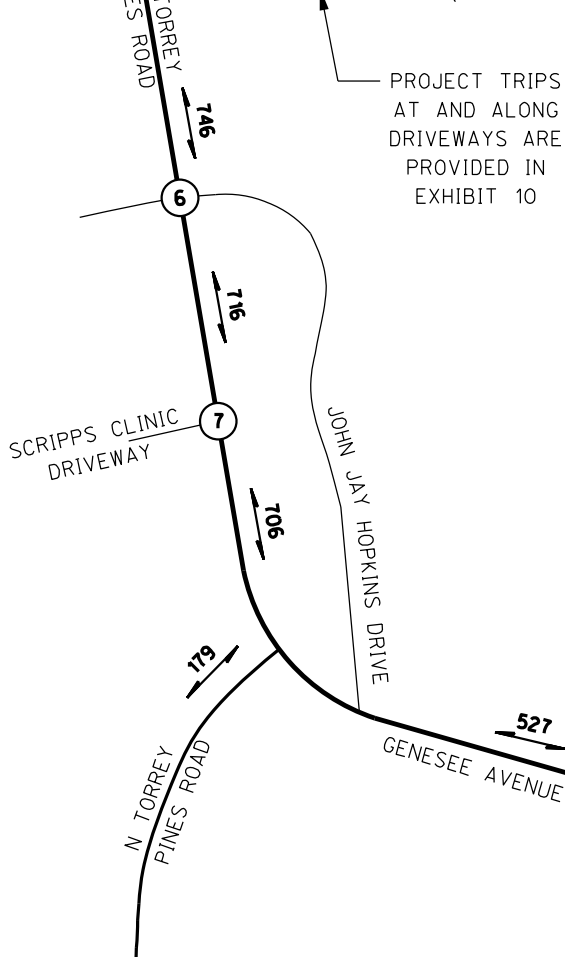


**EXHIBIT 8**  
 PROJECT TRIP DISTRIBUTION AT DRIVEWAYS  
 ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

**LEGEND** [ xx% ] =DISTRIBUTION PERCENTAGE



PROJECT TRIPS AT AND ALONG DRIVEWAYS ARE PROVIDED IN EXHIBIT 10



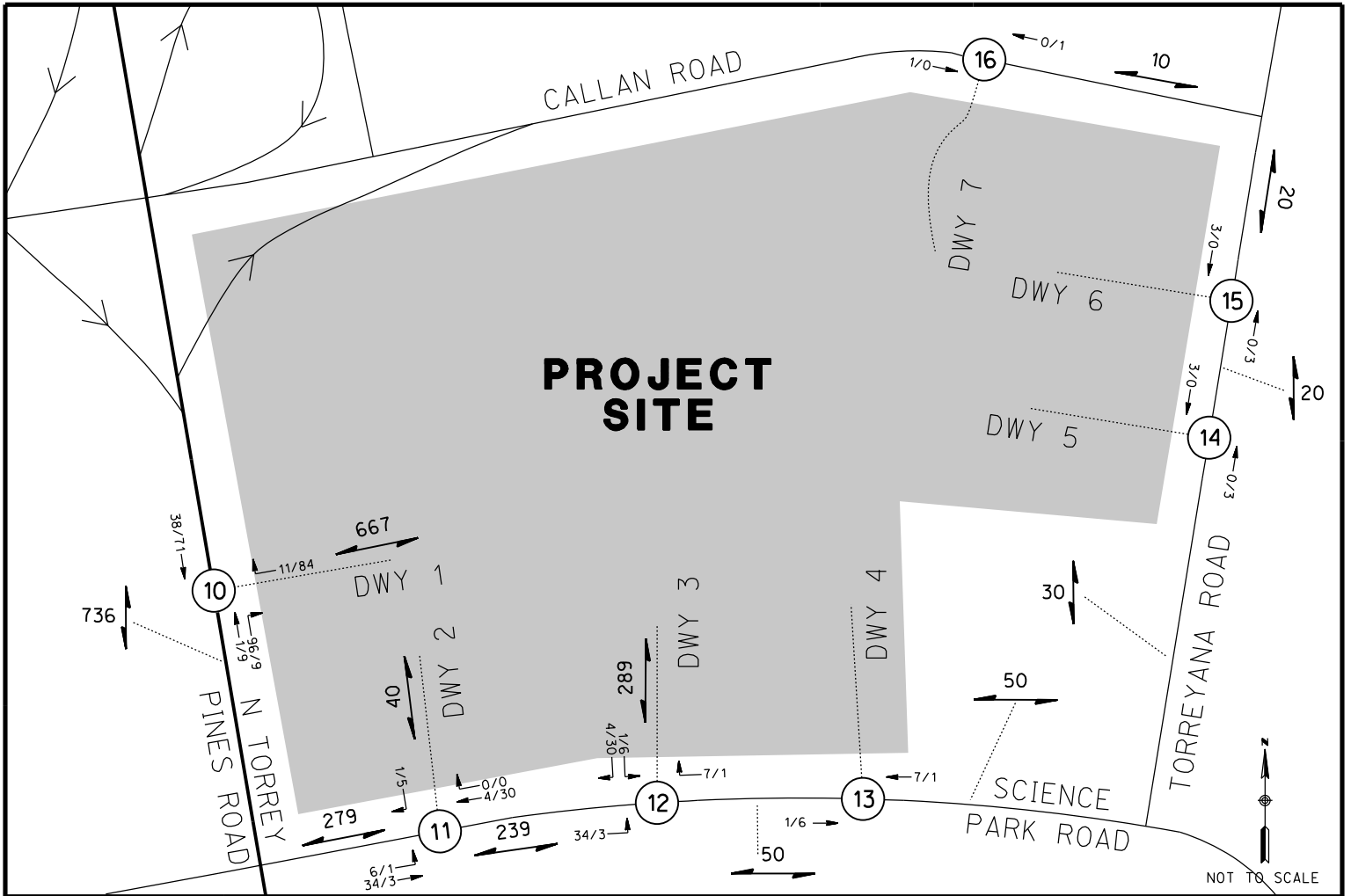
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**EXHIBIT 9**  
PROJECT TRIP ASSIGNMENT  
ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

**LEGEND**  
AM/PM=PEAK HOUR VOLUMES  
XXX = TWO-WAY ADT

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**EXHIBIT 10**  
 PROJECT TRIP ASSIGNMENT AT DRIVEWAYS  
 ONE ALEXANDRIA SQUARE TRANSPORTATION STUDY

**LEGEND** X,XXX = TWO-WAY ADT  
 AM/PM=PEAK HOUR VOLUMES

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## 5.0- PROJECT TRAFFIC

### 5.1- TRIP GENERATION

The project traffic volumes generated by the proposed development were estimated utilizing City of San Diego’s Trip Generation Manual (May 2003) for a Scientific Research and Development use. Using the driveway trip rates of 8 weekday trips/thousand square feet, the project is expected to generate approximately 2,052 Average Daily Traffic (ADT) with 328 (295 inbound and 33 outbound) AM peak hour trips and 287 (29 inbound and 259 outbound) PM peak hour trips. The two existing buildings totaling 133,660 square feet to be demolished are currently occupied by National University Corporate office. Using driveway trip rates of 10 weekday trips/thousand square feet for a Corporate Headquarters/Single Tenant Office use, it is estimated that it currently generates approximately 1,337 Average Daily Traffic (ADT) with 201 (180 inbound and 21 outbound) AM peak hour trips and 201 (21 inbound and 180 outbound) PM peak hour trips. These trips were subtracted out for a net of 715 Average Daily Traffic (ADT) with 127 (115 inbound and 12 outbound) AM peak hour trips and 86 (8 inbound and 78 outbound) PM peak hour trips.

**Table 5** summarizes the anticipated trips that would be generated by the project.

**TABLE 5  
PROJECT TRIP GENERATION SUMMARY**

LAND USE	QUANTITY		DWY Rate <sup>2</sup>	ADT <sup>3</sup>	AM PEAK HOUR						PM PEAK HOUR					
					Peak Hr Rate	SPLIT		VOLUMES			Peak Hr Rate	SPLIT		VOLUMES		
						IN	OUT	IN	OUT	TOTAL		IN	OUT	IN	OUT	TOTAL
Research and Development	256.5	TSF <sup>1</sup>	8	2,052	16%	90%	10%	295	33	328	14%	10%	90%	29	259	287
<b>Total</b>	<b>256.5</b>	<b>TSF</b>		<b>2,052</b>				<b>295</b>	<b>33</b>	<b>328</b>				<b>29</b>	<b>259</b>	<b>287</b>
Existing National University Headquarters Office to be Demolished	133.7	TSF	10	1,337	15%	90%	10%	180	21	201	15%	10%	90%	21	180	201
<b>Existing Total</b>	<b>133.7</b>	<b>TSF</b>		<b>1,337</b>				<b>180</b>	<b>21</b>	<b>201</b>				<b>21</b>	<b>180</b>	<b>201</b>
<b>Net Total</b>	<b>122.8</b>			<b>715</b>				<b>115</b>	<b>12</b>	<b>127</b>				<b>8</b>	<b>78</b>	<b>86</b>

<sup>1</sup>TSF = Thousand Square Feet

<sup>2</sup>Rates based on City of San Diego’s Trip Generation Rate Summary for Scientific Research and Development and Corporate Headquarters/Single Tenant Office.

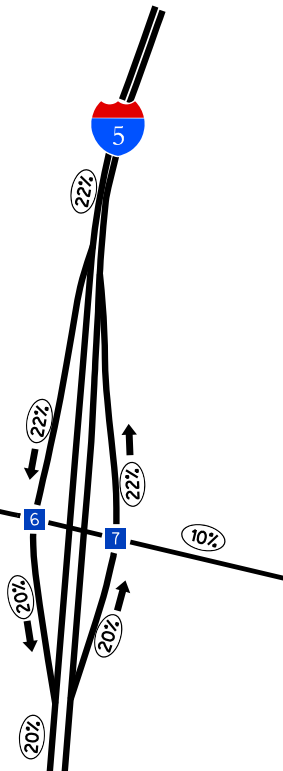
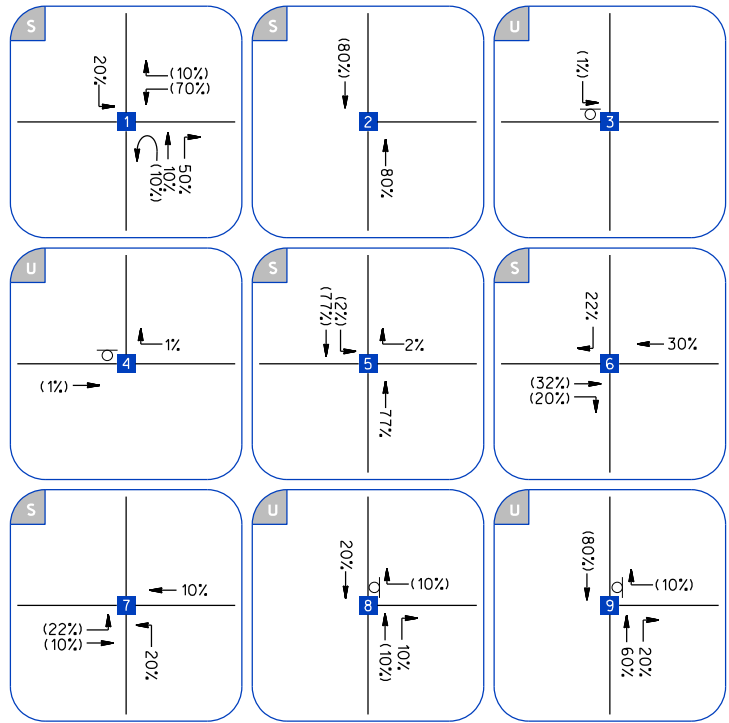
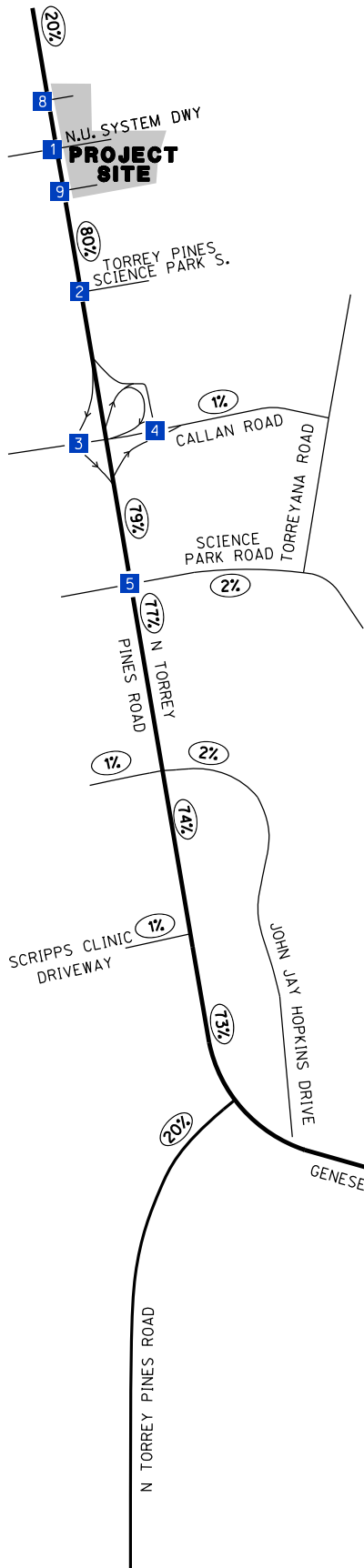
<sup>3</sup>ADT = Average Daily Traffic

### 5.2- TRIP DISTRIBUTION

The project traffic distribution was estimated based on the site’s proximity to the nearby major roadways, freeways, existing, future traffic patterns, as well as adjacent land uses, and our knowledge of local traffic patterns in the surrounding area. Once the project distributions were established the project traffic volumes were added to the project area intersections and roadways.

**Exhibit 6** illustrates the project distribution percentages.

**Exhibit 7** illustrates the anticipated project traffic volumes.



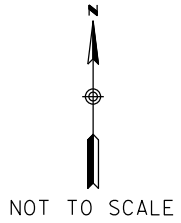
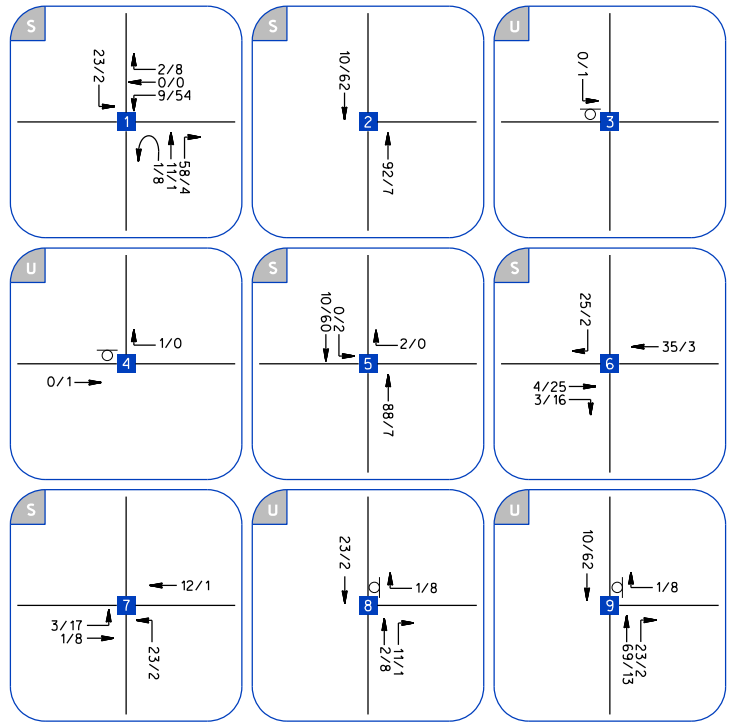
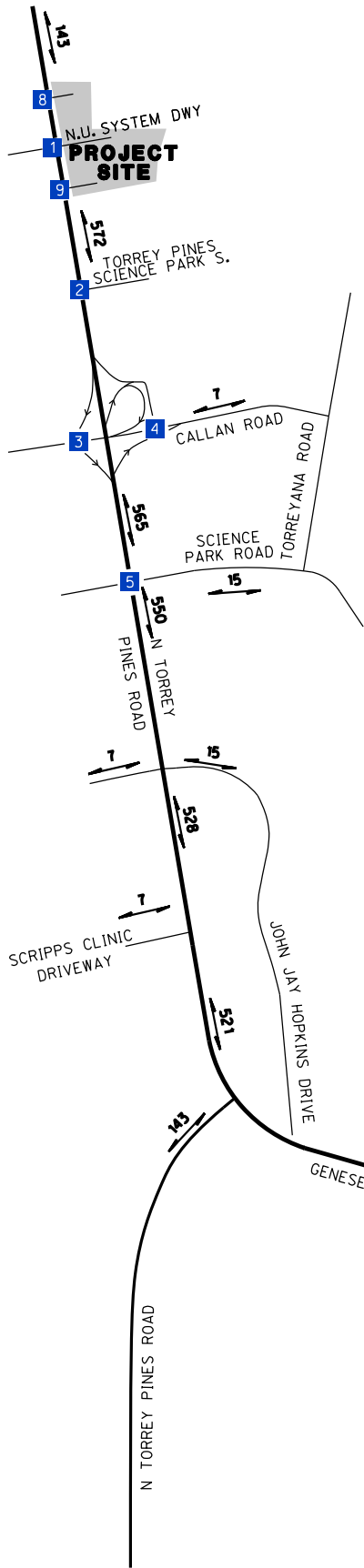
NOT TO SCALE



**EXHIBIT 6**  
PROJECT TRIP DISTRIBUTION  
ONE ALEXANDRIA NORTH

**LEGEND**

- X = INTERSECTION NUMBER
- S = SIGNALIZED
- U = UNSIGNALIZED
- XX% = PERCENT DISTRIBUTION
- XX%** = INBOUND PERCENT DISTRIBUTION
- (XX%)** = OUTBOUND PERCENT DISTRIBUTION



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**EXHIBIT 7**  
PROJECT TRIP VOLUMES  
ONE ALEXANDRIA NORTH

- LEGEND**
- X = INTERSECTION NUMBER
  - S = SIGNALIZED
  - U = UNSIGNALIZED
  - = STOP CONTROL
  - X,XXX = TWO-WAY ADT
  - X,XXX = ONE-WAY ADT