

3Roots San Diego Project  
Environmental Impact Report  
SCH No. 2018041065; Project No. 587128

Appendix B

---

Traffic Impact Analysis

June 2019

# 1 INTRODUCTION

This transportation impact analysis evaluates the traffic conditions associated with the proposed 3Roots project (herein referred to as “the project”) located in Carroll Canyon Master Plan area of the Mira Mesa Community within the City of San Diego, CA.

## 1.1 PROJECT DESCRIPTION

The 413-acre 3Roots project site is located east of Camino Santa Fe between Flanders Drive and Trade Street. The project site is a former rock quarry previously operated by Hanson Aggregates. In 2017, the land and reclamation obligation transferred to Mesa Canyon Community Partners (MCCP).

Development of the proposed project includes:

- 1,800 residential units,
- 136,700 square feet of retail use,
- 23,460 square feet of office,
- a 25-acre active park, and
- a 1.5-acre Mobility Hub that will function as a centralized space for public and private transit options.

At project buildout, the 1,800 residential units will consist of the following residential types:

- 643 condominiums (low-density attached);
- 609 apartments (high-density attached); and
- 548 single-family detached units.

The commercial retail/office component of the project of 160,000 square feet would include 86,400 square feet food and beverage offerings such as fast casual restaurants, quality dining, breweries, cafes, and on-site craft foods. At the time this report was prepared, the specific uses within the food and beverage designation had not been determined. However, trips associated with this use were evaluated based on the highest trips rate for restaurant use in order to provide a conservative estimate of trips associated with this. It should be noted that fast food restaurants are not included and are not being considered within this land use designation. Once the specific uses are identified within the food and beverage category are determined, the property owner will submit to the City a trip generation letter to ensure that the trips associated with the proposed use are equal to or less than the trips evaluated in this transportation impact analysis report.

Other commercial uses include 20,700 square feet of neighborhood commercial retail, 16,000 square feet of ground floor/live-work retail, 9,600 square feet of service (specialty) retail, and 23,460 square feet of office with a co-working concept that could offer services such as shipping, printing, conference rooms, and tele-meeting options. The future Mobility Hub will also include 4,000 square feet of commercial space.

The project will take access from the existing signalized intersections of Camino Santa Fe/Miratech Drive, Camino Santa Fe/Summers Ridge Drive, and Camino Santa Fe/Carroll Canyon Road. Future access to the site will also be provided from the existing signalized intersection of Camino Ruiz/Carroll Canyon Road following completion of the Carroll Canyon Road extension through the project site. In addition, new project intersections will be constructed along the future segment of Carroll Canyon Road east of Camino Santa Fe. A total of four new signalized intersections are planned along this corridor to provide pedestrian, bicycle and auto access across Carroll Canyon Road from the project site.

**Figure 1-1** illustrates the proposed project land use plan, and **Figure 1-2** illustrates the project site plan.



H:\PD\DATA\168726\_3Roots TIA\Planning\Graphics\Illustrator

## 4 PROJECT TRAFFIC

This section describes the proposed project, estimated trip generation, trip distribution, and assignment of trips to the adjacent roadway network.

### 4.1 PROJECT DESCRIPTION

The 413-acre 3Roots project site is located east of Camino Santa Fe between Flanders Drive and Trade Street. The project site is a former rock quarry previously occupied by Hanson Aggregates. In 2017, the land and reclamation obligation transferred to M CCP Mesa Canyon Community Partners.

Development of the proposed project includes:

- 1,800 residential units,
- 136,700 square feet of retail use,
- 23,460 square feet of office,
- a 25-acre active park, and
- a 1.5-acre Mobility Hub that will function as a centralized space for public and private transit options.

At project buildout, the 1,800 residential units will consist of the following residential types:

- 632 condominiums (low-density attached);
- 631 apartments (high-density attached); and
- 537 single-family detached units.

The commercial retail/office component of the project would include 86,400 square feet food and beverage offerings such as casual restaurants, quality dining, breweries, cafes, and on-site craft foods. At the time this report was prepared, the specific uses within the food and beverage designation had not been determined. However, trips associated with this use were evaluated based on the highest trips rate for restaurant use in order to provide a conservative estimate of trips associated with this. It should be noted that fast food restaurants are not included and are not being considered within this land use designation. Once the specific uses are identified within the food and beverage category are determined, the property owner will submit to the City a trip generation letter to ensure that the trips associated with the proposed use are equal to or less than the trips evaluated in this transportation impact analysis report.

Other commercial uses include 20,700 square feet of neighborhood commercial retail, 16,000 square feet of ground floor/live-work retail, 9,600 square feet of service (specialty) retail, and 23,460 square feet of office with a co-working concept that could offer services such as shipping, printing, conference rooms, and tele-meeting options. The future Mobility Hub will also include 4,000 square feet of commercial space.

The project will take access from the existing signalized intersections of Camino Santa Fe/Miratech Drive, Camino Santa Fe/Summers Ridge Drive, and Camino Santa Fe/Carroll Canyon Road. Future access to the site will also be provided from the existing signalized intersection of Camino Ruiz/Carroll Canyon Road following completion of the Carroll Canyon Road extension through the project site. In addition, new project intersections will be constructed along the future segment of Carroll Canyon Road east of Camino Santa Fe. A total of four new signalized intersections are planned along this corridor to provide pedestrian, bicycle and auto access across Carroll Canyon Road from the project site.

## Phase 1

The project will be developed in two phases. Phase 1, which is expected to be completed by the year 2021, proposes to construct 1,437 residential units and 16,000 square feet of ground floor retail. Phase 1 would consist of the following residential and retail types:

- 393 condominiums (low-density attached);
- 609 apartments (high-density attached);
- 435 single-family detached units; and
- 16,000 square-foot of ground floor retail.

## Phase 2

Phase 2 (project buildout), which is expected to be completed by the year 2025, will construct:

- 113 single family dwelling units,
- 250 attached condominiums,
- 86,400 square-feet of food/beverage uses,
- 30,300 square-feet of commercial retail use,
- 23,460 square-feet of office use, and
- 4,000 square-feet of mobility hub commercial.

## Carroll Canyon Road

The project will construct the extension of Carroll Canyon Road through the project site as a 6-lane Primary Arterial in Phase 2. The existing segment of Carroll Canyon Road from one half-mile west of Camino Ruiz to Camino Ruiz was built to 6-lane Primary Arterial standards but is currently striped with 4 lanes. The existing 2,700-foot segment of Carroll Canyon Road that extends from the project's eastern boundary to Camino Ruiz was built to 6-lane Primary Arterial standards but is currently striped with 4 lanes. The project will restripe this existing section of Carroll Canyon Road to provide a total of 6 travel lanes and bicycle lanes.

The project will also construct a segment of Carroll Canyon Road west of Camino Santa Fe as a four-lane Major to the western boundary of the existing Fenton Technology Park in Phase 2. However, this segment of Carroll Canyon Road will not carry any vehicular traffic until the City's PFFP Project T-5A to construct Carroll Canyon Road from Carroll Road to the Fenton Technology Park western boundary is completed. Project T-5A is scheduled to be completed in year 2024.

## Future Transit

MTS currently operates route 237, Rapid Service, along Mira Mesa Boulevard and provides east-west connectivity to the north of the project site. The Mira Mesa Community Plan contemplated light rail transit (LRT) along the future Carroll Canyon Road and the 1994 Carroll Canyon Master Plan states: "If an LRT line is approved for the Carroll Canyon area, a transit station would be developed within the mixed-use area. If an LRT line is not approved for this area, it is anticipated that this area would be used for a bus station." SANDAG removed the LRT line from Carroll Canyon Road as part of San Diego Forward: The Regional Plan in 2016. However, in consultation with MTS and SANDAG, the applicant was requested to include an area that could be used as right of way for a potential Bus Rapid Transit (BRT) route along Carroll Canyon Road, so as not to preclude a potential BRT route in the future. At the time this report was prepared, SANDAG was in the process of updating the Regional Transportation Plan, which is anticipated to be completed in 2019.

Right of way for a future BRT route has been reserved with an Irrevocable Offer to Dedicate (IOD) should SANDAG determine that a route along Carroll Canyon Road is needed. SANDAG has indicated the future route would generally follow Carroll Canyon Road from I-805 through the project site to Camino Ruiz and then east toward Black Mountain Road. However, as noted above, the exact alignment of this future route not been identified and does not exist in

approved SANDAG planning documents. SANDAG has indicated that there is currently no funding identified for this or any other potential transit (such as BRT) along Carroll Canyon Road; nor is there any funding to relocate the Mira Mesa Boulevard bus route southward to Carroll Canyon Road.

Based on guidance from SANDAG, the preferred alignment of the future BRT is along the center of Carroll Canyon Road within the raised median area. The 3Roots project will provide an IOD on the south side of the future Carroll Canyon Road throughout the Carroll Canyon Road alignment in order to accommodate the future ROW necessary to implement the BRT. 3Roots will construct Carroll Canyon Road from Camino Santa Fe to its existing terminus at eastern boundary to a six-lane roadway with a 26-foot raised, landscaped median inclusive of the left turn lanes at the signalized intersections and Class I bike paths on the north and south sides of the roadway. The 3Roots project would also provide additional IOD's on both the north and south side of the street to accommodate a future transit stop on the west side of the future signalized intersection of Carroll Canyon Road / Spine Road.

## 4.2 PROJECT TRIP GENERATION

Trip generation rates published in the *City of San Diego Trip Generation Manual, May 2003* were applied to the proposed uses to estimate the traffic generation characteristics of the site. **Table 4-1** summarizes the City of San Diego's trip generation rates applied to the project. Driveway rates reflect total vehicular trips generated by the project. Cumulative trips are defined as driveway trips minus pass-by trips (trips that are already on the roadway and passing by the site) and considered new trips added to a community.

**TABLE 4-1: TRIP GENERATION RATES**

Land Use	Driveway Vehicle Trip Rate	Cumulative Vehicle Trip Rate	AM PEAK HOUR		PM PEAK HOUR	
			% of ADT	In:Out Ratio	% of ADT	In:Out Ratio
Condominiums (<20 du per acre)	8 trips / du	8 trips / du	8%	0.20 : 0.80	10%	0.70 : 0.30
Apartments (>20 du per acre)	6 trips / du	6 trips / du	8%	0.20 : 0.80	9%	0.70 : 0.30
Single-Family Detached	10 trips / du	10 trips / du	8%	0.20 : 0.80	10%	0.70 : 0.30
Specialty Retail Center/Strip Commercial	40 trips / ksf	36 trips / ksf	3%	0.60 : 0.40	9%	0.50 : 0.50
High Turnover Restaurant	130 trips / ksf	104 trips / ksf	8%	0.50 : 0.50	8%	0.60 : 0.40
Neighborhood Commercial	120 trips / ksf	72 trips / ksf	4%	0.60 : 0.40	11%	0.50 : 0.50
Commercial Office	(1)	(1)	13%	0.90 : 0.10	14%	0.20 : 0.80
Developed Park	50 trips / acre	50 trips / Acre	4%	0.50 : 0.50	8%	0.50 : 0.50

Notes:

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit; ksf: 1,000 square feet

(1) Trip rate is based on fitted curve logarithmic equation for Commercial Office:  $\ln(T) = 0.756\ln(X)+3.95$ .

## Phase 1 (2021) and Project Buildout (2025) Trip Generation

**Tables 4-2 and 4-3** summarizes the driveway and cumulative trips that are forecast to be generated by the 1,437 residential units and 16,000 square-foot ground floor retail proposed in Phase 1 (year 2021). As shown in Table 4-3, the proposed Phase 1 development is forecast to generate a total of 11,788 cumulative weekday trips per day, with 911 trips (190 in, 721 out) occurring during the AM peak hour, and with 1,136 trips (784 in, 352 out) occurring during the PM peak hour. Due to the low square footage of retail being developed, no mixed-use reduction or pass-by reduction (cumulative rate) was applied for Phase 1.

The forecast Phase 2/Project Buildout driveway and cumulative trip generation (Year 2025) is summarized in **Tables 4-4 and 4-5, respectively**. As shown in Table 4-5, the buildout of the proposed project is forecast to generate 26,209 cumulative trips per day, with 1,982 trips (713 in, 1,268 out) occurring during the AM peak hour, and with 2,407 trips (1,504 in, 904 out) occurring during the PM peak hour.

The cumulative trip rates for the proposed commercial uses were applied to account for pass-by trips. Because both residential and commercial uses will be developed at project buildout, a 10% mixed-use trip reduction was applied to the residential trips to reflect trips that would stay internal to the project site as well as non-vehicular trips.

## Horizon Year 2050 Trip Generation

The project will construct a Mobility Hub near the retail center, which will provide for a variety of mobility options. The mobility hub does not include a park-n-ride facility. In addition, SANDAG and MTS are considering a future transit route along Carroll Canyon Road when it is completed. Future route planning has been discussed with SANDAG, MTS and City of San Diego, which is inconclusive at the time this report was prepared. The adopted regional transportation plan (San Diego Forward 2050) at the time this report was prepared did not include a transit route along this corridor. However, the regional transportation plan in process at the time this report was completed may include a future route along Carroll Canyon Road.

The future extensions of Carroll Canyon Road west of Camino Santa Fe and east of Camino Ruiz are not expected to be completed by project buildout (year 2025). Therefore, the trip generation for Phase 1 and Phase 2 (project buildout) do not include transit trip reductions. It is possible that local circulator routes, MTS/Coaster feeder routes or private shuttle services may be operational prior to the Carroll Canyon Road connection. But to maintain a conservative approach for the project near term and project buildout conditions, these reductions are not considered for 2021 and 2025.

By the year 2050, Carroll Canyon Road is anticipated to be constructed both east and west of the project site by others. The eastern portion will be constructed by Vulcan in conjunction with their Stone Creek project. The section to the west is funded through the Mira Mesa Public Facilities Financing Plan (Project T-5A, funded by 2024 through FBA-MM Fees). In addition, SANDAG and MTS are considering a transit route along Carroll Canyon Road. However, at the time this report was prepared, the route was not included in the Regional Transportation Plan and a Feasibility Assessment/Alignment Study had not been prepared for the corridor. Therefore, the project will provide an IOD on the south side of the street and will provide a mobility hub that will serve a future transit line should one be constructed by SANDAG/MTS.

As such, this analysis assumed a transit trip reduction credit for the Horizon Year (2050) analysis. **Tables 4-6 and 4-7** reflect the forecast driveway and cumulative project trips, which includes the completion of Carroll Canyon Road from I-5 to I-15 and an operational BRT route along Carroll Canyon Road. As shown in Table 4-7, the buildout of the proposed project under Horizon Year 2050 conditions is forecast to generate 25,478 cumulative trips per day, with 1,875 trips (689 in, 1,185 out) occurring during the AM peak hour, and with 2,322 trips (1,445 in, 877 out) occurring during the PM peak hour.

**TABLE 4-2: DRIVEWAY TRIP GENERATION SUMMARY: PHASE 1 DEVELOPMENT (YEAR 2021)**

Land Use	Amount		Daily Trip Generation Rate	ADT	AM PEAK HOUR			PM PEAK HOUR		
					Total	In	Out	Total	In	Out
Condominiums	393	du	8 / du	3,144	252	50	201	314	220	94
Apartments	609	du	6 / du	3,654	292	58	234	329	230	99
Single-Family	435	du	10 / du	4,350	348	70	278	435	305	130
Ground Floor Retail (specialty retail)	16	ksf	40 / ksf <sup>(1)</sup>	640	19	12	8	58	29	29
Phase 1 Project Total Driveway Trips				11,788	911	190	721	1,136	784	352

Notes:

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit, ksf = 1,000 square feet

**TABLE 4-3: CUMULATIVE TRIP GENERATION SUMMARY: PHASE 1 DEVELOPMENT (YEAR 2021)**

Land Use	Amount		Daily Trip Generation Rate	ADT	AM PEAK HOUR			PM PEAK HOUR		
					Total	In	Out	Total	In	Out
Condominiums	393	du	8 / du	3,144	252	50	201	314	220	94
Apartments	609	du	6 / du	3,654	292	58	234	329	230	99
Single-Family	435	du	10 / du	4,350	348	70	278	435	305	130
Ground Floor Retail (specialty retail)	16	ksf	40 / ksf <sup>(1)</sup>	640	19	12	8	58	29	29
Phase 1 Project Total Cumulative Trips				11,788	911	190	721	1,136	784	352

Notes:

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit, ksf = 1,000 square feet

<sup>(1)</sup> Driveway rate was used for the 16,000 sf of commercial in Phase I. No pass-by or mixed use reductions were applied in Phase 1.



**TABLE 4-4: DRIVEWAY TRIP GENERATION SUMMARY: PROJECT BUILDOUT (YEAR 2025)**

Land Use	Amount	Daily Trip Generation Rate	ADT	AM PEAK HOUR			PM PEAK HOUR		
				Total	In	Out	Total	In	Out
Condominiums (<20 du per acre)	643 du	8/du	5,144	412	82	330	514	360	154
Apartments (>20 du per acre)	609 du	6/du	3,654	292	58	234	329	230	99
Single-Family Detached	548 du	10/du	5,480	438	88	351	548	384	164
Ground Floor Retail or Live Work	16.000 ksf	40/ksf	640	19	12	7	58	29	29
Food and Beverage, Brewery, Fine Dining	86.400 ksf	130/ksf	11,232	899	449	450	899	539	360
Retail (Neighborhood)	20.700 ksf	120/ksf	2,484	99	60	39	273	137	136
Services (Specialty Retail)	9.600 ksf	40/ksf	384	12	7	5	35	17	18
Co-Working (Office)	23.460 ksf	(1)	564	73	66	7	79	16	63
Mobility Hub Commercial (Specialty Retail)	4.000 ksf	40/ksf	160	5	3	2	14	7	7
Developed Park	25.4 acres	50/acre	1,270	51	26	25	102	51	51
Driveway Trips Subtotal			31,012	2,300	851	1,449	2,851	1,770	1,081
Mixed-Use Trip Reduction (2)			1,445	95	22	73	142	98	44
<b>Net Project Buildout Driveway Trips</b>			<b>29,567</b>	<b>2,205</b>	<b>829</b>	<b>1,376</b>	<b>2,708</b>	<b>1,671</b>	<b>1,036</b>

**Notes:**

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit; ksf: 1,000 square feet

(1) Trip rate is based on fitted curve logarithmic equation for Commercial Office:  $\ln(T) = 0.756\ln(X) + 3.95$ .

(2) The following mixed-use reduction factors were applied to calculate the trip reduction:

Residential: Daily = 10%; AM = 8%; PM = 10%.

Office: Daily = 3%; AM = 5%; PM = 4%.

The commercial retail trip reduction is equal to the sum of the total mixed-use reduction for residential and office.

**TABLE 4-5: CUMULATIVE TRIP GENERATION SUMMARY: PROJECT BUILDOUT DEVELOPMENT (YEAR 2025)**

Land Use	Amount		Daily Trip Generation Rate	ADT	AM PEAK HOUR			PM PEAK HOUR		
					Total	In	Out	Total	In	Out
Condominiums (<20 du per acre)	643	du	8/du	5,144	412	83	329	514	360	154
Apartments (>20 du per acre)	609	du	6/du	3,654	292	58	234	329	230	99
Single-Family Detached	548	du	10/du	5,480	438	88	350	548	384	164
Ground Floor Retail or Live Work	16.000	ksf	36/ksf	576	17	10	7	52	26	26
Food and Beverage, Brewery, Fine Dining	86.400	ksf	104/ksf	8,986	719	359	360	719	431	288
Retail (Neighborhood)	20.700	ksf	72/ksf	1,490	60	36	24	164	82	82
Services (Specialty Retail)	9.600	ksf	36/ksf	346	10	6	4	31	16	16
Co-Working (Office)	23.460	ksf	<sup>(1)</sup>	564	73	66	7	79	16	63
Mobility Hub Commercial (Specialty Retail)	4.000	ksf	36/ksf	144	5	3	2	13	6	6
Developed Park	25.4	acres	50/acre	1,270	51	26	25	102	51	51
Cumulative Trips Subtotal				27,654	2,077	735	1,342	2,551	1,602	949
Mixed-Use Trip Reduction <sup>(2)</sup>				1,445	95	22	74	143	98	45
<b>Net Project Buildout Cumulative Trips</b>				<b>26,209</b>	<b>1,982</b>	<b>713</b>	<b>1,268</b>	<b>2,407</b>	<b>1,504</b>	<b>904</b>

**Notes:**

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit; ksf: 1,000 square feet

<sup>(1)</sup> Trip rate is based on fitted curve logarithmic equation for Commercial Office:  $\ln(T) = 0.756\ln(X) + 3.95$ .

<sup>(2)</sup> The following mixed-use reduction factors were applied to calculate the trip reduction:

Residential: Daily = 10%; AM = 8%; PM = 10%.

Office: Daily = 3%; AM = 5%; PM = 4%.

The commercial retail trip reduction is equal to the sum of the total mixed-use reduction for residential and office.

**TABLE 4-6: DRIVEWAY TRIP GENERATION SUMMARY: PROJECT BUILDOUT DEVELOPMENT WITH TRANSIT TRIP REDUCTIONS (HORIZON YEAR 2050)**

Land Use	Amount		Daily Trip Generation Rate	ADT	AM PEAK HOUR			PM PEAK HOUR		
					Total	In	Out	Total	In	Out
Condominiums (<20 du per acre)	643	du	8/du	5,144	412	82	330	514	360	154
Apartments (>20 du per acre)	609	du	6/du	3,654	292	58	234	329	230	99
Single-Family Detached	548	du	10/du	5,480	438	88	350	548	384	164
Ground Floor Retail or Live Work	16.000	ksf	40/ksf	640	19	12	7	58	29	29
Food and Beverage, Brewery, Fine Dining	86.400	ksf	130/ksf	11,232	899	449	450	899	539	359
Retail (Neighborhood)	20.700	ksf	120/ksf	2,484	99	60	39	273	137	137
Services (Specialty Retail)	9.600	ksf	40/ksf	384	12	7	5	35	17	17
Co-Working (Office)	23.460	ksf	(1)	564	73	66	7	79	16	63
Mobility Hub Commercial (Specialty Retail)	4.000	ksf	40/ksf	160	5	3	2	14	7	7
Developed Park	25.4	acres	50/acre	1,270	51	26	25	102	51	51
Driveway Trips Subtotal				31,012	2,300	851	1,449	2,850	1,770	1,081
Mixed-Use Trip Reduction <sup>(2)</sup>				731	107	24	83	85	59	26
Transit Trip Reduction <sup>(3)</sup>				1,445	95	22	73	142	98	44
<b>Net Project Buildout Driveway Trips</b>				<b>28,836</b>	<b>2,098</b>	<b>805</b>	<b>1,293</b>	<b>2,623</b>	<b>1,613</b>	<b>1,010</b>

**Notes:**

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit; ksf: 1,000 square feet

<sup>(1)</sup> Trip rate is based on fitted curve logarithmic equation for Commercial Office:  $\ln(T) = 0.756\ln(X) + 3.95$ .

<sup>(2)</sup> The following mixed-use reduction factors were applied to calculate the trip reduction:

Residential: Daily = 10%; AM = 8%; PM = 10%.

Office: Daily = 3%; AM = 5%; PM = 4%.

The commercial retail trip reduction is equal to the sum of the total mixed-use reduction for residential and office.

<sup>(3)</sup> The following transit trip reduction factors were applied to calculate the trip reduction:

Residential: Daily = 5%; AM = 9%; PM = 6%.

Office: Daily = 3%; AM = 5.5%; PM = 2%.

Transit trip reduction factors were not applied to the commercial retail uses.

**TABLE 4-7: CUMULATIVE TRIP GENERATION SUMMARY: PROJECT BUILDOUT DEVELOPMENT WITH TRANSIT TRIP REDUCTIONS (HORIZON YEAR 2050)**

Land Use	Amount		Daily Trip Generation Rate	ADT	AM PEAK HOUR			PM PEAK HOUR		
					Total	In	Out	Total	In	Out
Condominiums (<20 du per acre)	643	du	8/du	5,144	412	82	330	514	360	154
Apartments (>20 du per acre)	609	du	6/du	3,654	292	58	234	329	230	99
Single-Family Detached	548	du	10/du	5,480	438	88	350	548	384	164
Ground Floor Retail or Live Work	16.000	ksf	36/ksf	576	17	10	7	52	26	26
Food and Beverage, Brewery, Fine Dining	86.400	ksf	104/ksf	8,986	719	360	359	719	431	288
Retail (Neighborhood)	20.700	ksf	72/ksf	1,490	60	36	24	164	82	82
Services (Specialty Retail)	9.600	ksf	36/ksf	346	10	6	4	31	16	16
Co-Working (Office)	23.460	ksf	(1)	564	73	66	7	79	16	63
Mobility Hub Commercial (Specialty Retail)	4.000	ksf	36/ksf	144	5	3	2	13	6	6
Developed Park	25.4	acres	50/acre	1,270	51	26	25	102	51	51
Cumulative Trips Subtotal				27,654	2,077	735	1,342	2,551	1,602	949
Mixed-Use Trip Reduction <sup>(2)</sup>				731	107	24	83	85	59	26
Transit Trip Reduction <sup>(3)</sup>				1,445	95	22	74	143	98	45
<b>Net Project Buildout Cumulative Trips</b>				<b>25,478</b>	<b>1,875</b>	<b>689</b>	<b>1,185</b>	<b>2,322</b>	<b>1,445</b>	<b>877</b>

**Notes:**

The trip rates for the proposed uses are based on the City of San Diego's Trip Generation Manual, May 2003.

du: dwelling unit; ksf: 1,000 square feet

<sup>(1)</sup> Trip rate is based on fitted curve logarithmic equation for Commercial Office:  $\ln(T) = 0.756\ln(X) + 3.95$ .

<sup>(2)</sup> The following mixed-use reduction factors were applied to calculate the trip reduction:

Residential: Daily = 10%; AM = 8%; PM = 10%.

Office: Daily = 3%; AM = 5%; PM = 4%.

The commercial retail trip reduction is equal to the sum of the total mixed-use reduction for residential and office.

<sup>(3)</sup> The following transit trip reduction factors were applied to calculate the trip reduction:

Residential: Daily = 5%; AM = 9%; PM = 6%.

Office: Daily = 3%; AM = 5.5%; PM = 2%.

Transit trip reduction factors were not applied to the commercial retail uses.

## 4.3 PROJECT TRIP DISTRIBUTION

Project trips were assigned to the local road network based on the results of Select Zone Assignment conducted using the SANDAG Series 12 Year 2020 and Year 2050 regional travel demand models. Three network scenarios were run using the Series 12 model:

Scenario 1: Year 2020 with existing roadway network (no Carroll Canyon Road extension);

Scenario 2: Year 2020 with Carroll Canyon Road extension between Camino Santa Fe and Camino Ruiz; and

Scenario 3: Year 2050 with buildout of the future roadway network included in the City of San Diego Community Plans and surrounding City General Plans for the SANDAG region.

Scenario 1 reflects the roadway network for Existing Plus Project and Near Term Year 2021 With Project conditions. Scenario 2 reflects the roadway network for Near Term Year 2025 With Project Buildout conditions. Scenario 2 Year 2020 volumes were adjusted using a growth rate factor to determine year 2025 volumes.

The Series 12 Year 2050 model includes the full extension of Carroll Canyon Road from I-5 to I-15. Both sections of Carroll Canyon Road are included in the Mira Mesa Public Facilities Financing Plan as T-5A (Fenton Road to Camino Santa Fe) and T-5C (Camino Ruiz to Black Mountain Road). Project T5-A (Fenton Road to Camino Santa Fe) is identified as funded through FBA-MM fees by year 2024. Project T-5C will be constructed in conjunction with the Vulcan Stone Creek project. Buildout of the Vulcan Stone Creek project is included in the SANDAG Series 12 Model run for this project. The project cannot be completed without the construction of Carroll Canyon Road, therefore it is reasonable to assume that the project is fully funded by year 2050.

The proposed residential, commercial and park uses were included in separate zones and individual Select Zone model runs were performed for each of the three uses. The individual Select Zone Assignment runs performed with the Series 12 Year 2020 and 2050 traffic models are described below:

### **Series 12 Year 2020 Model –Scenario 1 (Existing Roadway Network – without Carroll Canyon Road)**

Select Zone Assignment for Residential Uses (for Existing Plus Project and Near Term Year 2021)

Select Zone Assignment for Commercial Uses (for Existing Plus Project only)

### **Series 12 Year 2020 Model –Scenario 2 (With Carroll Canyon Road Extension)**

Select Zone Assignment for Residential Uses (for Near Term Year 2025)

Select Zone Assignment for Commercial Uses (for Near Term Year 2025)

### **Series 12 Year 2050 Model – Scenario 3 (with Carroll Canyon Road Extension from I-5 to I-15)**

Select Zone Assignment for Residential Uses (for Horizon Year 2050)

Select Zone Assignment for Commercial Uses (for Horizon Year 2050)

Select Zone Assignment for Park Uses (for Near Term Year 2025 and Horizon Year 2050)

The Select Zone distribution percentages for all three uses were similar within each model run scenario. Because the Select Zone Assignment for the park use was not run using the 2020 model, the distribution percentages for the residential uses were applied to the park use for Existing Plus Project and Near Term Year 2025 With Project conditions.

**Figure 4-1** displays the project trip distribution through the study intersections and road segments for the residential uses under Existing Plus Project and Near Term Year 2021 With Project conditions. Note that the residential

distribution percentages shown in Figure 4-1 also apply to the park distribution for the Existing Plus Project Buildout scenario.

**Figure 4-2** shows the project trip distribution for the commercial uses under Existing Plus Project and Near Term conditions, based on the existing roadway network.

**Figure 4-3** and **Figure 4-4** illustrate the project trip distribution for the residential and commercial uses, respectively, for Near Term Year 2025 With Project conditions. Note that the residential distribution percentages shown in Figure 4-3 also apply to the park distribution for the Near Term Year 2025 scenario.

**Figure 4-5**, **Figure 4-6**, and **Figure 4-7** display the trip distribution for the residential, commercial and park uses, respectively, under Horizon Year 2050 conditions.

**Appendix H** contains copies of the Select Zone Assignment model runs conducted for this project.

## **4.4 PROJECT TRIP ASSIGNMENT**

Based on the project trip generation and distribution, the peak hour and daily project trips were assigned to the intersections and roadway segments in the study area.

**Figure 4-8** and **Figure 4-9** illustrate the project trip assignment under Existing Plus Project Buildout conditions for the study intersections and roadway segments, respectively.

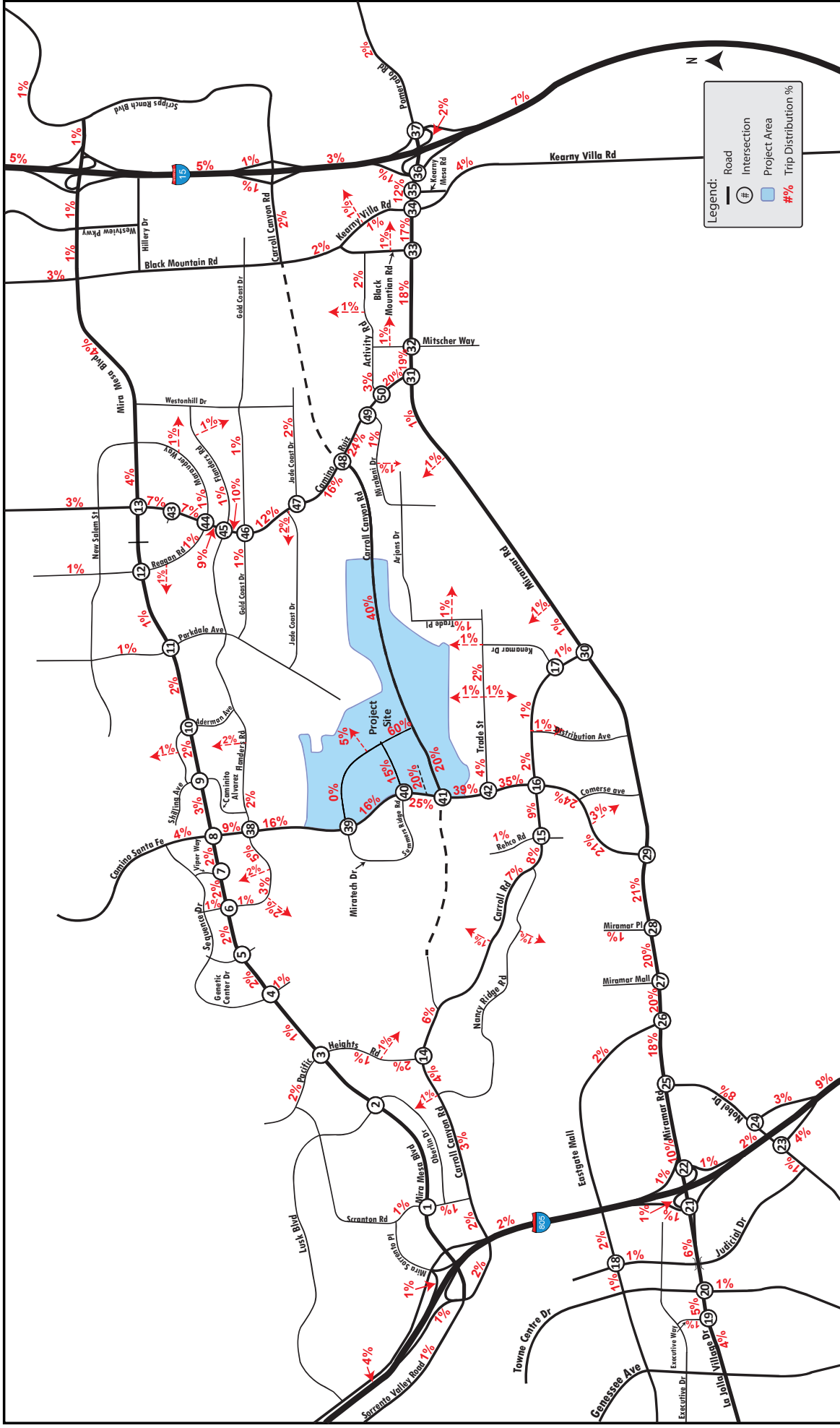
The Existing Plus Phase 1 Project and Near Term Year 2021 With Phase 1 Project trip assignment for the study intersections and roadway segments are shown in **Figure 4-10** and **Figure 4-11**, respectively.

**Figure 4-12** and **Figure 4-13** illustrate the project trip assignment for the study intersections and roadway segments, respectively, under Near Term Year 2025 With Project Buildout conditions.

The Horizon Year 2050 With Project Buildout project trip assignment for the study intersections and roadway segments are shown in **Figure 4-14** and **Figure 4-15**, respectively.



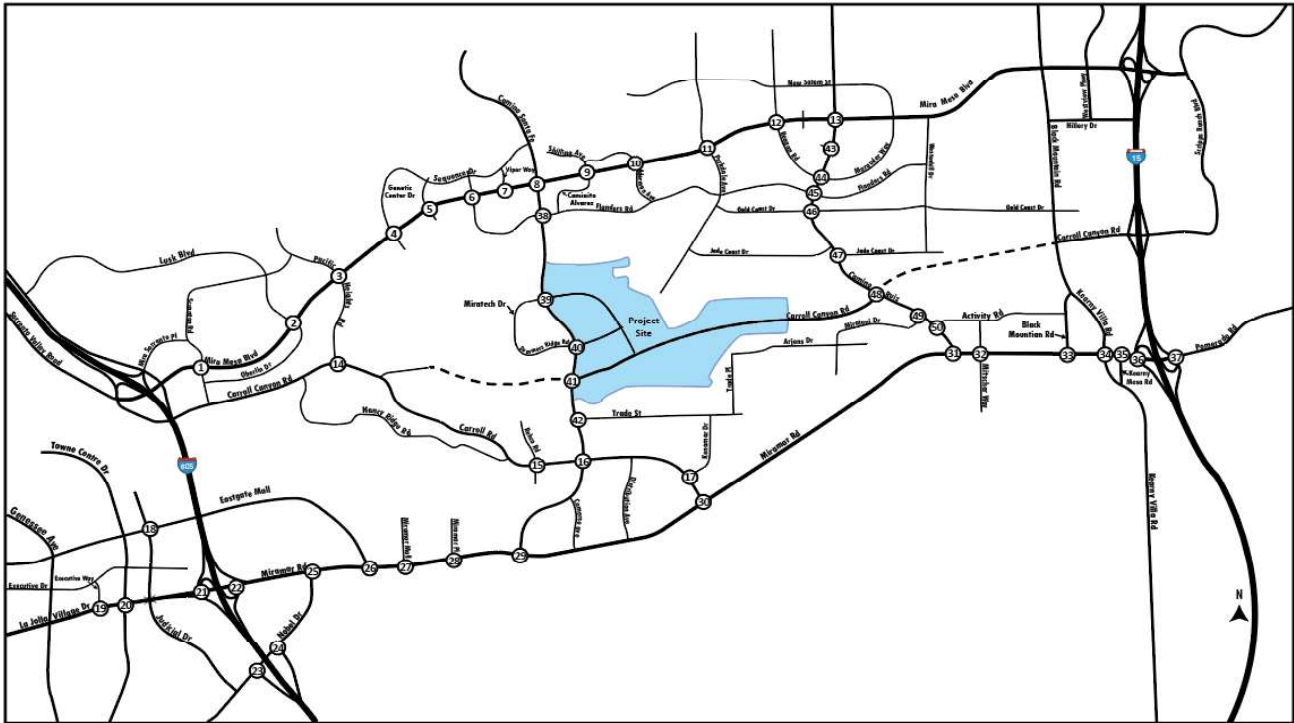
3 Roots TIA



H:\PDATA\168726\_3roots TIA\Planning\Graphics\Illustrator



### 3 Roots TIA



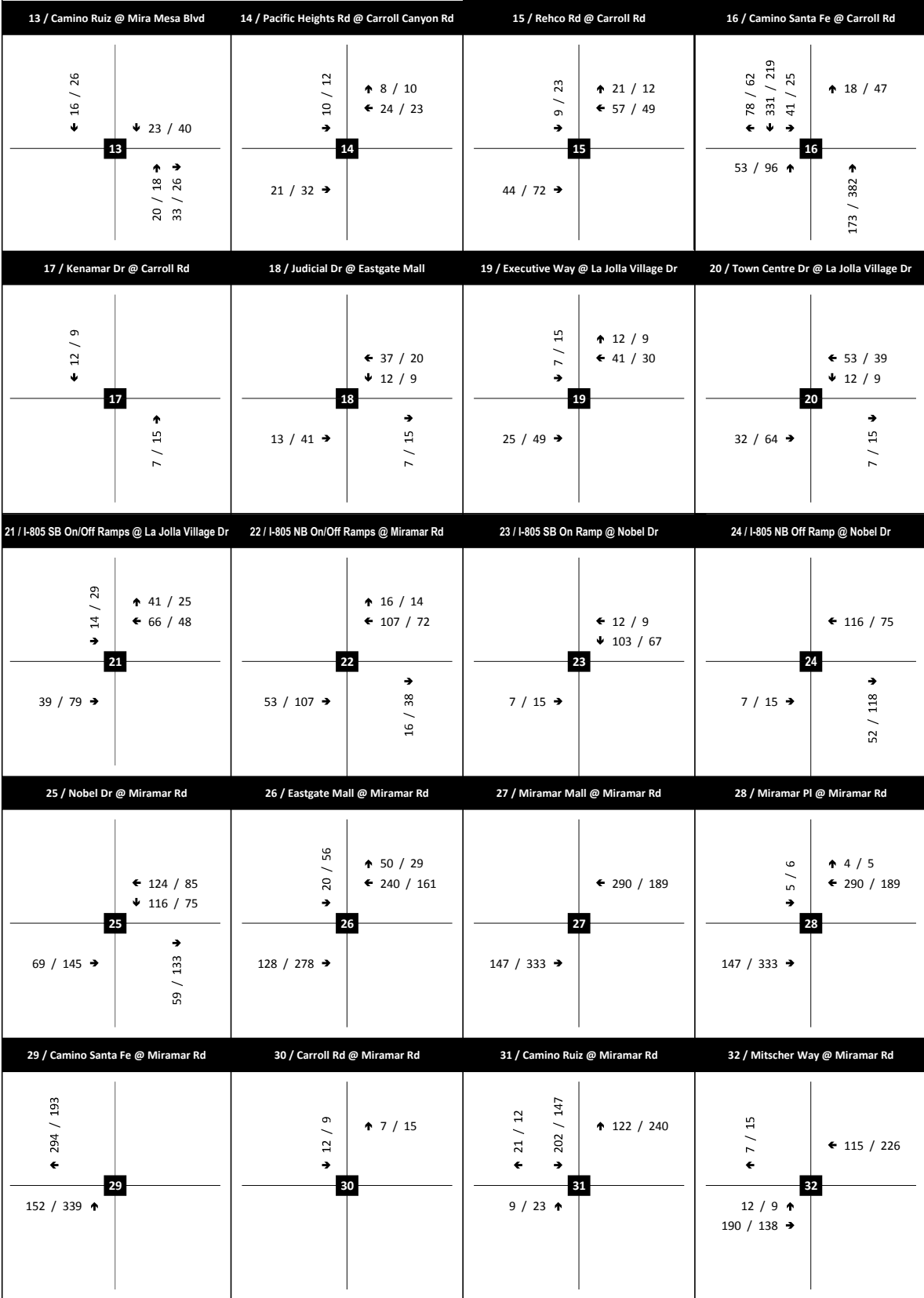
xx / yy = AM / PM Peak-Hour Turning Movement Volumes  
 The naming convention for intersections is North-South / East-West

1 / Scranton Rd @ Mira Mesa Blvd	2 / Lusk Blvd @ Mira Mesa Blvd	3 / Pacific Heights Rd @ Mira Mesa Blvd	4 / Sequence Dr @ Mira Mesa Blvd																																								
<table border="1"> <tr> <td>5 / 6 ↓</td> <td>8 / 4 ↑</td> </tr> <tr> <td>2 / 9 ↓</td> <td>42 / 19 ←</td> </tr> <tr> <td><b>1</b></td> <td></td> </tr> <tr> <td>10 / 44 →</td> <td>4 / 5 →</td> </tr> </table>	5 / 6 ↓	8 / 4 ↑	2 / 9 ↓	42 / 19 ←	<b>1</b>		10 / 44 →	4 / 5 →	<table border="1"> <tr> <td></td> <td>50 / 22 ←</td> </tr> <tr> <td></td> <td>8 / 4 ↓</td> </tr> <tr> <td><b>2</b></td> <td></td> </tr> <tr> <td>13 / 52 →</td> <td>2 / 9 →</td> </tr> </table>		50 / 22 ←		8 / 4 ↓	<b>2</b>		13 / 52 →	2 / 9 →	<table border="1"> <tr> <td>5 / 6 ↓</td> <td>29 / 16 ↑</td> </tr> <tr> <td>11 / 32 ↓</td> <td>59 / 26 ←</td> </tr> <tr> <td><b>3</b></td> <td>8 / 4 ↓</td> </tr> <tr> <td>15 / 61 →</td> <td>4 / 5 →</td> </tr> <tr> <td></td> <td>2 / 9 →</td> </tr> </table>	5 / 6 ↓	29 / 16 ↑	11 / 32 ↓	59 / 26 ←	<b>3</b>	8 / 4 ↓	15 / 61 →	4 / 5 →		2 / 9 →	<table border="1"> <tr> <td></td> <td>96 / 46 ←</td> </tr> <tr> <td></td> <td>12 / 9 ↓</td> </tr> <tr> <td><b>4</b></td> <td></td> </tr> <tr> <td>28 / 102 →</td> <td>5 / 6 →</td> </tr> </table>		96 / 46 ←		12 / 9 ↓	<b>4</b>		28 / 102 →	5 / 6 →						
5 / 6 ↓	8 / 4 ↑																																										
2 / 9 ↓	42 / 19 ←																																										
<b>1</b>																																											
10 / 44 →	4 / 5 →																																										
	50 / 22 ←																																										
	8 / 4 ↓																																										
<b>2</b>																																											
13 / 52 →	2 / 9 →																																										
5 / 6 ↓	29 / 16 ↑																																										
11 / 32 ↓	59 / 26 ←																																										
<b>3</b>	8 / 4 ↓																																										
15 / 61 →	4 / 5 →																																										
	2 / 9 →																																										
	96 / 46 ←																																										
	12 / 9 ↓																																										
<b>4</b>																																											
28 / 102 →	5 / 6 →																																										
5 / Genetic Center Dr @ Mira Mesa Blvd	6 / Flanders Dr @ Mira Mesa Blvd	7 / Viper Way @ Mira Mesa Blvd	8 / Camino Santa Fe @ Mira Mesa Blvd																																								
<table border="1"> <tr> <td></td> <td>108 / 55 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>5</b></td> <td></td> </tr> <tr> <td>35 / 117 →</td> <td>2 / 9 →</td> </tr> </table>		108 / 55 ←			<b>5</b>		35 / 117 →	2 / 9 →	<table border="1"> <tr> <td>7 / 15 ↓</td> <td>58 / 32 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>6</b></td> <td></td> </tr> <tr> <td>23 / 64 →</td> <td>50 / 22 ↑</td> </tr> <tr> <td>13 / 52 ↓</td> <td>12 / 9 →</td> </tr> </table>	7 / 15 ↓	58 / 32 ←			<b>6</b>		23 / 64 →	50 / 22 ↑	13 / 52 ↓	12 / 9 →	<table border="1"> <tr> <td></td> <td>58 / 32 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>7</b></td> <td></td> </tr> <tr> <td>23 / 64 →</td> <td></td> </tr> </table>		58 / 32 ←			<b>7</b>		23 / 64 →		<table border="1"> <tr> <td></td> <td>27 / 58 ↓</td> </tr> <tr> <td></td> <td>20 / 43 ↓</td> </tr> <tr> <td><b>8</b></td> <td></td> </tr> <tr> <td>23 / 64 ↓</td> <td>58 / 32 ↑</td> </tr> <tr> <td></td> <td>49 / 34 →</td> </tr> <tr> <td></td> <td>37 / 25 ↓</td> </tr> </table>		27 / 58 ↓		20 / 43 ↓	<b>8</b>		23 / 64 ↓	58 / 32 ↑		49 / 34 →		37 / 25 ↓		
	108 / 55 ←																																										
<b>5</b>																																											
35 / 117 →	2 / 9 →																																										
7 / 15 ↓	58 / 32 ←																																										
<b>6</b>																																											
23 / 64 →	50 / 22 ↑																																										
13 / 52 ↓	12 / 9 →																																										
	58 / 32 ←																																										
<b>7</b>																																											
23 / 64 →																																											
	27 / 58 ↓																																										
	20 / 43 ↓																																										
<b>8</b>																																											
23 / 64 ↓	58 / 32 ↑																																										
	49 / 34 →																																										
	37 / 25 ↓																																										
9 / Shilling Ave @ Mira Mesa Blvd	10 / Aderman Ave @ Mira Mesa Blvd	11 / Parkdale Ave @ Mira Mesa Blvd	12 / Reagan Rd @ Mira Mesa Blvd																																								
<table border="1"> <tr> <td>5 / 6 ↑</td> <td>16 / 38 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>9</b></td> <td></td> </tr> <tr> <td>4 / 5 ↑</td> <td></td> </tr> <tr> <td>33 / 21 →</td> <td></td> </tr> </table>	5 / 6 ↑	16 / 38 ←			<b>9</b>		4 / 5 ↑		33 / 21 →		<table border="1"> <tr> <td></td> <td>16 / 38 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>10</b></td> <td></td> </tr> <tr> <td>33 / 21 →</td> <td></td> </tr> </table>		16 / 38 ←			<b>10</b>		33 / 21 →		<table border="1"> <tr> <td>9 / 23 ↑</td> <td>7 / 15 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>11</b></td> <td></td> </tr> <tr> <td>21 / 12 ↑</td> <td></td> </tr> <tr> <td>12 / 9 →</td> <td></td> </tr> </table>	9 / 23 ↑	7 / 15 ←			<b>11</b>		21 / 12 ↑		12 / 9 →		<table border="1"> <tr> <td>5 / 6 ↑</td> <td>2 / 9 ←</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td><b>12</b></td> <td></td> </tr> <tr> <td>4 / 5 ↑</td> <td></td> </tr> <tr> <td>8 / 4 →</td> <td></td> </tr> <tr> <td></td> <td>2 / 9 ↑</td> </tr> </table>	5 / 6 ↑	2 / 9 ←			<b>12</b>		4 / 5 ↑		8 / 4 →			2 / 9 ↑
5 / 6 ↑	16 / 38 ←																																										
<b>9</b>																																											
4 / 5 ↑																																											
33 / 21 →																																											
	16 / 38 ←																																										
<b>10</b>																																											
33 / 21 →																																											
9 / 23 ↑	7 / 15 ←																																										
<b>11</b>																																											
21 / 12 ↑																																											
12 / 9 →																																											
5 / 6 ↑	2 / 9 ←																																										
<b>12</b>																																											
4 / 5 ↑																																											
8 / 4 →																																											
	2 / 9 ↑																																										

H:\PROJECTS\16272E\_3Roots\_TIA\Planning\Analysis\Volumes\Archives\Line 2018 Volumes\TIA Intersection Volumes\_Ph1\_2-2025\_Rev02 June 2018.xlsx/Trip A

### 3 Roots TIA

xx / yy = AM / PM Peak-Hour Turning Movement Volumes  
 The naming convention for intersections is North-South / East-West

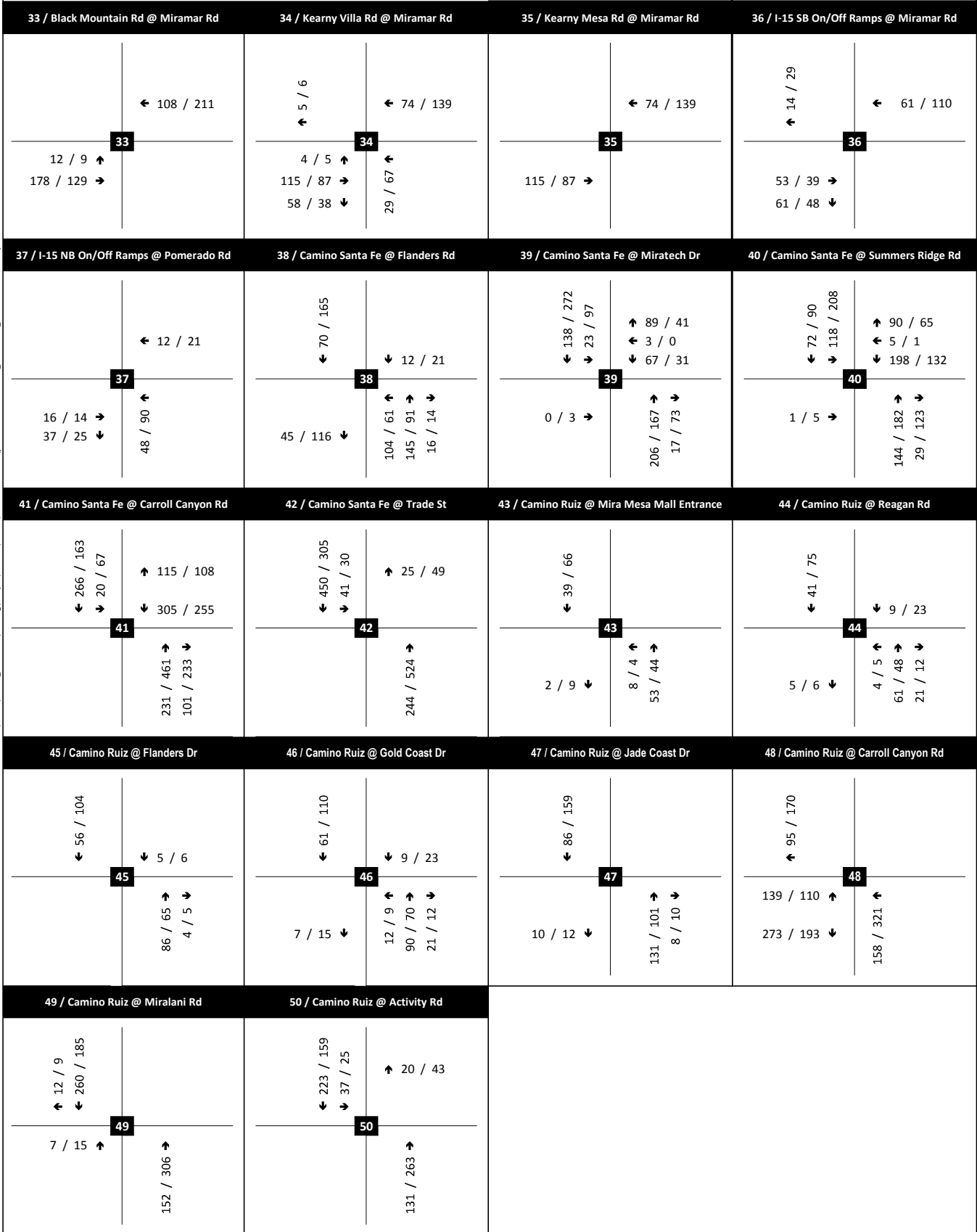


H:\DATA\158726\_3Roots TIA\Planning\Analysis\Volumes\Archives\June 2018 Volumes\TIA Intersection Volumes\_Ph.1-2 2015\_Revised June 2018.xlsx\Trip Assign.20

### 3 Roots TIA

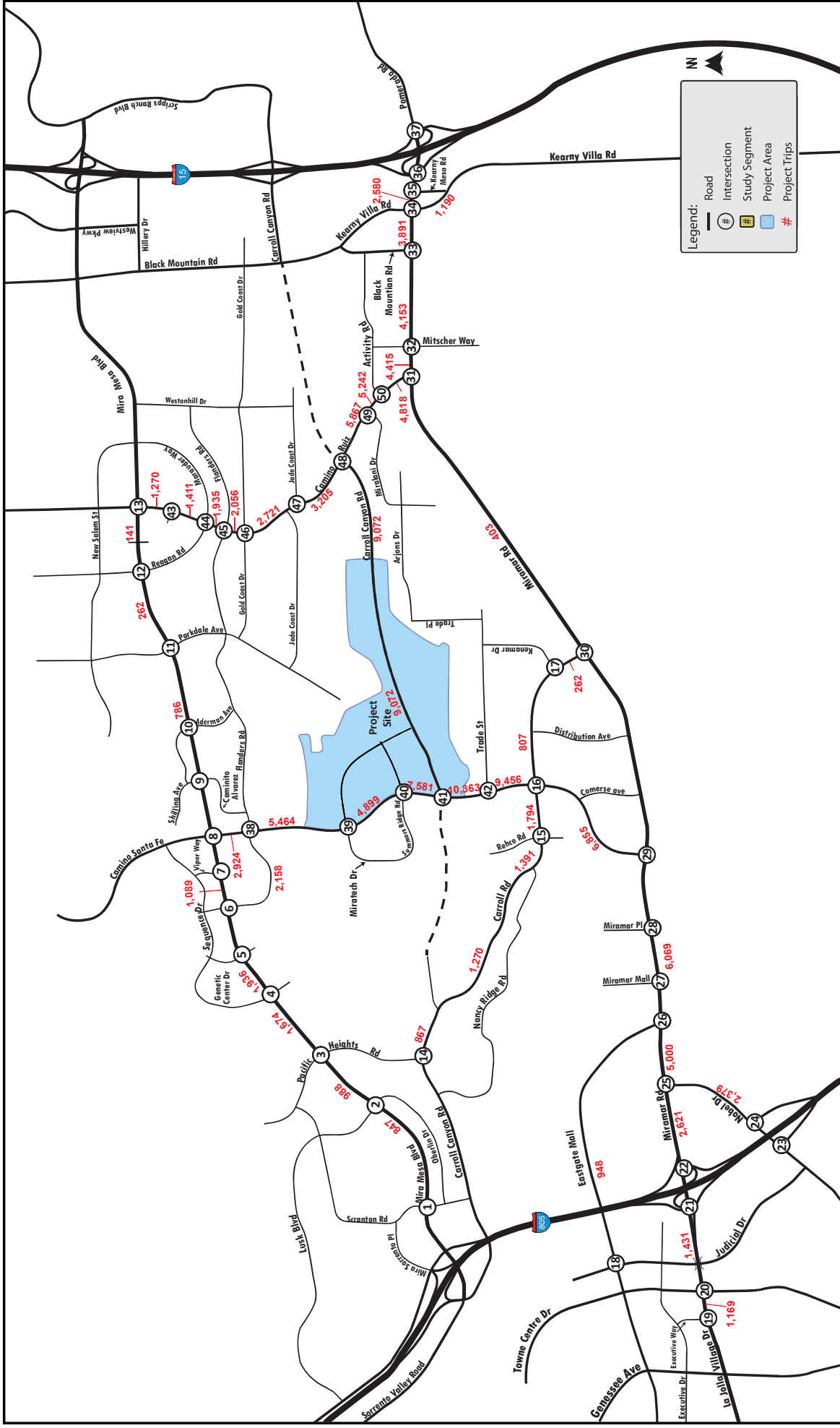
xx / yy = AM / PM Peak-Hour Turning Movement Volumes

The naming convention for intersections is North-South / East-West



H:\PDATA\188726\_3Roots TIA\Planning\Analysis\Volumes\Archive\June 2018 Volumes\TIA Intersection Volumes\_Ph1.12.2025\_Revise June 2018.xlsx

3 Roots TIA



H:\PDATA\168726\_3roots TIA\Planning\Graphics\Illustrator

Figure 4-13  
Daily Project Trip Assignment: Near Term Year 2025 With Project Buildout  
PAGE 68

FINAL  
TRAFFIC IMPACT ANALYSIS

**STONE CREEK**

San Diego, California  
May 6, 2015

*Prepared for:*

**CalMat Co., dba Vulcan Materials Company, Western Division**  
7220 Trade Street, Suite 205  
San Diego, CA 92121

LLG Ref. 3-02-1209



*Prepared by:*

Shankar Ramakrishnan, PE  
Senior Transportation Engineer

Amelia Giacalone  
Transportation Planner II

Renald Espiritu  
Transportation Engineer I

*Under the Supervision of:*

Walter B. Musial, PE  
Associate Principal

John P. Keating, PE  
Principal

**Linscott, Law &  
Greenspan, Engineers**

4542 Ruffner Street  
Suite 100  
San Diego, CA 92111

**358.300.8800** T

358.300.8810 F

[www.llgengineers.com](http://www.llgengineers.com)

## 2.0 PROJECT DESCRIPTION

The *Stone Creek* project is located in the Mira Mesa Community within the City of San Diego. This area of San Diego is bounded by I-805 to the west, Los Penasquitos Canyon to the north, I-15 to the east, and Miramar Road/MCAS Miramar to the south. The surrounding area is composed of a mix of land uses including residential, retail, office, light industrial, and business parks.

The 293-acre project site is located within the *Carroll Canyon Master Plan Area* and currently operates as a mining facility by CalMat Co., dba Vulcan Materials Company, Western Division in accordance with the approved Conditional Use Permit (CUP) 315-2. The Mira Mesa Community Plan (page 99) requires that a Master Plan be prepared for the CalMat property (i.e. *Stone Creek*). As stated in the Community Plan, adoption of the Master Plan shall be by an amendment to the Community Plan. Therefore, consistent with the Community Plan, the *Stone Creek* project involves a Master Plan and an amendment to the Community Plan. The project also includes a Master Planned Development Permit, a Development Agreement, a Vesting Tentative Map, rezones, and CUP/Reclamation Plan Amendment and an update of the Community's Public Facilities Financing Plan (PFFP).

### 2.1 Project Development Program

The project is a mixed-use Transit-Oriented Development (TOD), consistent with the Carroll Canyon Master Plan element of the Mira Mesa Community Plan. The project proposes 4,445 multi-family Residential dwelling units, 174,000 square-feet of Retail, 200,000 square-feet of Office, 175 room Hotel, 415,000 square-feet of Light Industrial, 135,000 square-feet of Business Park, 300,000 square-feet of High Technology, and approximately 35.58 acres of population-based Parks. The project will integrate a residential development, a village center, neighborhood-serving retail, employment centers, high technology uses, an urban open space, public parks, pedestrian connections, a network of trails and transit opportunities. The village center will provide an integrated mix of retail, high-density residential, hotel, and office uses. A community trail system to accommodate pedestrian and bicycle travel is also envisioned within the project corridor. Two transit stops—one at the eastern end of the project, proximate to employment uses and the other at the mixed-use center—are proposed to accommodate a future transit system through Carroll Canyon.

### 2.2 Project Phasing

*Stone Creek* is the location of an on-going resource extraction operation for the mining and processing of sand and gravel, which operates under an approved Conditional Use Permit and Reclamation Plan (CUP 10-315-2). As part of the proposed project, the CUP termination date will be extended from 2013 to 2035. Final reclamation would likely require an additional 2–5 years beyond that. Asphalt and concrete processing plants will continue to operate under the CUP until 2035.

As mineral resources become depleted and as incremental reclamation occurs, development will begin in a phased manner. Asphalt and Concrete plants are in the southeast corner of the project site, where the Creekside Neighborhood will eventually develop once the CUP terminates. Phased project development is planned to occur in a counterclockwise manner, commencing with the easternmost

neighborhood of Eastside Neighborhood A, and continuing westerly through Eastside Neighborhood B, the Parkside Neighborhood, and the westernmost Westside Neighborhood. Development would continue through the central portion of the site with the Village Center, culminating in the eventual development of the Creekside Neighborhood.

*Stone Creek* will develop as an integrated community of land uses tied together by a network of parks, trails, and vehicular and pedestrian circulation as described in the *Stone Creek* Master Plan. Implementation of *Stone Creek* will require construction of new infrastructure and facilities, as well as improvements to existing infrastructure and facilities, as part of project implementation. Improvements will be necessary to the circulation network, drainage facilities, utilities (e.g. water, sewer, etc.), and other infrastructure. In addition, streetscape enhancement and pedestrian elements will occur as part of the overall design.

Major roads associated with each phase of development will be constructed in accordance with demand and phasing of improvements as discussed in the Traffic Impact Analysis and the Environmental Impact Report (Project No. 42-2673; SCH No. 2005091120). This will ensure that a safe and efficient circulation system is provided as the project builds out over an extended period of time. Infrastructure improvements, including water, sewer, drainage, and dry utilities, will also be phased in logical progression to meet the development needs associated with each phase.

While *Stone Creek* will develop in phases over a period of 20–30 years, actual development in each phase is constrained by on-going mining operations. Mining is anticipated to cease in a portion of the eastern property first. Thus, the first phase of development is forecast to begin in 2015. The next phase is not planned to occur until at least 2025, as mining of resources continues and the site reclamation work progresses. Development of the *Stone Creek* project is phased consistent with on-going mining and future reclamation of the site. As such, the construction of Carroll Canyon Road is projected to occur in 2025 or later. Carroll Canyon Road will be completed prior to when associated cumulative project impacts occur. In order for the western portion of the site to begin development, additional mining and reclamation will take place and the mining materials conveyor will need to be dismantled. The last phases of development will occur in the central portion of the site and finally in the southeast. Development in the final phase (Creekside Neighborhood) is projected to occur after the completion of the CUP for operation of asphalt and concrete plants in this area.

The *Stone Creek* project is proposed to be developed in five (5) phases. These phases include Phase 1 in Year 2015, Phase 2A and 2B in Year 2025, and Phases 3A and 3B in Year 2030. **Table 2–1** summarizes the project phasing. Section 23.0 contains a detailed Transportation Phasing Plan, outlining details of each phase.

**TABLE 2-1  
PROJECT PHASING**

Phase	Year	Development & Mining Activity
1	2015	165,000 SF Light Industrial Mining & Processing of Sand/Gravel
2A	2025	250,000 SF Light Industrial Park; 135,000 SF Light Industrial/Business Park; 585 DU Multi-Family Residential Mining & Processing of Sand/Gravel Site Reclamation
2B	2025	2,725 DU Multi-Family Residential; 24,000 SF Specialty Retail; 5.37 Acre Neighborhood Park Mining & Processing of Sand/Gravel Site Reclamation
3A	2030	835 DU Multi-Family Residential; 150,000 SF Community Retail; 200,000 SF Commercial Office; 175 Room Hotel; 30.21 Acre Neighborhood Park Mining & Processing of Sand/Gravel Site Reclamation
3B	2030	300 DU Multi-Family Residential; 300,000 SF High Tech Industrial Park

**General Notes:**

1. Phases A and B refer to project development levels within Year 2025 and Year 2030.

### 2.3 Project Access

Regional access is provided by Interstate 15 (I-15), State Route 163 (SR 163), and Interstate 805 (I-805). Site access will be provided along Carroll Canyon Road, Camino Ruiz, and Maya Linda Road. The future alignment of Carroll Canyon Road, connecting Black Mountain Road to Camino Ruiz, and existing Camino Ruiz traverse the project site. The planned land uses will be tied together by the project's circulation network (vehicular, pedestrian, and transit), including construction of Carroll Canyon Road and Maya Linda Road through the project as a requirement of the Community Plan's circulation plan. Carroll Canyon Road is an important circulation element for the community, providing an east-west facility connecting I-805 and I-15. This roadway would also provide an opportunity to expand transit through the project. The Community Plan currently identifies a Light Rail Transit (LRT) line along Carroll Canyon Road within the project site. Additionally, the project would improve Camino Ruiz and Maya Linda in accordance with the Community Plan's circulation plan.

*Figure 2-1* depicts the conceptual project phasing plan for the various land uses.



### 2.4.1 Existing Trip Generation

Existing traffic operations associated with the on-going mining activities were obtained from CalMat Co., dba Vulcan Materials Company, Western Division. On a typical day of operations, there are about 50 employees. Approximately 1/2 of the employees leave the plant and return during the day for discretionary trips such as lunch, errands, etc. Additionally, there are about 15 people that visit the plant site on a daily basis for deliveries, including Federal Express, UPS, etc. Based on this information, the daily passenger car/light truck trips is 180 ADT as shown in the breakdown below:

#### Passenger Cars/Light Truck Trip Generation

50 employees x 2 trips/employee	=	100 ADT
25 mid-day discretionary employee trips x 2 trips/employee	=	50 ADT
15 other visitors/deliveries x 2 trips/visitors	=	30 ADT
		180 ADT

LLG conducted traffic counts at the Mining Operations driveway located off of Maya Linda Road/Black Mountain Road. The count sheets are attached in *Appendix A*. Based on these counts, the Mining Operations were shown to generate approximately 2,640 ADT, accounting for passenger cars, light delivery trucks, and heavy trucks accessing the site. Considering the passenger cars/light delivery trucks account for 180 ADT, or 7% of the total traffic, the balance of the traffic can be attributed to heavy trucks. This results in 93% heavy trucks or 2,460 ADT.

As shown in the *Table 2-2*, using a PCE factor for the heavy truck traffic, the existing *mining operations* are calculated to generated 5,100 ADT with 210 inbound and 164 outbound trips occurring in the AM peak hour and 13 inbound and 25 outbound trips occurring in the PM peak hour. These calculations support observed activity at the site, which experiences heavier traffic volumes in the morning than in the evening.

**TABLE 2-2  
MINING OPERATIONS—EXISTING TRIP GENERATION**

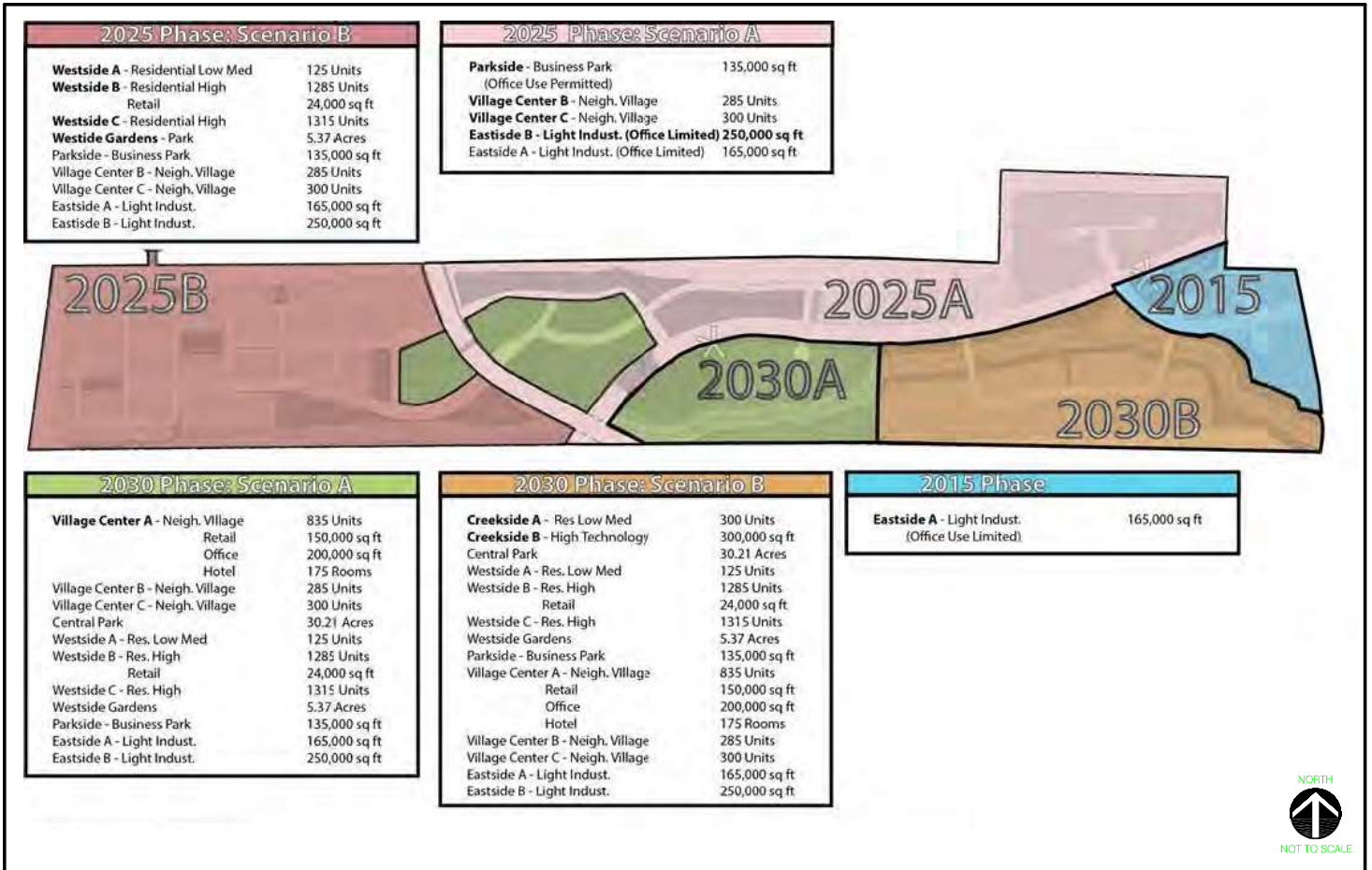
Land Use: Extractive Industry	PCE	Factored Daily Trip Ends (ADTs) <sup>b</sup>	AM Peak Hour Trips		PM Peak Hour Trips	
			In	Out	In	Out
Heavy Trucks	2.0 <sup>a</sup>	4,920	203	158	12	24
Passenger Cars/Light Trucks	1.0	180	8	6	1	1
<b>Total</b>		<b>5,100</b>	<b>210</b>	<b>164</b>	<b>13</b>	<b>25</b>

**Footnotes:**

- a. Based on the *Highway Capacity Manual's Exhibit 21-8*, a Passenger Car Equivalent (PCE) factor of 2.0 was applied to traffic data collected at the driveway. The 2.0 factor is an average of the 1.5 PCE for *level terrain* and the 2.5 PCE for *rolling terrain* since the roadway characteristics within the project area exhibit both these characteristics.
- b. ADT derived from peak hour traffic counts, assuming an 8% AM peak and 10% PM peak relationship.

**General Notes:**

1. LLG conducted peak hour traffic counts at the Vulcan Driveway/Black Mountain Road intersection in December 2005.
2. 93% of the total trips were assumed as heavy trucks and 7% as passenger cars/light trucks based on information provided by CalMat Co., dba Vulcan Materials Company, Western Division.



Source: Fehlman LaBarre  
 N:\1209\Figures\5TH and 6TH SUBMITTAL\LLG 1209 FIG 2-1.dwg



Figure 2-1

Site Plan

STONE CREEK

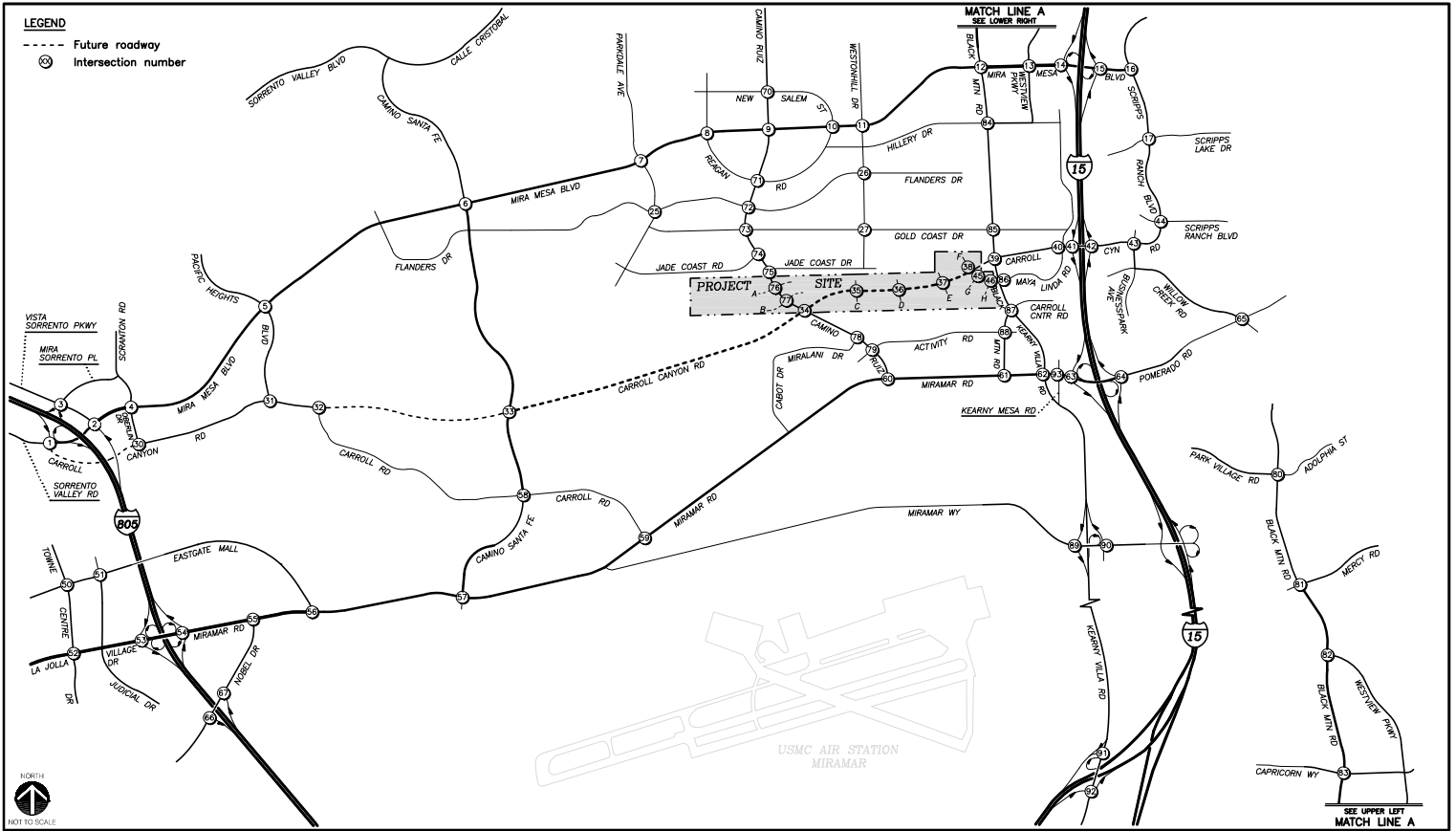


Figure 3-1

"Existing" Study Area Intersections

STONE CREEK

REV. 6/23/2011  
 N:\1209\Figures\STH and 6TH SUBMITTAL\LD 1209 RD 3-1.dwg  
 SHEET: LCI1209\_68TH "EXISTING STUDY INTERSECTIONS"

**LINSCOTT  
 LAW &  
 GREENSPAN**  
 engineers

## 8.0 YEAR 2015 ANALYSIS

The Year 2015 phase of the project involves the development of 165,000 square feet of Light Industrial.

### 8.1 Year 2015 Conditions

#### 8.1.1 Planned Local Improvements

In assessing the impacts of the proposed development, it was necessary to review planned, on-going, and future roadway improvements in the study area.

For the purposes of this traffic study, the implementation of a number of roadway improvements was assumed in place based on coordination with City staff and information provided in the *North University City Public Facilities Financing Plan and Facilities Benefit Assessment, Fiscal Year 2009 report (dated November 2008)*, the *Mira Mesa Public Facilities Financing Plan and Facilities Benefit Assessment, Fiscal Year 2012 report (dated April 2011)*, and the *Scripps Miramar Ranch Public Facilities Financing Plan and Facilities Benefit Assessment, Fiscal Year 2007 report (dated March 2007)*.

**Table 8-1** identifies Year 2015 planned improvements within the study area. Excerpts from these documents pertaining to the study area can be found in **Appendix J**.

**TABLE 8-1  
YEAR 2015 LOCAL IMPROVEMENTS**

<b>Project Name (Community/Project No.)</b>	<b>Improvements</b>	<b>Schedule/ Funding</b>
<b>Carroll Canyon Road – 1000' east of I-805 to Sorrento Valley Road</b> (Mira Mesa/T-29)	This project involves the extension of Carroll Canyon Road from Sorrento Valley Road to the centerline of I-805 then easterly approximately 1,000' as a modified 4-lane Collector with Class II bike lanes. This project will also reconstruct a portion of Sorrento Valley Road to accommodate the Carroll Canyon Road connection, with the construction of an off-ramp for southbound I-805.	Construction is scheduled to begin in Fiscal Year 2011 with completion expected by spring 2014. This project was recently completed.
<b>I-15 Managed Lanes, DARs</b> (Mira Mesa)	As part of the I-15 Managed Lanes project, Direct Access Ramps (DAR) are planned to be constructed on I-15 at Hillery Drive.	This improvement is currently under construction and is scheduled to be completed by July 2014. This is currently under construction and approaching completion.
<b>Black Mountain Road/ Mira Mesa Boulevard Intersection</b> (Casa Mira View Improvements)	This project involves the addition of a dedicated northbound right-turn lane.	This improvement is a condition of approval for the Casa Mira View project. This improvement has recently been completed.
<b>Black Mountain Road/ Hillery Drive Intersection</b> (Casa Mira View Improvements)	This project involves the addition of a dedicated northbound right-turn lane.	This improvement is a condition of approval for the Casa Mira View project. This improvement has recently been completed.
<b>Black Mountain Road/ Gold Coast Drive Intersection</b> (Casa Mira View Improvements)	This project involves the addition of a dedicated westbound right-turn lane.	This improvement is a condition of approval for the Casa Mira View project. A dedicated left-turn lane and shared through-right lane was constructed on the east and west legs. This improvement was completed in Fall 2013.

In addition to the roadway improvements described, several measures have been recommended individually in connection with *cumulative projects mitigation*. However, such improvements have not been considered for the purpose of this study in order to be conservative, unless the project and its improvements have been approved by City Council.

### **8.1.2 Planned Regional Improvements**

SANDAG has identified future improvements to I-15 within the project area, which are currently scheduled to be completed by Year 2015.

- **Hillery Drive DAR**—The Mira Mesa/Scripps Ranch Direct Access Ramp (DAR) and Transit Station (TS) at Hillery Drive (north side of Miramar College) will begin construction in spring of 2012 with an anticipated completion date of July 2014.

These improvements are based upon “Reasonably Expected Revenue” scenario totaling more than \$580 million for the development, operation, and maintenance of the transportation facilities and services in the Regional Transportation Plan. This assumes both current sources of transportation revenue as well as future revenue sources such as an extension of the local TransNet transportation sales tax measure set to expire in 2048. It also assumes attracting additional federal funds for major capital projects, and increase in state and federal gas taxes based on historical trends.

### 8.1.3 Project Improvements

For the Year 2015 phase, the project will complete the following improvements. These improvements do not represent project mitigation:

- Construct **Maya Linda Road –Carroll Canyon Road** to Black Mountain Road as a 4-lane Major with Class II bike lanes (*Mira Mesa/15-6B*)
- Construct **Maya Linda Road / Project Driveway G intersection** (*unsignalized—to be signalized in Phase 3B (Year 2030) when warrants are met*)
- Construct **Maya Linda Road / Project Driveway H intersection** (*unsignalized*)
- Reconfigure west leg of **Maya Linda Road / Black Mountain Road intersection** to provide dual left-turn lanes, a thru lane, and a right-turn lane with right-turn overlap phase and provide a second northbound left-turn lane.

*Figure 8–1* shows the Year 2015 study intersections. *Figures 8–2 and 8–3* present the revised intersection geometry, roadway cross-sections, and traffic control with the planned roadway improvements expected to be in place for Year 2015 conditions.

## 8.2 Year 2015 Project Traffic

### 8.2.1 Project Traffic Generation

Trip generation estimates for the proposed development were based on *The City of San Diego Trip Generation Manual, May 2003*. For the Year 2015 of the project, the specific land use designation used for the trip generation was ‘Light Industrial Park’ as this best fits the description of the project.

The site currently generates traffic due to on-going mining operations, but was not taken into account since operations are expected to continue during this timeframe. The existing mining operations are estimated to generate 5,100 ADT (see *Section 2.4* for more information).

*Table 8–2* tabulates the resultant project traffic generation. The project traffic is identified as driveway, cumulative or pass-by trips. Driveway trips account for the total number of trips generated by the site (cumulative plus pass-by trips). Driveway trips are assigned to the project driveways. Cumulative trips are new trips added to the surrounding community and are used for the determination of project impacts (driveway minus pass-by trips). Pass-by trips account for estimated vehicles attracted to the site already on the adjacent roadway system. For this particular scenario, no pass-by trips were calculated. *Appendix K* contains more detailed information regarding the trip generation calculations and the mixed-use/transit adjustments, where applicable.

The project is calculated to generate approximately 2,475 *cumulative* ADT with 245 inbound and 27 outbound *cumulative* trips during the AM peak hour and 59 inbound and 238 outbound *cumulative* trips during the PM peak hour. Since there are no pass-by trips in the Year 2015 for the project, the *driveway* trips are the same as the *cumulative* trips, as shown in *Table 8-2*.

**TABLE 8-2  
YEAR 2015 PROJECT TRIP GENERATION**

Land Use & Size	Trip Rate & Credits	Weekday ADT <sup>a</sup>	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
<b>Light Industrial Park</b> <i>Eastside A–Maya Linda Rd.</i> 165,000 SF	Trip Rate (15 / KSF)	2,475	245	27	59	238
	Cumulative (100%)	2,475	245	27	59	238
	Pass-By <sup>b</sup> (0%)	0	0	0	0	0
	Driveway	2,475	245	27	59	238
<b>TOTALS:</b>	<b>Cumulative</b>	<b>2,475</b>	<b>245</b>	<b>27</b>	<b>59</b>	<b>238</b>
	<b>Pass-By</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Driveway</b>	<b>2,475</b>	<b>245</b>	<b>27</b>	<b>59</b>	<b>238</b>

**Footnotes:**

- a. Traffic volumes expressed in vehicles per day.
- b. Pass-by represents difference between Driveway and Cumulative trips, per the City Trip Generation Manual (refer to *Appendix K*)

**General Notes:**

- 1. Based on the City of San Diego Trip Generation Manual, May 2003.
- 2. Trip Rate, Transit Credit, and Mixed-Use Credit percentages for the AM and PM peak hour can be found in *Appendix K*.
- 3. Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By)
- 4. Cumulative Trips—net new vehicles added to the network
- 5. Pass-By Trips—vehicles already on the street network diverting to the project site.

**8.2.2 Project Traffic Distribution and Assignment**

The project-generated traffic was distributed and assigned to the study area network. The directional distribution of the development traffic approaching and departing the site is a function of population densities, near-term and future travel patterns, and the efficiency of the study area roadways. Project trip distribution for the *Stone Creek Project* was based on a SANDAG Select Zone Assignment with a 2015 time period. The Model distributes project trips to the surrounding network on a regional level based on network zone trip productions and attractions.

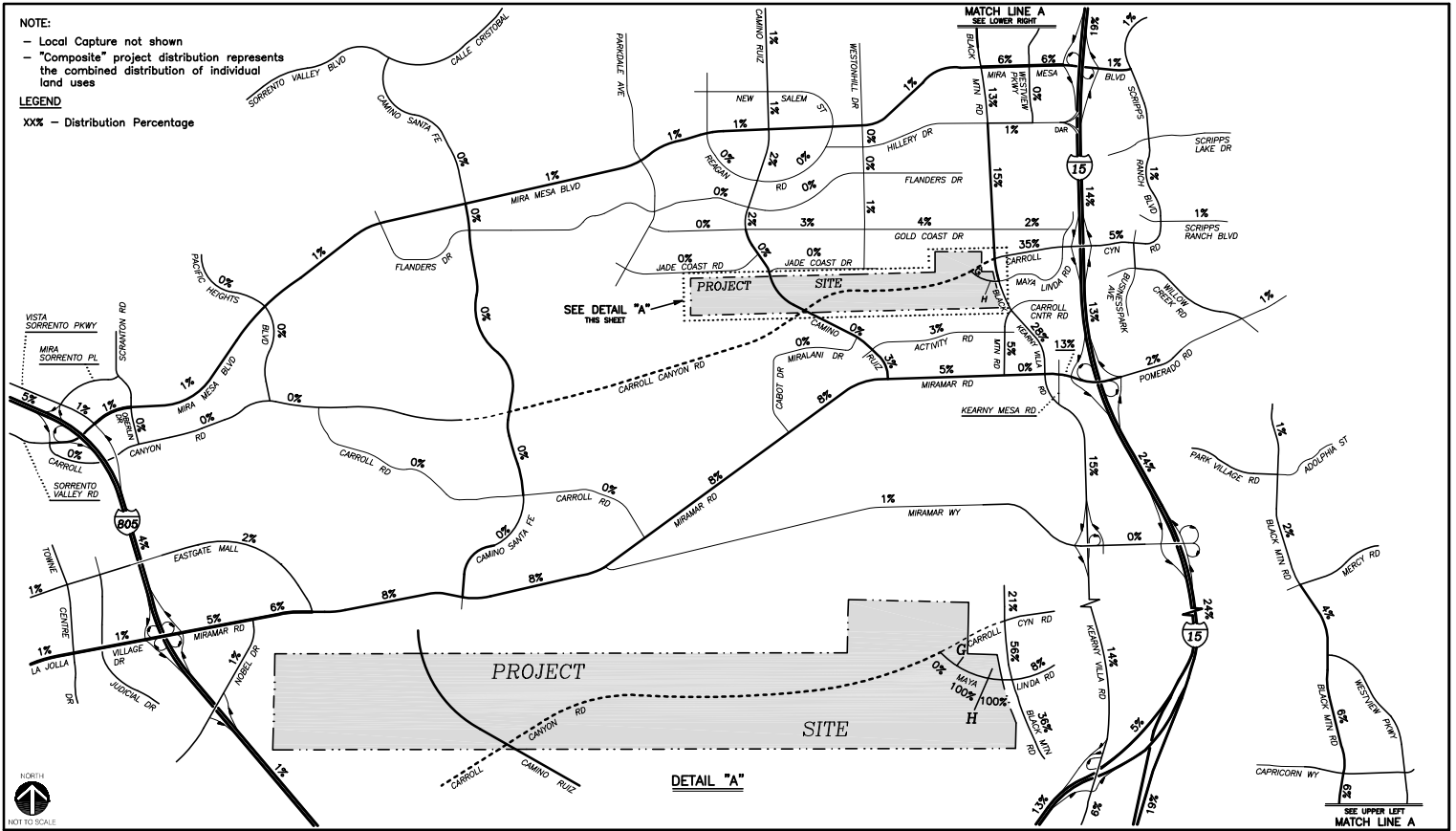
*Figure 8-4* presents the estimated Year 2015 project traffic distribution in the site environs. Since the Mira Mesa Community is composed of a considerable mix of land uses, including office and commercial properties, retail properties and residential housing, a portion of project trips will be captured within the study area. The balance of the project trips would be distributed regionally. *Figures 8-5* and *8-6* show the Cumulative Project trips on a peak hour and daily basis.

**8.3 Year 2015 Traffic Volumes**

Year 2015 traffic volumes were forecasted for the study area based on the SANDAG Model (see *Section 4.0*). Extensive efforts between LLG, the City and SANDAG were made to include detailed land use/roadway network information. The traffic volumes represent LLG’s and the City’s best efforts of forecasting Year 2015 conditions with the most recent Modeling information available at the time this report was prepared.

The Year 2015 traffic conditions are similar to the Existing conditions (validated with 2009 traffic counts) given they are only a couple of years apart. On average, the Year 2015 traffic volumes are approximately 10% higher than Existing volumes since it accounts for some near-term background growth. At certain locations, traffic volumes may drop as new infrastructure is built and traffic patterns change (e.g.: extension of Carroll Canyon Road under I-805).



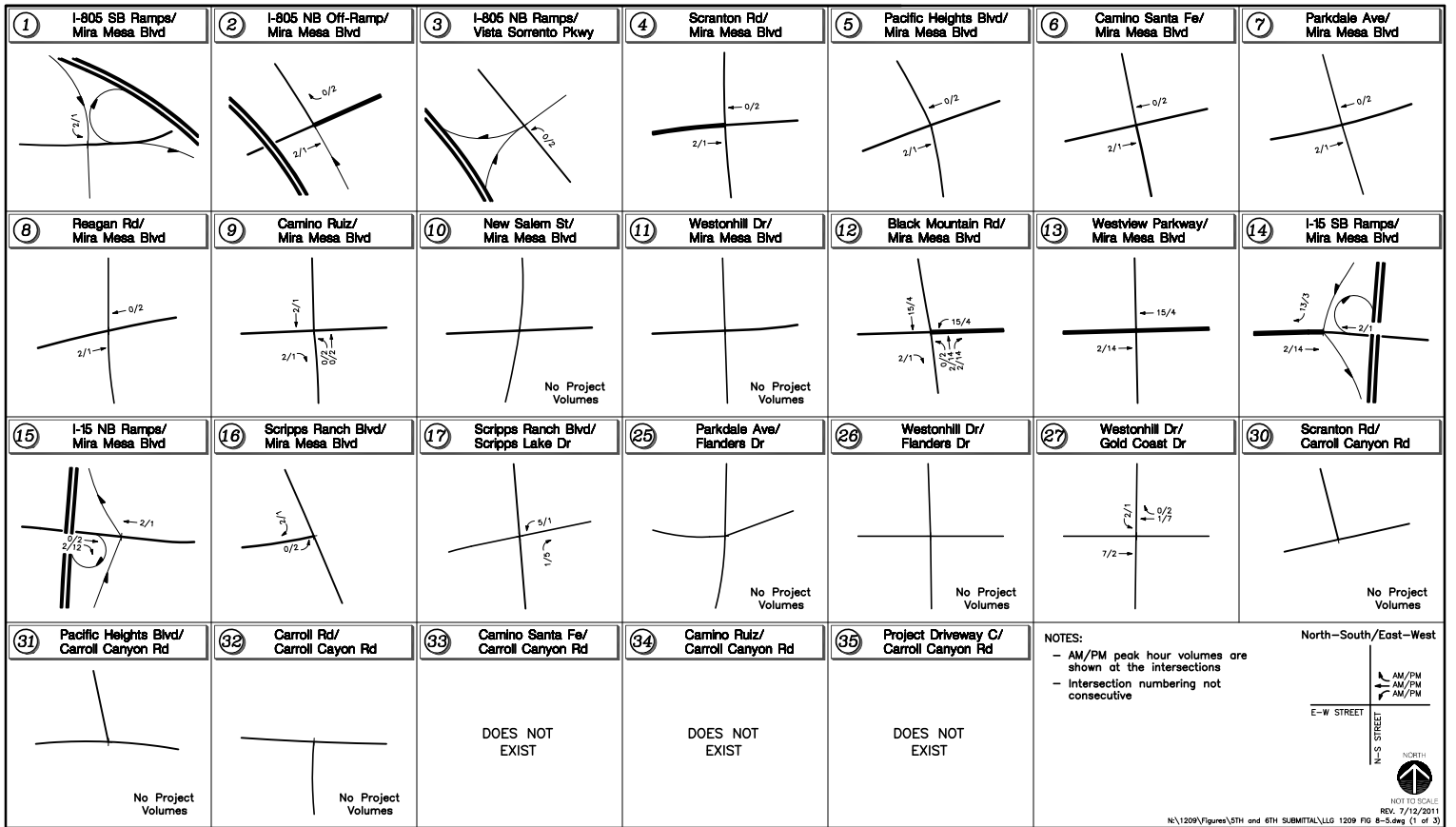


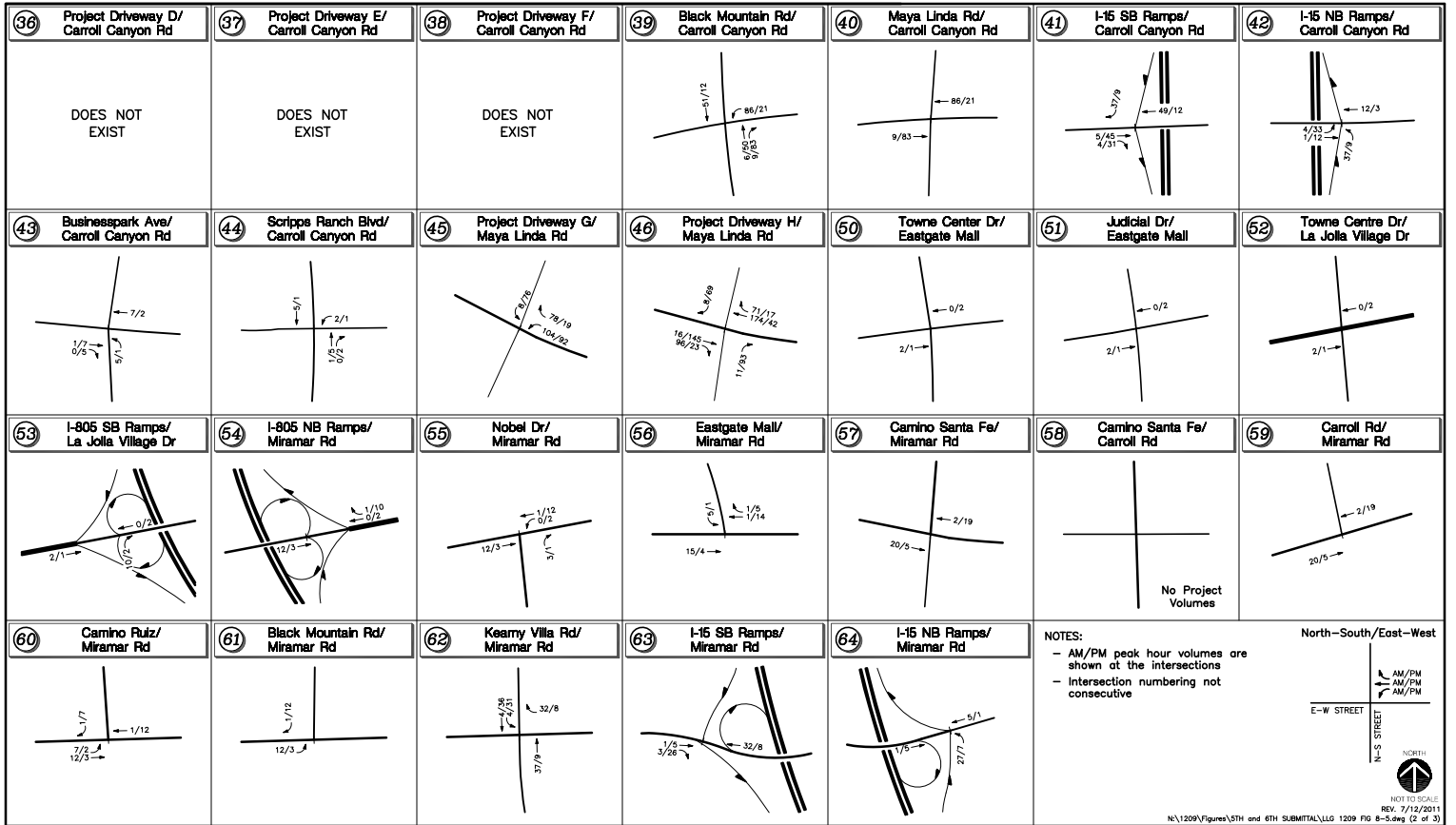
REV. 7/12/2011  
 N:\1209\Figures\Site and 4TH SUBMITTAL\1209 FIG 8-4.dwg  
 SHEET: 1209\_463R 2015 BKSE

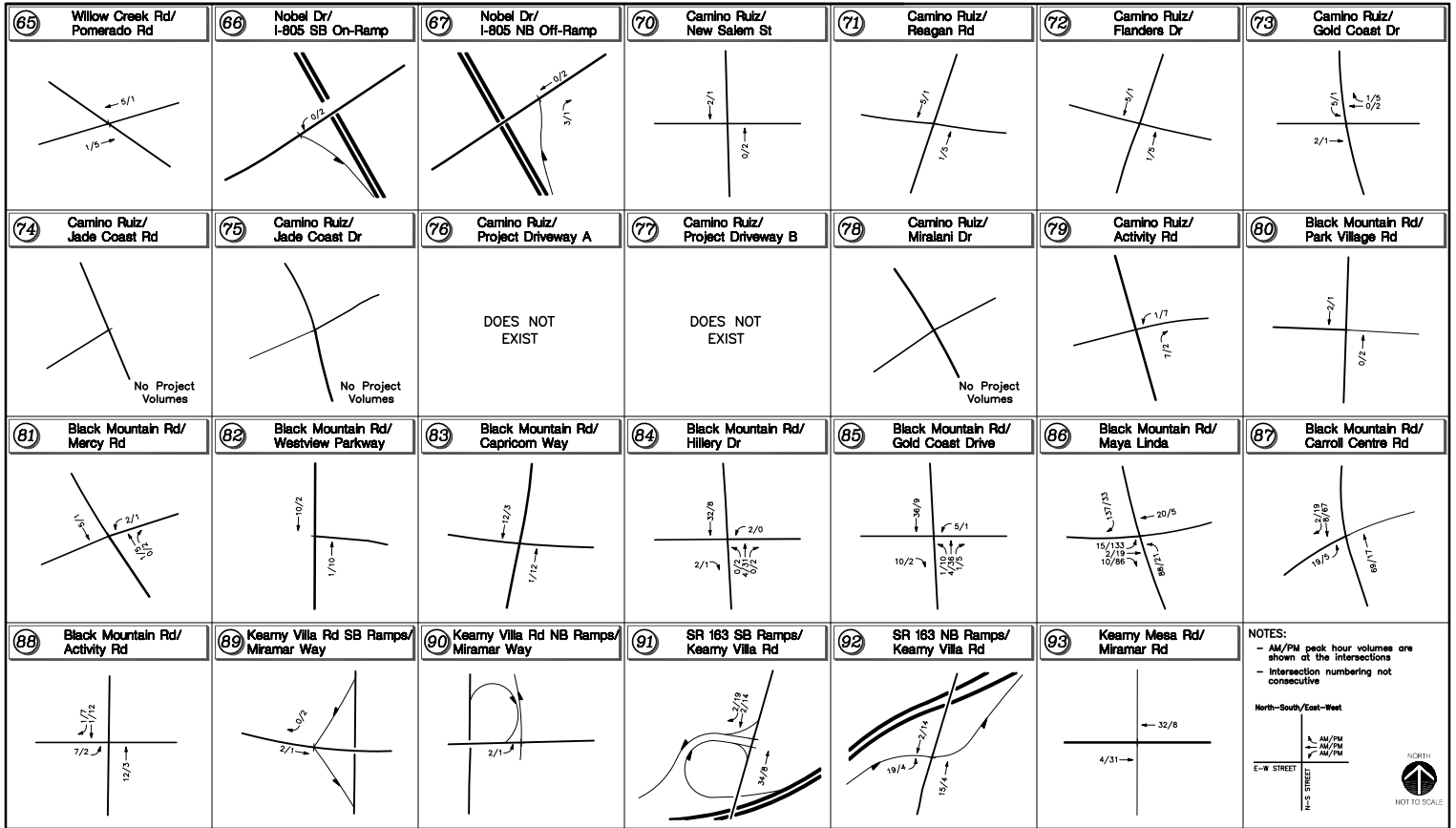
**LINSCOTT  
 LAW &  
 GREENSPAN**  
 engineers

**Figure 8-4**

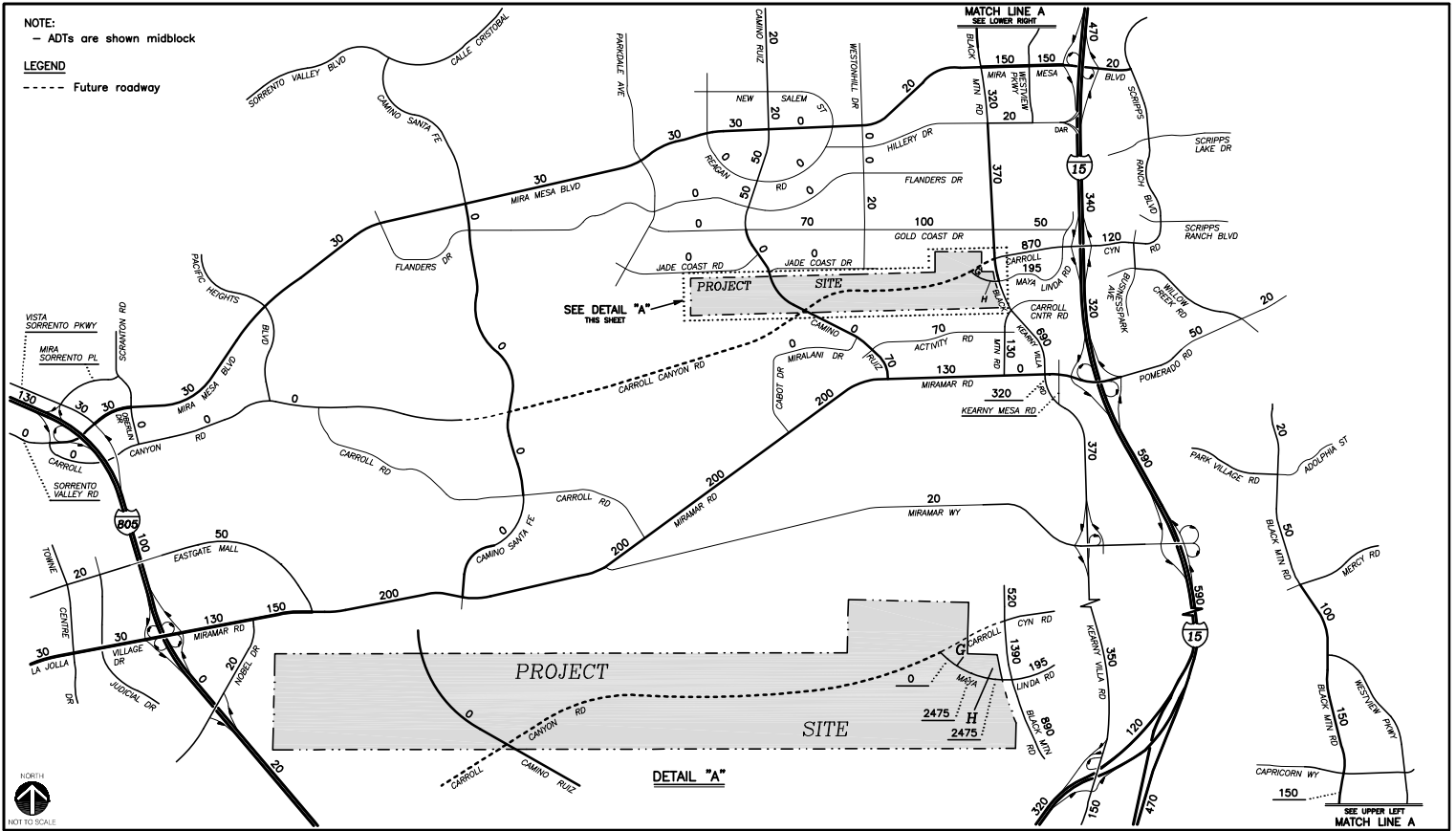
**"Year 2015" Project Traffic Distribution (Composite)**







**Figure 8-5**  
**\*Year 2015\* Project Trips (Cumulative)**  
**AM/PM Peak Hours**



REV. 7/12/2011  
 N:\1209\Figures\STH and 8TH SUBMITTAL\1209 FIG 8-6.dwg  
 SHEET: 101 OF 101, 2015 BKSE

**LINSCOTT  
 LAW &  
 GREENSPAN**  
 engineers

**Figure 8-6**

**'Year 2015' Cumulative Project Trips (Daily Volumes)**

# MEMORANDUM

---

To: Ms. Ann Gonsalves  
City of San Diego, DSD

Date: March 21, 2018

---

From: John Keating/Walter Musial/Shankar R.  
LLG, Engineers

LLG Ref: 3-02-1209

---

Subject: Stone Creek – Traffic Impact Analysis (TIA) Addendum FINAL

---

This memo has been prepared as an Addendum to the staff approved Traffic Impact Analysis (TIA) for the Stone Creek project. This Addendum outlines refinements to the approved TIA (May 6, 2015) due to a change in the project phasing timeline, a reduction in population-based park acreage, existing traffic counts validation, and forecast volume validation using SANDAG's model (Series 12).

**In summary, this Addendum validates the TIA existing traffic volumes and future traffic forecast using 2017 traffic counts and the SANDAG Series 12 model, respectively. Based on the volume validation, the TIA analysis, impact and mitigation measures included in the TIA remain valid with key findings noted below.**

**For local variations in forecast traffic volumes, additional analyses were conducted to determine if any new significant impacts would be identified at locations where the volumes increased. Previously identified unmitigated impacts were also reviewed to determine if any of these impacts were eliminated due to changes in traffic volume.**

## Key findings include:

- **Two (2) new street segment impacts were identified along Miramar Road and Carroll Canyon Road. Mitigation measures are proposed at both locations to reduce the impacts to below significant levels.**
- **Two (2) unmitigated impacts along Westonhill Drive in the TIA were calculated to be no longer significant. Therefore, the project's environmental Statement of Over-Riding Considerations would no longer have to include these locations.**
- **All other impacts, mitigation and CEQA findings would remain as identified in TIA.**

## 1.0 PROJECT PHASING

The Stone Creek project phasing is included in the approved TIA for Year 2015 as the Near-Term (Opening Day – Phase 1), Interim Year as Year 2025 (Phase 2A and 2B) and Project Buildout as Year 2030 (Phase 3A and 3B). While proposed development levels remain the same, the Near-Term (Opening Day) has been revised to Year 2020 (Phase 1), Interim Years as Year 2030 (Phase 2A and 2B) and Year 2035 (Phase 3A), and Project Buildout (Phase 3B) as Year 2040. The updated Phasing Plan is included as *Appendix A* to this Addendum and is reflected in the Environmental Impact Report (EIR). *Table 1-1* below shows the updated project phasing.

TABLE 1-1  
UPDATED PROJECT PHASING

Phase	TIA Analysis Year	Updated
1	2015	2020
2A	2025A	2030A
2B	2025B	2030B
3A	2030A	2035
3B	2030B	2040

**General Notes:**

1. A and B refer to sub-phase project development levels within a certain time period.

The delay in project phasing arose from two factors, both of which are related to greenhouse gas calculations and climate change impacts. The first was the ‘Newhall’ decision by the State Supreme Court (*Center for Biological Diversity v. California Department of Fish and Wildlife*, December 2015), which addressed, among other issues, thresholds used in determining significant impacts to greenhouse gas emissions and climate change impacts under the Californian Environmental Quality Act (CEQA). The second was the City’s preparation of a Climate Action Plan (CAP) in 2015 and then establishing the CAP Consistency Checklist Application in 2016. Together, these actions delayed timely re-submittal of project materials which, in turn, has affected project phasing to the point that an update of the project Phasing Plan is necessary.

Notwithstanding the changes to the project development timeline, the findings in the approved TIA remain valid due to the following: as shown in the Transportation Phasing of the approved TIA, the trigger for the project impacts and mitigation measures are tied to “ADT” thresholds for the project. Therefore, the calendar timing

of each phase does not change the project's obligations in relation to each project development phase. The correlation between the amount of development and mitigation measures in each phase is common practice for Master Plan projects.

**POPULATION-BASED PARK SPACE**

The approved TIA included a total population-based Park Space of 35.58 acres. Since then, the population based park acreage has been refined to 33.92 acres, due to minor refinements to improvements associated with the enhanced Carroll Canyon Creek corridor and changes in what areas of the project site are counted as population-based park space. Because the project trip generation, analysis, impacts and mitigation were based on the higher acreage of 35.58 acres, which would have generated 8 ADT more than the refined population based park space, the analysis and conclusions in the TIA are conservative.



---

**Appendix I: Near-Term (Opening Day Year 2027 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	61	8	0	0	5	2	0	0
Future Vol, veh/h	0	31	1	28	61	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	77	10	0	0	8	4	0	0





















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	47	0	0	207	205	51	208	200	91
Stage 1	-	-	-	-	-	-	47	47	-	153	153	-
Stage 2	-	-	-	-	-	-	160	158	-	55	47	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1501	-	-	1554	-	-	748	690	1014	747	694	964
Stage 1	-	-	-	-	-	-	964	854	-	847	769	-
Stage 2	-	-	-	-	-	-	840	765	-	955	854	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1500	-	-	1554	-	-	729	673	1010	725	677	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	729	673	-	725	677	-
Stage 1	-	-	-	-	-	-	964	854	-	846	751	-
Stage 2	-	-	-	-	-	-	815	747	-	944	854	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			2.1			8.6			10		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	1010	1554	-	-	1500	-	725
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

Near-Term (Opening Day Year 2027) AM  
09/16/2022


























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	267	166	63	549	246	390	621	241	25	70	35
Future Volume (veh/h)	179	267	166	63	549	246	390	621	241	25	70	35
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	195	290	180	68	597	267	424	675	262	28	80	40
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	223	792	476	87	851	380	490	947	368	70	605	281
Arrive On Green	0.07	0.38	0.38	0.05	0.36	0.36	0.14	0.38	0.38	0.02	0.26	0.26
Sat Flow, veh/h	3428	2097	1260	1767	2351	1050	3428	2468	958	3428	2316	1075
Grp Volume(v), veh/h	195	242	228	68	447	417	424	482	455	28	59	61
Grp Sat Flow(s),veh/h/ln	1714	1763	1594	1767	1763	1639	1714	1763	1663	1714	1763	1628
Q Serve(g_s), s	6.6	11.6	12.1	4.4	25.3	25.4	14.1	27.1	27.1	0.9	3.0	3.3
Cycle Q Clear(g_c), s	6.6	11.6	12.1	4.4	25.3	25.4	14.1	27.1	27.1	0.9	3.0	3.3
Prop In Lane	1.00		0.79	1.00		0.64	1.00		0.58	1.00		0.66
Lane Grp Cap(c), veh/h	223	666	602	87	638	593	490	676	638	70	461	425
V/C Ratio(X)	0.87	0.36	0.38	0.78	0.70	0.70	0.87	0.71	0.71	0.40	0.13	0.14
Avail Cap(c_a), veh/h	223	666	602	176	714	664	693	676	638	164	461	425
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	54.1	26.2	26.4	54.9	31.8	31.9	48.9	30.5	30.5	56.5	33.0	33.1
Incr Delay (d2), s/veh	28.5	1.5	1.8	5.6	3.7	4.0	6.1	6.3	6.7	1.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.1	4.9	2.1	11.3	10.6	6.4	12.5	11.9	0.4	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	27.7	28.2	60.5	35.5	35.8	55.0	36.8	37.2	57.8	33.5	33.8
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		665			932			1361			148	
Approach Delay, s/veh		44.0			37.5			42.6			38.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	49.8	21.1	35.7	12.0	48.0	6.8	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	14.1	16.1	5.3	8.6	27.4	2.9	29.1				
Green Ext Time (p_c), s	0.0	6.2	0.6	1.0	0.0	9.5	0.0	8.6				

Intersection Summary												
HCM 6th Ctrl Delay			41.2									
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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	197	112	39	66	132	196	498	1268	448	38	189	83
Future Volume (veh/h)	197	112	39	66	132	196	498	1268	448	38	189	83
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		0.97	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	240	137	48	75	150	223	524	1335	472	42	208	91
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	211	751	252	96	399	345	555	1428	628	143	760	320
Arrive On Green	0.12	0.29	0.29	0.05	0.23	0.23	0.12	0.40	0.40	0.03	0.32	0.32
Sat Flow, veh/h	1767	2576	864	1767	1763	1524	1767	3526	1552	1767	2410	1016
Grp Volume(v), veh/h	240	92	93	75	150	223	524	1335	472	42	150	149
Grp Sat Flow(s),veh/h/ln	1767	1763	1678	1767	1763	1524	1767	1763	1552	1767	1763	1662
Q Serve(g_s), s	10.7	3.5	3.7	3.7	6.4	11.9	10.6	32.4	23.3	1.4	5.7	6.0
Cycle Q Clear(g_c), s	10.7	3.5	3.7	3.7	6.4	11.9	10.6	32.4	23.3	1.4	5.7	6.0
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	211	514	489	96	399	345	555	1428	628	143	556	524
V/C Ratio(X)	1.13	0.18	0.19	0.78	0.38	0.65	0.94	0.94	0.75	0.29	0.27	0.28
Avail Cap(c_a), veh/h	211	682	649	136	611	528	555	1428	628	222	556	524
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	39.4	23.7	23.8	41.8	29.3	31.4	24.9	25.5	22.8	23.6	22.9	23.0
Incr Delay (d2), s/veh	103.0	0.2	0.2	10.4	1.0	3.6	24.9	12.7	8.1	0.4	1.2	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	10.6	1.5	1.5	1.9	2.8	4.6	9.9	15.3	9.5	0.6	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.3	23.9	24.0	52.1	30.3	35.0	49.8	38.2	30.8	24.1	24.1	24.4
LnGrp LOS	F	C	C	D	C	C	D	D	C	C	C	C
Approach Vol, veh/h		425			448			2331			341	
Approach Delay, s/veh		90.8			36.3			39.3			24.2	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	42.0	9.3	31.2	15.0	34.0	15.1	25.3				
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	3.4	34.4	5.7	5.7	12.6	8.0	12.7	13.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	1.8	0.0	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.6									
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  
5: Towne Centre Dr. & Towne Centre Dwy.

























Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶↷			↶↷
Traffic Volume (veh/h)	9	1	1227	64	0	292
Future Volume (veh/h)	9	1	1227	64	0	292
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	1305	68	0	356
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	2185	114	0	2260
Arrive On Green	0.01	0.01	0.64	0.64	0.00	0.64
Sat Flow, veh/h	1767	1572	3501	177	0	3711
Grp Volume(v), veh/h	12	1	674	699	0	356
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1822	0	1763
Q Serve(g_s), s	0.2	0.0	6.3	6.3	0.0	1.1
Cycle Q Clear(g_c), s	0.2	0.0	6.3	6.3	0.0	1.1
Prop In Lane	1.00	1.00		0.10	0.00	
Lane Grp Cap(c), veh/h	24	22	1130	1168	0	2260
V/C Ratio(X)	0.49	0.05	0.60	0.60	0.00	0.16
Avail Cap(c_a), veh/h	1369	1219	1130	1168	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	3.0	3.0	0.0	2.0
Incr Delay (d2), s/veh	5.7	0.3	2.3	2.3	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	0.7	0.7	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	14.1	5.3	5.2	0.0	2.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	13		1373			356
Approach Delay, s/veh	19.2		5.3			2.2
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		8.3			3.1	2.2
Green Ext Time (p_c), s		7.3			2.7	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			4.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1111	126	386	1694	1444	140	210	316	212	38	40
Future Volume (veh/h)	366	1111	126	386	1694	1444	140	210	316	212	38	40
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	394	1195	135	411	1802	1536	157	236	355	262	47	49
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	416	2324	804	394	2310	1507	207	675	844	312	783	346
Arrive On Green	0.16	0.61	0.61	0.12	0.46	0.46	0.06	0.19	0.19	0.09	0.22	0.22
Sat Flow, veh/h	3428	5066	1546	3428	5066	2752	3428	3526	2746	3428	3526	1558
Grp Volume(v), veh/h	394	1195	135	411	1802	1536	157	236	355	262	47	49
Grp Sat Flow(s),veh/h/ln	1714	1689	1546	1714	1689	1376	1714	1763	1373	1714	1763	1558
Q Serve(g_s), s	15.9	18.8	4.8	16.1	42.1	63.8	6.3	8.1	14.4	10.5	1.5	3.5
Cycle Q Clear(g_c), s	15.9	18.8	4.8	16.1	42.1	63.8	6.3	8.1	14.4	10.5	1.5	3.5
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	416	2324	804	394	2310	1507	207	675	844	312	783	346
V/C Ratio(X)	0.95	0.51	0.17	1.04	0.78	1.02	0.76	0.35	0.42	0.84	0.06	0.14
Avail Cap(c_a), veh/h	416	2324	804	394	2310	1507	416	1259	1299	416	1252	553
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	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	18.4	12.5	62.0	32.2	31.7	64.8	49.0	38.7	62.6	42.9	43.7
Incr Delay (d2), s/veh	23.9	0.6	0.3	56.8	2.7	28.1	2.1	0.7	0.8	8.6	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	8.1	6.7	1.7	10.1	17.6	30.4	2.8	3.7	5.0	5.0	0.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	19.0	12.8	118.8	34.8	59.9	66.9	49.8	39.4	71.2	43.0	44.1
LnGrp LOS	F	B	B	F	C	F	E	D	D	E	D	D
Approach Vol, veh/h		1724			3749			748			358	
Approach Delay, s/veh		32.9			54.3			48.5			63.8	
Approach LOS		C			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	69.7	12.9	36.4	21.4	69.3	17.1	32.1				
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	18.1	20.8	8.3	5.5	17.9	65.8	12.5	16.4				
Green Ext Time (p_c), s	0.0	11.2	0.2	0.8	0.0	0.0	0.2	7.1				

Intersection Summary												
HCM 6th Ctrl Delay			48.6									
HCM 6th LOS			D									

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

Near-Term (Opening Day Year 2027) AM  
09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	287	56	145	674	34	232	113	124	8	8	20
Future Volume (veh/h)	152	287	56	145	674	34	232	113	124	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	160	302	59	158	733	37	301	147	161	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	193	1064	205	100	1051	53	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	2946	568	1767	3408	172	1767	1856	1566	1767	462	1155
Grp Volume(v), veh/h	160	179	182	158	379	391	301	147	161	14	0	49
Grp Sat Flow(s),veh/h/ln	1767	1763	1751	1767	1763	1817	1767	1856	1566	1767	0	1616
Q Serve(g_s), s	8.0	6.5	6.7	5.1	17.0	17.1	5.6	5.0	6.7	0.7	0.0	2.0
Cycle Q Clear(g_c), s	8.0	6.5	6.7	5.1	17.0	17.1	5.6	5.0	6.7	0.7	0.0	2.0
Prop In Lane	1.00		0.32	1.00		0.09	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	193	637	632	100	544	560	110	648	547	23	0	485
V/C Ratio(X)	0.83	0.28	0.29	1.58	0.70	0.70	2.74	0.23	0.29	0.60	0.00	0.10
Avail Cap(c_a), veh/h	236	637	632	100	544	560	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(l)	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	20.4	20.5	42.5	27.4	27.4	42.2	20.7	21.3	44.2	0.0	22.7
Incr Delay (d2), s/veh	15.3	1.1	1.1	302.2	7.2	7.0	806.8	0.8	1.4	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	2.8	2.9	10.6	8.1	8.3	27.1	2.3	2.6	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	21.5	21.6	344.7	34.7	34.5	849.0	21.5	22.6	53.2	0.0	23.2
LnGrp LOS	D	C	C	F	C	C	F	C	C	D	A	C
Approach Vol, veh/h		521			928			609				63
Approach Delay, s/veh		31.7			87.4			430.8				29.8
Approach LOS		C			F			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	14.2	33.9	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	12.0	*26	5.1	27.5				
Max Q Clear Time (g_c+I1), s	7.1	8.7	7.6	4.0	10.0	19.1	2.7	8.7				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.1	0.0	2.7	0.0	0.7				





















Intersection Summary												
HCM 6th Ctrl Delay				170.6								
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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	344	84	21	32	24	160	367	192	74	59	70
Future Volume (veh/h)	196	344	84	21	32	24	160	367	192	74	59	70
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	228	400	98	27	41	31	174	399	209	88	70	83
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	604	621	269	250	383	293	98	683	352	98	541	472
Arrive On Green	0.18	0.18	0.18	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	934	1429	1093	1767	2226	1149	1767	1763	1540
Grp Volume(v), veh/h	228	400	98	52	0	47	174	315	293	88	70	83
Grp Sat Flow(s),veh/h/ln	1714	1763	1525	1809	0	1647	1767	1763	1611	1767	1763	1540
Q Serve(g_s), s	5.9	10.6	5.7	2.2	0.0	2.2	5.6	15.2	15.5	5.0	2.9	4.0
Cycle Q Clear(g_c), s	5.9	10.6	5.7	2.2	0.0	2.2	5.6	15.2	15.5	5.0	2.9	4.0
Prop In Lane	1.00		1.00	0.52		0.66	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	604	621	269	485	0	441	98	541	494	98	541	472
V/C Ratio(X)	0.38	0.64	0.36	0.11	0.00	0.11	1.77	0.58	0.59	0.90	0.13	0.18
Avail Cap(c_a), veh/h	919	945	409	485	0	441	98	541	494	98	541	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	38.6	36.5	27.8	0.0	27.8	47.6	29.5	29.6	47.3	25.2	25.6
Incr Delay (d2), s/veh	0.4	1.3	0.9	0.4	0.0	0.5	385.1	4.5	5.2	57.3	0.5	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	2.5	4.7	2.2	1.0	0.0	0.9	13.0	7.0	6.6	3.7	1.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	39.8	37.5	28.2	0.0	28.3	432.7	34.0	34.8	104.6	25.7	26.4
LnGrp LOS	D	D	D	C	A	C	F	C	C	F	C	C
Approach Vol, veh/h		726			99			782			241	
Approach Delay, s/veh		38.6			28.3			123.0			54.8	
Approach LOS		D			C			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	36.2		22.6	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	7.0	17.5		12.6	7.6	6.0		4.2				
Green Ext Time (p_c), s	0.0	4.7		3.7	0.0	1.3		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			75.9									
HCM 6th LOS			E									

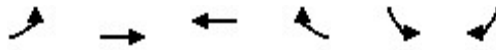
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Near-Term (Opening Day Year 2027) 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	51	292	1	9	63	5
Future Volume (veh/h)	0	0	1	1	0	3	51	292	1	9	63	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	57	324	1	11	80	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	85	2079	6	20	1796	133
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	3605	11	1767	3326	247
Grp Volume(v), veh/h	0	0	4	8	0	0	57	158	167	11	42	44
Grp Sat Flow(s),veh/h/ln	0	0	1568	1264	0	0	1767	1763	1853	1767	1763	1810
Q Serve(g_s), s	0.0	0.0	0.1	0.2	0.0	0.0	1.1	1.5	1.5	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	1.5	1.5	0.2	0.4	0.4
Prop In Lane	0.00		1.00	0.25		0.75	1.00		0.01	1.00		0.14
Lane Grp Cap(c), veh/h	0	0	25	146	0	0	85	1017	1069	20	952	977
V/C Ratio(X)	0.00	0.00	0.16	0.05	0.00	0.00	0.67	0.16	0.16	0.54	0.04	0.05
Avail Cap(c_a), veh/h	0	0	1092	1166	0	0	325	1017	1069	251	952	977
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)	0.00	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	8.6	0.3	0.3	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	0.3	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	25.4	3.9	3.8	37.8	4.0	4.0
LnGrp LOS	A	A	C	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		4			8			382			97	
Approach Delay, s/veh		20.3			17.7			7.1			7.8	
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	3.5		2.1	3.1	2.4		2.3				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	0.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
10: Eastgate Mall & Easter Wy.

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑	↑↗		↕	
Traffic Volume (veh/h)	29	456	488	21	42	52
Future Volume (veh/h)	29	456	488	21	42	52
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	496	519	22	51	63
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	611	1560	1524	65	78	97
Arrive On Green	0.44	0.44	0.44	0.44	0.11	0.11
Sat Flow, veh/h	857	3618	3539	146	722	892
Grp Volume(v), veh/h	32	496	265	276	115	0
Grp Sat Flow(s),veh/h/ln	857	1763	1763	1829	1629	0
Q Serve(g_s), s	0.6	2.1	2.2	2.2	1.5	0.0
Cycle Q Clear(g_c), s	2.8	2.1	2.2	2.2	1.5	0.0
Prop In Lane	1.00			0.08	0.44	0.55
Lane Grp Cap(c), veh/h	611	1560	780	809	177	0
V/C Ratio(X)	0.05	0.32	0.34	0.34	0.65	0.00
Avail Cap(c_a), veh/h	1051	3369	1685	1748	2016	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	4.1	4.2	4.2	9.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.4	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	0.0	0.2	0.3	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	4.3	4.5	4.5	11.2	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		528	541		115	
Approach Delay, s/veh		4.3	4.5		11.2	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.3		7.4		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		4.8		3.5		4.2
Green Ext Time (p_c), s		4.0		0.2		4.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
11: Genesee Ave. & Eastgate Mall

Near-Term (Opening Day Year 2027) AM  
09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	204	78	92	346	576	52	460	97	376	481	116
Future Volume (veh/h)	85	204	78	92	346	576	52	460	97	376	481	116
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	113	272	104	100	376	626	54	479	101	453	580	140
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	115	748	616	123	756	615	70	960	197	514	1375	323
Arrive On Green	0.07	0.40	0.40	0.07	0.41	0.41	0.01	0.08	0.08	0.05	0.11	0.11
Sat Flow, veh/h	1767	1856	1529	1767	1856	1510	1767	4193	859	3428	4052	952
Grp Volume(v), veh/h	113	272	104	100	376	626	54	383	197	453	481	239
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	1856	1510	1767	1689	1675	1714	1689	1627
Q Serve(g_s), s	8.4	13.5	5.7	7.4	19.9	53.8	4.0	14.4	14.9	17.3	17.5	18.1
Cycle Q Clear(g_c), s	8.4	13.5	5.7	7.4	19.9	53.8	4.0	14.4	14.9	17.3	17.5	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.59
Lane Grp Cap(c), veh/h	115	748	616	123	756	615	70	773	384	514	1146	552
V/C Ratio(X)	0.98	0.36	0.17	0.81	0.50	1.02	0.78	0.50	0.51	0.88	0.42	0.43
Avail Cap(c_a), veh/h	115	748	616	222	756	615	130	773	384	613	1146	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	1.00	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93
Uniform Delay (d), s/veh	61.6	27.6	25.2	60.6	29.1	39.1	64.6	53.7	53.9	61.6	46.5	46.8
Incr Delay (d2), s/veh	77.6	0.1	0.0	4.7	0.2	40.4	6.6	2.2	4.7	10.6	1.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	6.1	2.1	3.5	8.9	26.5	2.0	6.8	7.3	8.8	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.2	27.7	25.3	65.3	29.2	79.5	71.2	55.9	58.7	72.2	47.5	49.1
LnGrp LOS	F	C	C	E	C	F	E	E	E	E	D	D
Approach Vol, veh/h		489			1102			634			1173	
Approach Delay, s/veh		52.9			61.1			58.1			57.4	
Approach LOS		D			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	35.9	13.6	58.3	9.6	50.5	13.0	58.9				
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	23.6	26.4	16.6	* 46	9.7	40.3	8.6	53.8				
Max Q Clear Time (g_c+I1), s	19.3	16.9	9.4	15.5	6.0	20.1	10.4	55.8				
Green Ext Time (p_c), s	0.4	3.5	0.1	1.2	0.0	7.0	0.0	0.0				

Intersection Summary






















HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	173	48	91	308	185	82	419	132	75	437	59
Future Volume (veh/h)	24	173	48	91	308	185	82	419	132	75	437	59
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		0.98	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	28	201	56	117	395	237	86	441	139	87	508	69
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	35	567	153	167	497	294	108	2060	623	108	2421	323
Arrive On Green	0.02	0.21	0.21	0.05	0.24	0.24	0.06	0.54	0.54	0.12	1.00	1.00
Sat Flow, veh/h	1767	2726	737	3428	2101	1241	1767	3837	1161	1767	4509	601
Grp Volume(v), veh/h	28	128	129	117	330	302	86	386	194	87	378	199
Grp Sat Flow(s),veh/h/ln	1767	1763	1700	1714	1763	1579	1767	1689	1621	1767	1689	1733
Q Serve(g_s), s	2.1	8.2	8.6	4.4	23.2	23.8	6.3	7.9	8.3	6.3	0.0	0.0
Cycle Q Clear(g_c), s	2.1	8.2	8.6	4.4	23.2	23.8	6.3	7.9	8.3	6.3	0.0	0.0
Prop In Lane	1.00		0.43	1.00		0.79	1.00		0.72	1.00		0.35
Lane Grp Cap(c), veh/h	35	366	353	167	417	374	108	1813	870	108	1813	930
V/C Ratio(X)	0.80	0.35	0.37	0.70	0.79	0.81	0.80	0.21	0.22	0.81	0.21	0.21
Avail Cap(c_a), veh/h	129	589	568	353	642	575	262	1813	870	249	1813	930
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	0.73	0.73	0.73	0.95	0.95	0.95
Uniform Delay (d), s/veh	64.4	44.7	44.8	61.8	47.3	47.5	61.2	16.0	16.1	57.2	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.2	0.2	2.0	1.7	2.4	3.7	0.2	0.4	5.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	3.7	2.0	10.4	9.6	3.0	3.1	3.2	2.8	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	44.9	45.1	63.8	49.0	49.9	64.9	16.2	16.5	62.3	0.2	0.5
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		285			749			666			664	
Approach Delay, s/veh		48.2			51.7			22.6			8.4	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	76.4	10.8	32.3	12.4	76.4	7.0	36.2				
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	8.3	10.3	6.4	10.6	8.3	2.0	4.1	25.8				
Green Ext Time (p_c), s	0.1	5.0	0.1	1.0	0.1	5.6	0.0	2.7				

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

Near-Term (Opening Day Year 2027) 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	45	11	4	11	299	2014	221	13	476	19
Future Volume (veh/h)	17	3	45	11	4	11	299	2014	221	13	476	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	60	18	7	18	311	2098	230	17	618	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	115	0	203	77	20	51	372	2544	274	37	1799	72
Arrive On Green	0.07	0.00	0.07	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	4619	498	1767	4986	201
Grp Volume(v), veh/h	14	0	60	18	0	25	311	1525	803	17	418	225
Grp Sat Flow(s),veh/h/ln	1767	0	1562	1767	0	1643	1767	1689	1740	1767	1689	1809
Q Serve(g_s), s	0.4	0.0	1.0	0.6	0.0	0.8	9.5	20.8	21.7	0.5	5.1	5.1
Cycle Q Clear(g_c), s	0.4	0.0	1.0	0.6	0.0	0.8	9.5	20.8	21.7	0.5	5.1	5.1
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.29	1.00		0.11
Lane Grp Cap(c), veh/h	115	0	203	77	0	71	372	1860	959	37	1219	653
V/C Ratio(X)	0.12	0.00	0.30	0.23	0.00	0.35	0.84	0.82	0.84	0.46	0.34	0.35
Avail Cap(c_a), veh/h	565	0	999	565	0	525	531	1860	959	157	1219	653
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	10.3	10.5	27.2	13.1	13.1
Incr Delay (d2), s/veh	0.5	0.0	0.8	1.5	0.0	2.9	7.8	4.2	8.7	8.9	0.8	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	4.4	6.8	8.5	0.3	1.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	25.9	27.5	0.0	29.0	29.0	14.5	19.2	36.1	13.9	14.6
LnGrp LOS	C	A	C	C	A	C	C	B	B	D	B	B
Approach Vol, veh/h		74			43			2639			660	
Approach Delay, s/veh		25.8			28.4			17.7			14.7	
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		8.2	16.4	24.8		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	23.7		3.0	11.5	7.1		2.8				
Green Ext Time (p_c), s	0.0	6.6		0.2	0.5	3.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay	17.4
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.

Near-Term (Opening Day Year 2027) AM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	1171	119	208	837	325	231	1195	195	219	265	104
Future Volume (veh/h)	488	1171	119	208	837	325	231	1195	195	219	265	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	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	548	1316	134	219	881	342	262	1358	222	274	331	130
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	603	2039	603	235	1496	613	312	1476	449	324	1494	451
Arrive On Green	0.18	0.40	0.40	0.02	0.10	0.10	0.09	0.29	0.29	0.09	0.29	0.29
Sat Flow, veh/h	3428	5066	1498	3428	5066	1572	3428	5066	1540	3428	5066	1529
Grp Volume(v), veh/h	548	1316	134	219	881	342	262	1358	222	274	331	130
Grp Sat Flow(s),veh/h/ln	1714	1689	1498	1714	1689	1572	1714	1689	1540	1714	1689	1529
Q Serve(g_s), s	22.0	29.4	8.2	8.9	23.3	25.6	10.5	36.3	16.7	11.0	6.9	9.2
Cycle Q Clear(g_c), s	22.0	29.4	8.2	8.9	23.3	25.6	10.5	36.3	16.7	11.0	6.9	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	603	2039	603	235	1496	613	312	1476	449	324	1494	451
V/C Ratio(X)	0.91	0.65	0.22	0.93	0.59	0.56	0.84	0.92	0.49	0.84	0.22	0.29
Avail Cap(c_a), veh/h	720	2039	603	235	1496	613	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)	0.63	0.63	0.63	0.47	0.47	0.47	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	56.6	33.8	27.4	68.1	55.0	43.4	62.6	48.0	41.1	62.4	37.2	38.0
Incr Delay (d2), s/veh	8.7	1.0	0.5	24.0	0.8	1.7	8.9	10.8	3.9	8.4	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	10.2	12.3	3.1	4.9	10.8	11.1	5.0	16.7	6.9	5.2	2.9	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	34.8	28.0	92.1	55.8	45.1	71.6	58.8	44.9	70.8	37.3	38.5
LnGrp LOS	E	C	C	F	E	D	E	E	D	E	D	D
Approach Vol, veh/h		1998			1442			1842			735	
Approach Delay, s/veh		42.7			58.8			59.0			50.0	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	61.9	17.1	47.0	29.0	46.9	17.6	46.5				
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	10.9	31.4	12.5	11.2	24.0	27.6	13.0	38.3				
Green Ext Time (p_c), s	0.0	17.1	0.2	4.2	0.7	3.8	0.2	2.5				

























Intersection Summary		
HCM 6th Ctrl Delay		52.4
HCM 6th LOS		D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
15: Regents Rd. & Eastgate Mall

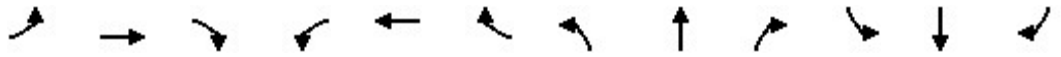
Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	18	62	169	126	198	391	528	373	42	141	4
Future Volume (veh/h)	1	18	62	169	126	198	391	528	373	42	141	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	75	199	148	233	434	587	414	55	183	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	231	186	232	449	392	468	1793	765	70	982	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	1504	1767	3504	95
Grp Volume(v), veh/h	1	22	75	199	148	233	434	587	414	55	92	96
Grp Sat Flow(s),veh/h/ln	1767	1856	1496	1767	1763	1540	1767	1763	1504	1767	1763	1837
Q Serve(g_s), s	0.1	1.0	4.3	10.3	6.4	12.4	22.4	9.2	17.4	2.9	3.7	3.7
Cycle Q Clear(g_c), s	0.1	1.0	4.3	10.3	6.4	12.4	22.4	9.2	17.4	2.9	3.7	3.7
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	231	186	232	449	392	468	1793	765	70	494	515
V/C Ratio(X)	0.52	0.10	0.40	0.86	0.33	0.59	0.93	0.33	0.54	0.78	0.19	0.19
Avail Cap(c_a), veh/h	96	635	512	257	764	667	560	1793	765	174	494	515
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	36.3	37.7	39.7	28.3	30.6	33.5	13.5	15.6	44.5	25.5	25.5
Incr Delay (d2), s/veh	61.9	0.1	0.5	20.6	0.3	1.2	18.4	0.5	2.7	6.9	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	1.6	5.7	2.7	4.6	11.7	3.6	6.2	1.4	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.5	36.3	38.2	60.4	28.7	31.7	51.9	14.0	18.3	51.3	26.4	26.3
LnGrp LOS	F	D	D	E	C	C	D	B	B	D	C	C
Approach Vol, veh/h		98			580			1435			243	
Approach Delay, s/veh		38.5			40.8			26.7			32.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	52.4	16.7	16.5	29.2	31.1	4.5	28.7				
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	4.9	19.4	12.3	6.3	24.4	5.7	2.1	14.4				
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			31.2									
HCM 6th LOS			C									



HCM 6th Signalized Intersection Summary  
16: Regents Rd. & Miramar St./Executive Dr.

Near-Term (Opening Day Year 2027) 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	67	5	206	17	1070	168	22	354	3
Future Volume (veh/h)	8	4	27	67	5	206	17	1070	168	22	354	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	87	0	254	19	1189	187	26	421	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	397	49	323	812	0	369	32	1456	228	42	1733	16
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.02	0.48	0.48	0.02	0.48	0.48
Sat Flow, veh/h	1109	204	1343	2583	0	1534	1767	3038	475	1767	3576	34
Grp Volume(v), veh/h	14	0	53	87	0	254	19	687	689	26	207	218
Grp Sat Flow(s),veh/h/ln	1109	0	1548	1292	0	1534	1767	1763	1751	1767	1763	1847
Q Serve(g_s), s	0.5	0.0	1.5	1.5	0.0	8.3	0.6	18.4	18.7	0.8	3.8	3.8
Cycle Q Clear(g_c), s	0.5	0.0	1.5	3.0	0.0	8.3	0.6	18.4	18.7	0.8	3.8	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	397	0	372	812	0	369	32	845	839	42	854	895
V/C Ratio(X)	0.04	0.00	0.14	0.11	0.00	0.69	0.59	0.81	0.82	0.62	0.24	0.24
Avail Cap(c_a), veh/h	613	0	674	1316	0	668	166	845	839	166	854	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.5	17.7	0.0	19.1	26.9	12.3	12.4	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	8.4	8.9	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	7.8	7.9	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	33.1	20.7	21.3	32.1	9.0	9.0
LnGrp LOS	B	A	B	B	A	C	C	C	C	C	A	A
Approach Vol, veh/h		67			341			1395			451	
Approach Delay, s/veh		16.5			20.6			21.2			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		18.2	5.4	31.7		18.2				
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	2.8	20.7		3.5	2.6	5.8		10.3				
Green Ext Time (p_c), s	0.0	4.1		0.2	0.0	2.5		1.1				

Intersection Summary

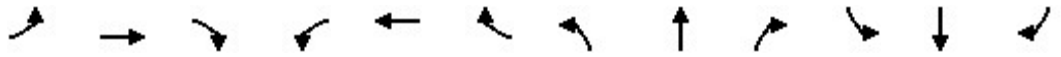
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
17: Regents Rd. & Regents Park Row

Near-Term (Opening Day Year 2027) AM  
09/16/2022



































Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	56	7	210	108	12	69	148	836	272	26	294	32
Future Volume (veh/h)	56	7	210	108	12	69	148	836	272	26	294	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	66	8	247	130	14	83	166	939	306	31	354	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	415	14	442	275	67	396	131	1231	399	46	1370	150
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	1268	49	1511	1116	228	1352	1767	2571	833	1767	3184	348
Grp Volume(v), veh/h	66	0	255	130	0	97	166	642	603	31	195	198
Grp Sat Flow(s),veh/h/ln	1268	0	1560	1116	0	1580	1767	1763	1641	1767	1763	1769
Q Serve(g_s), s	2.9	0.0	9.7	7.8	0.0	3.2	5.2	4.0	4.1	1.2	4.9	5.0
Cycle Q Clear(g_c), s	6.1	0.0	9.7	17.5	0.0	3.2	5.2	4.0	4.1	1.2	4.9	5.0
Prop In Lane	1.00		0.97	1.00		0.86	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	415	0	457	275	0	462	131	844	786	46	758	761
V/C Ratio(X)	0.16	0.00	0.56	0.47	0.00	0.21	1.26	0.76	0.77	0.68	0.26	0.26
Avail Cap(c_a), veh/h	481	0	537	333	0	544	131	844	786	131	758	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.51	0.51	0.51	0.99	0.99	0.99
Uniform Delay (d), s/veh	21.0	0.0	20.9	28.3	0.0	18.7	29.8	0.9	0.9	33.8	12.8	12.8
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.5	0.0	0.1	146.2	3.4	3.7	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	3.4	2.0	0.0	1.1	7.3	1.2	1.2	0.6	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	21.3	28.8	0.0	18.7	176.0	4.2	4.6	40.1	13.6	13.6
LnGrp LOS	C	A	C	C	A	B	F	A	A	D	B	B
Approach Vol, veh/h		321			227			1411			424	
Approach Delay, s/veh		21.3			24.5			24.6			15.5	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	38.4		25.4	9.6	35.0		25.4				
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	6.1		11.7	7.2	7.0		19.5				
Green Ext Time (p_c), s	0.0	11.4		1.0	0.0	2.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary  
18: La Jolla Village Dr. & Regents Rd.

Near-Term (Opening Day Year 2027) AM  
09/16/2022




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	776	1262	104	83	689	152	370	474	181	130	100	301
Future Volume (veh/h)	776	1262	104	83	689	152	370	474	181	130	100	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	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	843	1372	113	93	774	171	394	504	193	160	123	372
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	2414	199	139	1596	479	343	1070	457	183	1083	473
Arrive On Green	0.23	0.51	0.51	0.01	0.10	0.10	0.10	0.30	0.30	0.10	0.31	0.31
Sat Flow, veh/h	3428	4758	392	3428	5066	1522	3428	3526	1506	1767	3526	1541
Grp Volume(v), veh/h	843	974	511	93	774	171	394	504	193	160	123	372
Grp Sat Flow(s),veh/h/ln	1714	1689	1773	1714	1689	1522	1714	1763	1506	1767	1763	1541
Q Serve(g_s), s	32.6	27.9	27.9	3.8	20.2	14.6	14.0	16.3	14.3	12.5	3.5	30.9
Cycle Q Clear(g_c), s	32.6	27.9	27.9	3.8	20.2	14.6	14.0	16.3	14.3	12.5	3.5	30.9
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	1714	899	139	1596	479	343	1070	457	183	1083	473
V/C Ratio(X)	1.06	0.57	0.57	0.67	0.49	0.36	1.15	0.47	0.42	0.87	0.11	0.79
Avail Cap(c_a), veh/h	798	1714	899	235	1596	479	343	1070	457	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)	0.40	0.40	0.40	0.71	0.71	0.71	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	53.7	23.9	23.9	68.1	52.0	49.5	63.0	39.6	38.9	61.8	34.8	44.3
Incr Delay (d2), s/veh	36.8	0.6	1.0	1.5	0.8	1.5	95.6	0.4	0.8	24.6	0.2	11.5
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	18.1	11.3	11.9	1.7	9.3	6.2	10.7	7.2	5.5	6.9	1.6	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	24.4	24.9	69.6	52.8	51.0	158.6	40.0	39.7	86.5	35.0	55.8
LnGrp LOS	F	C	C	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2328			1038			1091			655	
Approach Delay, s/veh		48.5			54.0			82.8			59.4	
Approach LOS		D			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	76.8	18.4	48.7	37.0	49.9	18.9	48.2				
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	5.8	29.9	16.0	32.9	34.6	22.2	14.5	18.3				
Green Ext Time (p_c), s	0.0	21.1	0.0	2.2	0.0	6.3	0.0	5.1				

Intersection Summary												
HCM 6th Ctrl Delay			58.3									
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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	826	152	85	1177	0	318	0	71	0	0	0
Future Volume (veh/h)	11	826	152	85	1177	0	318	0	71	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	960	177	89	1239	0	413	0	92			
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	2517	759	111	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	960	177	89	1239	0	413	0	92			
Grp Sat Flow(s),veh/h/ln	1781	1689	1528	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	1.0	15.5	8.7	6.6	19.5	0.0	12.2	0.0	5.5			
Cycle Q Clear(g_c), s	1.0	15.5	8.7	6.6	19.5	0.0	12.2	0.0	5.5			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	26	2517	759	111	2759	0	1119	0	513			
V/C Ratio(X)	0.51	0.38	0.23	0.80	0.45	0.00	0.37	0.00	0.18			
Avail Cap(c_a), veh/h	115	2517	759	289	2759	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.96	0.72	0.72	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.6	20.6	18.9	61.0	18.1	0.0	34.0	0.0	31.8			
Incr Delay (d2), s/veh	14.2	0.4	0.7	3.6	0.1	0.0	0.9	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	6.2	3.3	3.1	7.6	0.0	5.3	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	21.0	19.6	64.6	18.2	0.0	35.0	0.0	32.6			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1150			1328			505				
Approach Delay, s/veh		21.5			21.3			34.5				
Approach LOS		C			C			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	12.7	71.3			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	8.6	17.5			3.0	21.5		14.2				
Green Ext Time (p_c), s	0.1	17.0			0.0	16.9		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
20: Genesee Ave. & Campus Point Dr.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 		 	 		
Traffic Volume (veh/h)	677	664	563	219	681	582	212	78	172	72	11	78
Future Volume (veh/h)	677	664	563	219	681	582	212	78	172	72	11	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		0.99	1.00		0.99	1.00		0.92
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	720	706	599	238	740	633	331	122	269	101	0	120
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	639	2843	869	291	2329	796	392	279	410	187	0	256
Arrive On Green	0.19	0.56	0.56	0.08	0.46	0.46	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	2882
Grp Volume(v), veh/h	720	706	599	238	740	633	331	122	269	101	0	120
Grp Sat Flow(s),veh/h/ln	1714	1689	1548	1714	1689	1550	1714	1856	1365	1767	0	1441
Q Serve(g_s), s	24.6	9.4	36.6	9.0	12.2	44.4	12.5	7.9	12.3	3.7	0.0	5.2
Cycle Q Clear(g_c), s	24.6	9.4	36.6	9.0	12.2	44.4	12.5	7.9	12.3	3.7	0.0	5.2
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	639	2843	869	291	2329	796	392	279	410	187	0	256
V/C Ratio(X)	1.13	0.25	0.69	0.82	0.32	0.80	0.84	0.44	0.66	0.54	0.00	0.47
Avail Cap(c_a), veh/h	639	2843	869	405	2329	796	912	493	726	378	0	308
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)	0.85	0.85	0.85	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	14.8	20.7	59.4	22.6	26.5	57.3	51.0	52.9	60.9	0.0	57.2
Incr Delay (d2), s/veh	73.6	0.2	3.8	5.7	0.3	7.4	1.9	0.4	0.7	0.9	0.0	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	17.1	3.7	13.8	4.2	5.0	17.7	5.5	3.7	4.3	1.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.3	14.9	24.5	65.1	22.9	33.9	59.2	51.4	53.5	61.8	0.0	57.7
LnGrp LOS	F	B	C	E	C	C	E	D	D	E	A	E
Approach Vol, veh/h		2025			1611			722			221	
Approach Delay, s/veh		57.7			33.5			55.8			59.6	
Approach LOS		E			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	66.4	20.0	16.6	15.6	79.8	11.9	24.7				
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	26.6	46.4	14.5	7.2	11.0	38.6	5.7	14.3				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.1	0.2	5.8	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	49.0
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.

Near-Term (Opening Day Year 2027) AM  
 09/16/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	132	816	0	7	1554	525	176	0	92
Future Volume (veh/h)	0	0	132	816	0	7	1554	525	176	0	92
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			147	907	0	7	1619	547	259	135	135
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			172	3913	0	15	3466	1048	358	164	164
Arrive On Green			0.10	0.77	0.00	0.01	0.68	0.68	0.10	0.10	0.10
Sat Flow, veh/h			1767	5233	0	1781	5066	1531	3428	1572	1572
Grp Volume(v), veh/h			147	907	0	7	1619	547	259	135	135
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1531	1714	1572	1572
Q Serve(g_s), s			10.8	6.5	0.0	0.5	19.6	23.2	9.7	11.1	11.1
Cycle Q Clear(g_c), s			10.8	6.5	0.0	0.5	19.6	23.2	9.7	11.1	11.1
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			172	3913	0	15	3466	1048	358	164	164
V/C Ratio(X)			0.85	0.23	0.00	0.46	0.47	0.52	0.72	0.82	0.82
Avail Cap(c_a), veh/h			303	3913	0	74	3466	1048	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	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh			58.6	4.2	0.0	65.1	9.7	10.2	57.3	57.9	57.9
Incr Delay (d2), s/veh			4.1	0.1	0.0	14.4	0.3	1.3	1.0	3.9	3.9
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			5.0	2.1	0.0	0.3	7.0	7.8	4.2	9.6	9.6
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			62.7	4.3	0.0	79.6	10.0	11.6	58.3	61.8	61.8
LnGrp LOS			E	A	A	E	A	B	E	E	E
Approach Vol, veh/h				1054			2173		394		
Approach Delay, s/veh				12.4			10.6		59.5		
Approach LOS				B			B		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.6	107.7		18.7	17.3	96.0					
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	8.5		13.1	12.8	25.2					
Green Ext Time (p_c), s	0.0	18.3		0.7	0.1	27.0					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.5								
HCM 6th LOS			B								

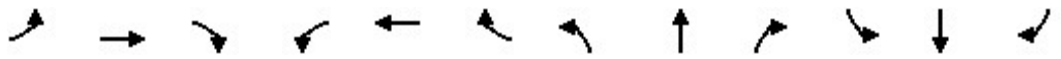
HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Near-Term (Opening Day Year 2027) AM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1493	0	0	641	526	1219	0	711	0	0	0
Future Volume (veh/h)	198	1493	0	0	641	526	1219	0	711	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	211	1588	0	0	763	626	1270	0	741			
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	221	2071	0	0	2154	774	1567	0	1394			
Arrive On Green	0.02	0.13	0.00	0.00	0.29	0.29	0.44	0.00	0.44			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	211	1588	0	0	763	626	1270	0	741			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	5.5	27.2	0.0	0.0	7.3	19.4	28.1	0.0	15.4			
Cycle Q Clear(g_c), s	5.5	27.2	0.0	0.0	7.3	19.4	28.1	0.0	15.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	221	2071	0	0	2154	774	1567	0	1394			
V/C Ratio(X)	0.96	0.77	0.00	0.00	0.35	0.81	0.81	0.00	0.53			
Avail Cap(c_a), veh/h	221	2071	0	0	2154	774	1567	0	1394			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.83	0.83	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	34.8	0.0	0.0	25.5	29.8	21.8	0.0	18.2			
Incr Delay (d2), s/veh	42.8	2.3	0.0	0.0	0.4	8.6	4.7	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	3.7	12.6	0.0	0.0	2.6	7.0	11.9	0.0	5.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.7	37.1	0.0	0.0	25.9	38.4	26.4	0.0	19.7			
LnGrp LOS	F	D	A	A	C	D	C	A	B			
Approach Vol, veh/h		1799			1389			2011				
Approach Delay, s/veh		42.9			31.5			23.9				
Approach LOS		D			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		44.0			11.0	33.0		46.0				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		36.8			* 5.8	25.8		39.9				
Max Q Clear Time (g_c+I1), s		29.2			7.5	21.4		30.1				
Green Ext Time (p_c), s		5.7			0.0	2.9		6.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									
<b>Notes</b>												
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

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↗↘	↑↑↑↑					↗	↘	↗↘
Traffic Volume (veh/h)	0	540	172	128	1616	0	0	0	0	1141	1	1186
Future Volume (veh/h)	0	540	172	128	1616	0	0	0	0	1141	1	1186
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		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	587	187	132	1666	0				1177	0	1223
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	2226	799	198	2058	0				1577	0	1383
Arrive On Green	0.00	0.30	0.30	0.06	0.41	0.00				0.45	0.00	0.45
Sat Flow, veh/h	0	7867	2697	3428	5233	0				3534	0	3101
Grp Volume(v), veh/h	0	587	187	132	1666	0				1177	0	1223
Grp Sat Flow(s),veh/h/ln	0	1503	1349	1714	1689	0				1767	0	1550
Q Serve(g_s), s	0.0	5.4	4.7	3.4	26.2	0.0				24.9	0.0	32.5
Cycle Q Clear(g_c), s	0.0	5.4	4.7	3.4	26.2	0.0				24.9	0.0	32.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2226	799	198	2058	0				1577	0	1383
V/C Ratio(X)	0.00	0.26	0.23	0.67	0.81	0.00				0.75	0.00	0.88
Avail Cap(c_a), veh/h	0	2226	799	202	2058	0				1645	0	1444
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	1.00	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.2	24.0	41.6	23.6	0.0				20.7	0.0	22.8
Incr Delay (d2), s/veh	0.0	0.3	0.7	6.2	2.8	0.0				1.8	0.0	6.7
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	1.9	1.6	1.6	10.4	0.0				10.1	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.5	24.6	47.8	26.5	0.0				22.5	0.0	29.5
LnGrp LOS	A	C	C	D	C	A				C	A	C
Approach Vol, veh/h		774			1798						2400	
Approach Delay, s/veh		24.5			28.0						26.1	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.9	33.9		46.2		43.8						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 5.3	24.8		41.9		34.8						
Max Q Clear Time (g_c+I1), s	5.4	7.4		34.5		28.2						
Green Ext Time (p_c), s	0.0	4.6		5.7		5.2						

Intersection Summary

HCM 6th Ctrl Delay	26.5
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.

Near-Term (Opening Day Year 2027) AM  
 09/16/2022












												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	
Traffic Volume (veh/h)	14	1833	221	108	1249	3	500	4	207	6	6	15
Future Volume (veh/h)	14	1833	221	108	1249	3	500	4	207	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	1950	235	132	1523	4	575	0	241	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	2348	1046	178	2623	7	756	0	672	116	116	191
Arrive On Green	0.01	0.46	0.46	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	1950	235	132	986	541	575	0	241	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	47.0	8.2	5.3	28.7	28.7	21.4	0.0	9.1	1.5	0.0	2.3
Cycle Q Clear(g_c), s	1.2	47.0	8.2	5.3	28.7	28.7	21.4	0.0	9.1	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	2348	1046	178	1698	932	756	0	672	233	0	191
V/C Ratio(X)	0.67	0.83	0.22	0.74	0.58	0.58	0.76	0.00	0.36	0.09	0.00	0.14
Avail Cap(c_a), veh/h	69	2348	1046	191	1698	932	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)	0.75	0.75	0.75	0.55	0.55	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	32.8	8.6	65.4	24.4	24.4	51.7	0.0	46.9	53.8	0.0	54.1
Incr Delay (d2), s/veh	9.4	2.7	0.4	6.5	0.8	1.5	7.1	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	19.6	5.1	2.5	11.6	12.9	10.3	0.0	3.7	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	35.5	9.0	71.9	25.2	25.9	58.8	0.0	48.4	54.6	0.0	55.7
LnGrp LOS	E	D	A	E	C	C	E	A	D	D	A	E
Approach Vol, veh/h		2200			1659			816				49
Approach Delay, s/veh		32.9			29.2			55.7				55.2
Approach LOS		C			C			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	70.6		22.9	6.2	76.1		34.8				
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	7.3	49.0		4.3	3.2	30.7		23.4				
Green Ext Time (p_c), s	0.0	10.5		0.1	0.0	24.0		6.5				

Intersection Summary												
HCM 6th Ctrl Delay			35.8									
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.

Near-Term (Opening Day Year 2027) AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↖		↖			
Traffic Volume (veh/h)	0	1092	722	0	1493	0	916	0	286	0	0	0
Future Volume (veh/h)	0	1092	722	0	1493	0	916	0	286	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	1149	760	0	1623	0	1018	0	318			
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	2772	1383	0	3493	0	1178	0	951			
Arrive On Green	0.00	1.00	1.00	0.00	0.55	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1149	760	0	1623	0	1018	0	318			
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	18.5	0.0	33.3	0.0	10.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	33.3	0.0	10.2			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2772	1383	0	3493	0	1178	0	951			
V/C Ratio(X)	0.00	0.41	0.55	0.00	0.46	0.00	0.86	0.00	0.33			
Avail Cap(c_a), veh/h	0	2772	1383	0	3493	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	0.78	0.78	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	16.5	0.0	36.8	0.0	29.2			
Incr Delay (d2), s/veh	0.0	0.4	1.2	0.0	0.1	0.0	3.4	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	0.5	0.0	6.7	0.0	14.3	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.4	1.2	0.0	16.6	0.0	40.2	0.0	29.4			
LnGrp LOS	A	A	A	A	B	A	D	A	C			
Approach Vol, veh/h		1909			1623			1336				
Approach Delay, s/veh		0.7			16.6			37.6				
Approach LOS		A			B			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		73.2				73.2		46.8				
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				20.5		35.3				
Green Ext Time (p_c), s		17.9				14.6		6.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

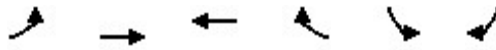
HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

Near-Term (Opening Day Year 2027) AM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1249	0	0	1974	550	0	0	0	677	0	1694
Future Volume (veh/h)	0	1249	0	0	1974	550	0	0	0	677	0	1694
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	1301	0	0	2146	326				705	0	1192
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	2125	0	0	2125	1401				1616	0	1304
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.42				0.47	0.00	0.47
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1301	0	0	2146	326				705	0	1192
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	24.1	0.0	0.0	50.3	3.4				16.4	0.0	48.0
Cycle Q Clear(g_c), s	0.0	24.1	0.0	0.0	50.3	3.4				16.4	0.0	48.0
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2125	0	0	2125	1401				1616	0	1304
V/C Ratio(X)	0.00	0.61	0.00	0.00	1.01	0.23				0.44	0.00	0.91
Avail Cap(c_a), veh/h	0	2125	0	0	2125	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	0.76	0.76				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.2	0.0	0.0	34.8	0.9				21.1	0.0	29.5
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	19.4	0.3				0.2	0.0	9.0
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	9.9	0.0	0.0	23.9	6.9				6.6	0.0	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.5	0.0	0.0	54.2	1.2				21.3	0.0	38.4
LnGrp LOS	A	C	A	A	F	A				C	A	D
Approach Vol, veh/h		1301			2472						1897	
Approach Delay, s/veh		28.5			47.2						32.1	
Approach LOS		C			D						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		57.8		62.2		57.8						
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		26.1		50.0		52.3						
Green Ext Time (p_c), s		9.5		6.5		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				37.9								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
27: Eastgate Mall & Eastgate Dr.

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↘	↘
Traffic Volume (veh/h)	13	200	994	57	61	15
Future Volume (veh/h)	13	200	994	57	61	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	208	1025	59	65	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	61	285	70
Arrive On Green	0.01	0.67	0.61	0.61	0.21	0.21
Sat Flow, veh/h	1767	1856	1737	100	1369	337
Grp Volume(v), veh/h	14	208	0	1084	82	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	49.3	3.4	0.0
Cycle Q Clear(g_c), s	0.7	3.6	0.0	49.3	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	0.97	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	16.4	28.7	0.0
Incr Delay (d2), s/veh	22.3	0.1	0.0	21.2	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	24.1	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.0	5.4	0.0	37.6	30.1	0.0
LnGrp LOS	E	A	A	D	C	A
Approach Vol, veh/h		222	1084		82	
Approach Delay, s/veh		9.2	37.6		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	51.3
Green Ext Time (p_c), s		1.3		0.1	0.0	1.1

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	181	365	109	88	3
Future Vol, veh/h	5	181	365	109	88	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	206	380	114	138	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	495	0	-	0	656 438
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	218 -
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	1064	-	-	-	429 617
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	816 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1063	-	-	-	426 616
Mov Cap-2 Maneuver	-	-	-	-	426 -
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	815 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1063	-	-	-	430
HCM Lane V/C Ratio	0.005	-	-	-	0.331
HCM Control Delay (s)	8.4	-	-	-	17.5
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	508	69	13	273	14	13
Future Vol, veh/h	508	69	13	273	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	546	74	14	300	18	17




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	624	0	728 550
Stage 1	-	-	-	-	550 -
Stage 2	-	-	-	-	178 -
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	-	-	949	-	372 531
Stage 1	-	-	-	-	574 -
Stage 2	-	-	-	-	833 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	945	-	365 529
Mov Cap-2 Maneuver	-	-	-	-	365 -
Stage 1	-	-	-	-	563 -
Stage 2	-	-	-	-	833 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	945	-	429
HCM Lane V/C Ratio	-	-	0.015	-	0.081
HCM Control Delay (s)	-	-	8.9	-	14.1
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.3

HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	2052	0	0	2205	994	0	0	0	208	0	150
Future Volume (veh/h)	281	2052	0	0	2205	994	0	0	0	208	0	150
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	299	2183	0	0	2423	1092				260	0	188
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	372	3310	0	3	3018	744				586	0	269
Arrive On Green	0.11	0.65	0.00	0.00	0.47	0.47				0.17	0.00	0.17
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	299	2183	0	0	2423	1092				260	0	188
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	5.2	16.0	0.0	0.0	19.6	28.8				4.1	0.0	6.9
Cycle Q Clear(g_c), s	5.2	16.0	0.0	0.0	19.6	28.8				4.1	0.0	6.9
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	372	3310	0	3	3018	744				586	0	269
V/C Ratio(X)	0.80	0.66	0.00	0.00	0.80	1.47				0.44	0.00	0.70
Avail Cap(c_a), veh/h	372	3310	0	149	3018	744				867	0	398
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	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	6.4	0.0	0.0	13.6	16.1				22.7	0.0	23.8
Incr Delay (d2), s/veh	11.3	1.0	0.0	0.0	2.4	218.2				0.9	0.0	5.6
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	2.6	4.1	0.0	0.0	6.4	45.1				1.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	7.5	0.0	0.0	16.0	234.2				23.6	0.0	29.3
LnGrp LOS	D	A	A	A	B	F				C	A	C
Approach Vol, veh/h		2482			3515						448	
Approach Delay, s/veh		11.1			83.8						26.0	
Approach LOS		B			F						C	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	46.1		14.8	11.0	35.1						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	5.1	29.4		15.4	6.6	* 29						
Max Q Clear Time (g_c+I1), s	0.0	18.0		8.9	7.2	30.8						
Green Ext Time (p_c), s	0.0	11.0		1.6	0.0	0.0						

Intersection Summary

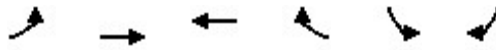
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

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

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	105	2816	3447	56	30	55
Future Volume (veh/h)	105	2816	3447	56	30	55
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	122	3274	3747	61	37	68
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	125	230
Arrive On Green	0.07	0.80	0.70	0.70	0.22	0.22
Sat Flow, veh/h	1767	5233	5233	1537	570	1047
Grp Volume(v), veh/h	122	3274	3747	61	106	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1632	0
Q Serve(g_s), s	10.3	55.0	105.2	1.9	8.1	0.0
Cycle Q Clear(g_c), s	10.3	55.0	105.2	1.9	8.1	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)	1.01	0.81	1.05	0.06	0.30	0.00
Avail Cap(c_a), veh/h	121	4049	3553	1078	359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	69.8	8.5	22.4	7.0	48.8	0.0
Incr Delay (d2), s/veh	70.3	1.3	25.5	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	17.4	46.2	0.6	3.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	140.1	9.9	47.9	7.0	50.9	0.0
LnGrp LOS	F	A	F	A	D	A
Approach Vol, veh/h		3396	3808		106	
Approach Delay, s/veh		14.5	47.2		50.9	
Approach LOS		B	D		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		57.0		10.1	12.3	107.2
Green Ext Time (p_c), s		48.8		0.1	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

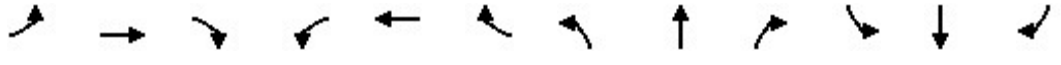
Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
32: Miramar Rd. & Miramar Pl.

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘	↕	↘
Traffic Volume (veh/h)	128	2736	0	22	3353	94	0	0	0	62	0	51
Future Volume (veh/h)	128	2736	0	22	3353	94	0	0	0	62	0	51
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	151	3219	0	23	3529	99				170	0	74
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	84	3441	0	36	3303	92				729	0	324
Arrive On Green	0.05	0.68	0.00	0.02	0.65	0.65				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5062	140				3534	0	1572
Grp Volume(v), veh/h	151	3219	0	23	2341	1287				170	0	74
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1825				1767	0	1572
Q Serve(g_s), s	7.6	89.4	0.0	2.1	104.4	104.4				6.4	0.0	6.3
Cycle Q Clear(g_c), s	7.6	89.4	0.0	2.1	104.4	104.4				6.4	0.0	6.3
Prop In Lane	1.00		0.00	1.00		0.08				1.00		1.00
Lane Grp Cap(c), veh/h	84	3441	0	36	2204	1191				729	0	324
V/C Ratio(X)	1.80	0.94	0.00	0.65	1.06	1.08				0.23	0.00	0.23
Avail Cap(c_a), veh/h	84	3441	0	56	2204	1191				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)	0.32	0.32	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	22.6	0.0	77.8	27.8	27.8				52.9	0.0	52.9
Incr Delay (d2), s/veh	374.3	2.2	0.0	1.8	29.4	37.8				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	12.2	34.2	0.0	1.0	48.8	55.5				3.0	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	450.5	24.8	0.0	79.6	57.2	65.6				53.7	0.0	54.5
LnGrp LOS	F	C	A	E	F	F				D	A	D
Approach Vol, veh/h		3370			3651						244	
Approach Delay, s/veh		43.9			60.3						53.9	
Approach LOS		D			E						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.7	114.4		37.9	12.0	110.1						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.9		33.0	7.6	104.4						
Max Q Clear Time (g_c+I1), s	4.1	91.4		8.4	9.6	106.4						
Green Ext Time (p_c), s	0.0	15.4		0.8	0.0	0.0						

Intersection Summary






























HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

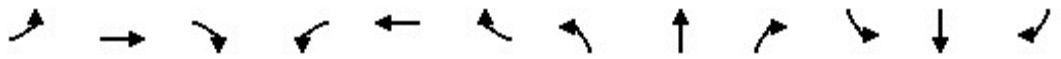
HCM 6th Signalized Intersection Summary  
33: Miramar Rd. & Camino Santa Fe

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  						 	 
Traffic Volume (veh/h)	831	1071	20	20	2418	106	16	7	8	61	2	1027
Future Volume (veh/h)	831	1071	20	20	2418	106	16	7	8	61	2	1027
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	934	1203	19	21	2493	104	21	9	0	66	0	721
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	676	2945	47	54	1955	81	426	448	0	97	0	707
Arrive On Green	0.20	0.57	0.57	0.02	0.39	0.39	0.24	0.24	0.00	0.03	0.00	0.03
Sat Flow, veh/h	3428	5136	81	3428	4985	206	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	934	791	431	21	1681	916	21	9	0	66	0	721
Grp Sat Flow(s),veh/h/ln	1714	1689	1840	1714	1689	1814	1767	1856	0	1767	0	1572
Q Serve(g_s), s	28.6	18.9	18.9	0.9	56.9	56.9	1.3	0.5	0.0	2.7	0.0	4.0
Cycle Q Clear(g_c), s	28.6	18.9	18.9	0.9	56.9	56.9	1.3	0.5	0.0	2.7	0.0	4.0
Prop In Lane	1.00		0.04	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	676	1937	1055	54	1324	711	426	448	0	97	0	707
V/C Ratio(X)	1.38	0.41	0.41	0.39	1.27	1.29	0.05	0.02	0.00	0.68	0.00	1.02
Avail Cap(c_a), veh/h	676	1937	1055	95	1324	711	426	448	0	97	0	707
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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	17.2	17.2	70.7	44.1	44.1	42.3	42.0	0.0	69.9	0.0	56.3
Incr Delay (d2), s/veh	181.1	0.6	1.2	1.7	127.4	139.7	0.2	0.1	0.0	31.8	0.0	39.1
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	29.4	7.6	8.4	0.4	47.0	52.9	0.6	0.3	0.0	1.7	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	239.4	17.9	18.4	72.4	171.5	183.8	42.5	42.1	0.0	101.7	0.0	95.3
LnGrp LOS	F	B	B	E	F	F	D	D	A	F	A	F
Approach Vol, veh/h		2156			2618			30				787
Approach Delay, s/veh		113.9			175.0			42.4				95.9
Approach LOS		F			F			D				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	89.0		9.5	33.0	62.7		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	28.6	* 57		35.0				
Max Q Clear Time (g_c+I1), s	2.9	20.9		6.0	30.6	58.9		3.3				
Green Ext Time (p_c), s	0.0	23.4		0.0	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				139.6								
HCM 6th LOS				F								
<b>Notes</b>												
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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕		↔	↕↕↕			↕			↕	↔
Traffic Volume (veh/h)	97	949	68	82	2334	105	75	14	41	23	16	50
Future Volume (veh/h)	97	949	68	82	2334	105	75	14	41	23	16	50
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	103	1010	72	85	2406	108	117	22	64	27	19	58
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	146	2902	207	105	3073	137	213	45	101	222	147	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	4819	343	1767	4968	221	742	189	428	778	621	1570
Grp Volume(v), veh/h	103	707	375	85	1629	885	203	0	0	46	0	58
Grp Sat Flow(s),veh/h/ln	1714	1689	1785	1767	1689	1812	1359	0	0	1399	0	1570
Q Serve(g_s), s	4.4	15.8	15.9	7.1	35.8	37.0	17.4	0.0	0.0	0.0	0.0	4.4
Cycle Q Clear(g_c), s	4.4	15.8	15.9	7.1	35.8	37.0	21.0	0.0	0.0	3.6	0.0	4.4
Prop In Lane	1.00		0.19	1.00		0.12	0.58		0.32	0.59		1.00
Lane Grp Cap(c), veh/h	146	2034	1075	105	2089	1121	359	0	0	369	0	372
V/C Ratio(X)	0.70	0.35	0.35	0.81	0.78	0.79	0.56	0.00	0.00	0.12	0.00	0.16
Avail Cap(c_a), veh/h	219	2034	1075	172	2089	1121	359	0	0	369	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	0.39	0.39	0.39	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.9	15.0	15.0	68.3	8.2	8.3	52.4	0.0	0.0	44.9	0.0	45.4
Incr Delay (d2), s/veh	2.1	0.4	0.8	2.3	1.2	2.3	6.3	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	6.2	6.7	3.2	8.4	9.6	7.6	0.0	0.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	15.4	15.8	70.6	9.4	10.6	58.7	0.0	0.0	45.6	0.0	46.3
LnGrp LOS	E	B	B	E	A	B	E	A	A	D	A	D
Approach Vol, veh/h		1185			2599			203				104
Approach Delay, s/veh		20.6			11.8			58.7				46.0
Approach LOS		C			B			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	96.3		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	9.1	17.9		6.4	6.4	39.0		23.0				
Green Ext Time (p_c), s	0.0	20.0		0.6	0.0	48.1		0.9				

Intersection Summary

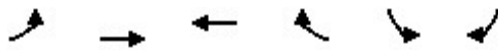
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	73	944	2488	101	32	67
Future Volume (veh/h)	73	944	2488	101	32	67
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	77	994	2565	104	43	91
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	96	3516	3047	122	414	368
Arrive On Green	0.07	0.92	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5157	200	1767	1572
Grp Volume(v), veh/h	77	994	1727	942	43	91
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1814	1767	1572
Q Serve(g_s), s	6.4	3.1	61.1	63.1	2.9	7.1
Cycle Q Clear(g_c), s	6.4	3.1	61.1	63.1	2.9	7.1
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	96	3516	2062	1107	414	368
V/C Ratio(X)	0.81	0.28	0.84	0.85	0.10	0.25
Avail Cap(c_a), veh/h	125	3516	2062	1107	414	368
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.48	0.48	1.00	1.00
Uniform Delay (d), s/veh	68.8	1.9	23.3	23.7	45.1	46.7
Incr Delay (d2), s/veh	18.0	0.2	2.1	4.2	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	3.4	0.9	24.2	27.5	1.3	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.8	2.1	25.4	27.9	45.6	48.3
LnGrp LOS	F	A	C	C	D	D
Approach Vol, veh/h		1071	2669		134	
Approach Delay, s/veh		8.2	26.2		47.4	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		40.0	12.5	97.5
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		5.1		9.1	8.4	65.1
Green Ext Time (p_c), s		26.9		0.2	0.0	24.3

Intersection Summary

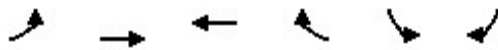
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	53	935	2518	91	35	74
Future Volume (veh/h)	53	935	2518	91	35	74
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	56	995	2569	93	39	82
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	78	3634	3228	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	56	995	1722	940	39	82
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1818	1767	1572
Q Serve(g_s), s	4.6	0.0	55.6	57.2	2.7	6.5
Cycle Q Clear(g_c), s	4.6	0.0	55.6	57.2	2.7	6.5
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	78	3634	2173	1170	379	338
V/C Ratio(X)	0.71	0.27	0.79	0.80	0.10	0.24
Avail Cap(c_a), veh/h	217	3634	2173	1170	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	67.4	0.0	19.4	19.7	47.3	48.8
Incr Delay (d2), s/veh	4.3	0.2	0.3	0.6	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	21.1	23.5	1.2	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.7	0.2	19.7	20.3	47.8	50.5
LnGrp LOS	E	A	B	C	D	D
Approach Vol, veh/h		1051	2662		121	
Approach Delay, s/veh		4.0	19.9		49.6	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		113.4		36.6	11.1	102.3
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		8.5	6.6	59.2
Green Ext Time (p_c), s		19.4		0.2	0.0	25.3

Intersection Summary
























HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
37: Miramar Rd. & Miramar Wy.

Near-Term (Opening Day Year 2027) 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	914	3	5	2598	38
Future Volume (veh/h)	23	0	18	0	0	0	35	914	3	5	2598	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	962	3	5	2651	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	5141	75
Grp Volume(v), veh/h	53	0	0	0	0	0	37	623	342	5	1738	952
Grp Sat Flow(s),veh/h/ln	1677	0	0	1767	1856	0	1767	1689	1853	1767	1689	1840
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.4	15.4	0.4	75.4	76.3
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.4	15.4	0.4	75.4	76.3
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	0.34	0.34	0.56	0.98	0.98
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	0.60	0.60	0.60
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	34.7	34.9
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	56.6	0.5	0.9	29.6	12.2	19.0
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	6.2	6.9	0.3	33.2	38.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	0.0	0.0	0.0	0.0	129.2	19.3	19.7	104.1	46.9	53.9
LnGrp LOS	D	A	A	A	A	A	F	B	B	F	D	D
Approach Vol, veh/h		53			0			1002			2695	
Approach Delay, s/veh		48.8			0.0			23.5			49.5	
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	17.4		5.9	5.1	78.3		0.0				
Green Ext Time (p_c), s	0.0	7.9		0.2	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				42.5								
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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	144	0	106	0	0	0	148	738	0	1	2528	559
Future Volume (veh/h)	144	0	106	0	0	0	148	738	0	1	2528	559
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	213	0	85				151	753	0	1	2580	570
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	295	0	130				173	4121	0	2	3630	1102
Arrive On Green	0.08	0.00	0.08				0.10	0.81	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	213	0	85				151	753	0	1	2580	570
Grp Sat Flow(s),veh/h/ln	1767	0	1561				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	8.8	0.0	7.9				12.6	4.9	0.0	0.1	44.1	25.0
Cycle Q Clear(g_c), s	8.8	0.0	7.9				12.6	4.9	0.0	0.1	44.1	25.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	0	130				173	4121	0	2	3630	1102
V/C Ratio(X)	0.72	0.00	0.65				0.87	0.18	0.00	0.52	0.71	0.52
Avail Cap(c_a), veh/h	707	0	312				231	4121	0	61	3630	1102
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	67.0	0.0	66.6				66.7	3.1	0.0	74.9	12.3	9.6
Incr Delay (d2), s/veh	3.3	0.0	5.4				17.9	0.1	0.0	6.9	0.1	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	4.1	0.0	7.0				6.6	1.5	0.0	0.0	15.7	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	0.0	72.0				84.6	3.2	0.0	81.8	12.4	9.7
LnGrp LOS	E	A	E				F	A	A	F	B	A
Approach Vol, veh/h		298						904			3151	
Approach Delay, s/veh		70.8						16.8			11.9	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	128.0		17.4	19.1	113.5						
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	6.9		10.8	14.6	46.1						
Green Ext Time (p_c), s	0.0	11.8		0.9	0.1	37.4						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									
<b>Notes</b>												
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.























Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   							
Traffic Volume (veh/h)	19	841	0	0	3075	28	0	0	0	10	0	7
Future Volume (veh/h)	19	841	0	0	3075	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	904	0	0	3138	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	29				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	4658	43				1590	0	1415
Grp Volume(v), veh/h	20	904	0	0	2044	1123				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	10.3	0.0	0.0	98.7	100.3				1.1	0.0	0.8
Cycle Q Clear(g_c), s	1.9	10.3	0.0	0.0	98.7	100.3				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	0.99	0.99				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	7.3	0.0	0.0	23.5	23.8				46.9	0.0	46.7
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.0	4.0	6.9				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	33.8	38.5				0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	7.5	0.0	0.0	27.5	30.7				47.1	0.0	46.9
LnGrp LOS	F	A	A	A	C	C				D	A	D
Approach Vol, veh/h		924			3167							25
Approach Delay, s/veh		9.4			28.6							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	12.3		3.1	3.9	102.3						
Green Ext Time (p_c), s	0.0	18.2		0.0	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.4									
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  
40: Miramar Rd. & Dowdy St.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	100	0	107	0	0	0	90	719	0	2	3044	312
Future Volume (veh/h)	100	0	107	0	0	0	90	719	0	2	3044	312
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	116	0	124				101	808	0	2	3204	328
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	155	0	248				123	4079	0	4	3451	340
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	116	0	124				101	808	0	2	2280	1252
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1760
Q Serve(g_s), s	9.6	0.0	10.8				8.5	5.5	0.0	0.2	81.6	97.0
Cycle Q Clear(g_c), s	9.6	0.0	10.8				8.5	5.5	0.0	0.2	81.6	97.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	155	0	248				123	4079	0	4	2492	1299
V/C Ratio(X)	0.75	0.00	0.50				0.82	0.20	0.00	0.53	0.91	0.96
Avail Cap(c_a), veh/h	707	0	738				366	4079	0	369	2492	1299
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	57.8				68.9	3.4	0.0	74.8	15.8	17.9
Incr Delay (d2), s/veh	2.7	0.0	0.6				5.0	0.1	0.0	3.7	0.7	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	9.6				4.0	1.7	0.0	0.1	28.5	36.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	0.0	58.4				73.9	3.5	0.0	78.5	16.5	20.7
LnGrp LOS	E	A	E				E	A	A	E	B	C
Approach Vol, veh/h		240						909			3534	
Approach Delay, s/veh		63.7						11.3			18.1	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.7	127.2		18.1	14.8	117.1						
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	7.5		12.8	10.5	99.0						
Green Ext Time (p_c), s	0.0	8.9		0.4	0.1	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			19.1									
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.

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			   						 	
Traffic Volume (veh/h)	53	787	0	6	3244	132	0	0	0	75	0	65
Future Volume (veh/h)	53	787	0	6	3244	132	0	0	0	75	0	65
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	60	884	0	6	3310	135				82	8	76
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	3237	130				366	32	302
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	153	1455
Grp Volume(v), veh/h	60	884	0	6	2223	1222				82	0	84
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1814				1767	0	1608
Q Serve(g_s), s	5.1	10.0	0.0	0.5	97.3	97.3				5.8	0.0	6.6
Cycle Q Clear(g_c), s	5.1	10.0	0.0	0.5	97.3	97.3				5.8	0.0	6.6
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	333
V/C Ratio(X)	0.81	0.25	0.00	0.57	1.01	1.04				0.22	0.00	0.25
Avail Cap(c_a), veh/h	74	3469	0	62	2191	1177				366	0	333
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	71.3	9.0	0.0	74.4	26.3	26.4				49.4	0.0	49.7
Incr Delay (d2), s/veh	43.2	0.2	0.0	16.8	23.0	36.7				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	3.2	3.7	0.0	0.3	43.6	51.3				2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.5	9.2	0.0	91.2	49.4	63.0				50.8	0.0	51.5
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		944			3451						166	
Approach Delay, s/veh		15.9			54.3						51.2	
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	12.0		8.6	7.1	99.3						
Green Ext Time (p_c), s	0.0	13.8		0.4	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	46.2
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	46	0	0	0
Future Vol, veh/h	0	19	46	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	50	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	50	0	-	0	71 50
Stage 1	-	-	-	-	50 -
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	1557	-	-	-	933 1018
Stage 1	-	-	-	-	972 -
Stage 2	-	-	-	-	1002 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	-	933 1018
Mov Cap-2 Maneuver	-	-	-	-	933 -
Stage 1	-	-	-	-	972 -
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)	1557	-	-	-	-
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	46	0	0	0
Future Vol, veh/h	0	19	46	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	50	0	0	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	50	0	-	0	71	50
Stage 1	-	-	-	-	50	-
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	1557	-	-	-	933	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	-	933	1018
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	972	-
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)	1557	-	-	-	-
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.

Near-Term (Opening Day Year 2027) AM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↖↖		↖↖			
Traffic Volume (veh/h)	0	1173	632	0	1280	510	508	0	947	0	0	0
Future Volume (veh/h)	0	1173	632	0	1280	510	508	0	947	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	1489	0	0	1407	0	529	0	986			
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	3254		0	2962		1068	0	862			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1489	0	0	1407	0	529	0	986			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	18.2	0.0	0.0	19.2	0.0	15.0	0.0	37.1			
Cycle Q Clear(g_c), s	0.0	18.2	0.0	0.0	19.2	0.0	15.0	0.0	37.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3254		0	2962		1068	0	862			
V/C Ratio(X)	0.00	0.46		0.00	0.48		0.50	0.00	1.14			
Avail Cap(c_a), veh/h	0	3254		0	2962		1068	0	862			
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	0.49	0.00	0.00	0.73	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.4	0.0	0.0	14.6	0.0	33.8	0.0	41.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	78.2			
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	7.6	0.0	0.0	7.2	0.0	6.3	0.0	21.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	0.0	0.0	14.6	0.0	33.9	0.0	119.6			
LnGrp LOS	A	B		A	B		C	A	F			
Approach Vol, veh/h		1489	A		1407	A		1515				
Approach Delay, s/veh		14.6			14.6			89.7				
Approach LOS		B			B			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.8				76.8		43.2				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		40.6				21.8		37.1				
Max Q Clear Time (g_c+I1), s		20.2				21.2		39.1				
Green Ext Time (p_c), s		8.1				0.5		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.4									
HCM 6th LOS			D									
<b>Notes</b>												
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

Near-Term (Opening Day Year 2027) AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1511	277	0	1545	231	0	0	0	310	0	1023
Future Volume (veh/h)	0	1511	277	0	1545	231	0	0	0	310	0	1023
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	1591	0	0	1577	0				333	0	1100
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	1591	0	0	1577	0				333	0	1100
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	27.2	0.0	0.0	26.9	0.0				7.8	0.0	46.8
Cycle Q Clear(g_c), s	0.0	27.2	0.0	0.0	26.9	0.0				7.8	0.0	46.8
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	0.63		0.00	0.62					0.25	0.00	1.01
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	21.9	0.0	0.0	21.8	0.0				24.7	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.1	0.0				0.0	0.0	30.0
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	10.9	0.0	0.0	10.5	0.0				3.2	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.1	0.0	0.0	22.0	0.0				24.7	0.0	66.6
LnGrp LOS	A	C		A	C					C	A	F
Approach Vol, veh/h		1591	A		1577	A					1433	
Approach Delay, s/veh		23.1			22.0						56.9	
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		29.2		48.8		28.9						
Green Ext Time (p_c), s		0.0		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			33.2									
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 2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	1	64	2	7	13	4	1	0	18	7	0	0
Future Vol, veh/h	1	64	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	78	2	13	24	7	1	0	26	12	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	32	0	0	80
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	-	-	1512
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1573	-	-	1512
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)	960	1512	-	-	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

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	508	209	167	293	26	328	71	95	257	657	208
Future Volume (veh/h)	44	508	209	167	293	26	328	71	95	257	657	208
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		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	49	571	235	176	308	27	405	88	117	338	864	274
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	89	637	262	201	1151	100	453	617	541	396	872	276
Arrive On Green	0.03	0.26	0.26	0.11	0.35	0.35	0.13	0.35	0.35	0.12	0.33	0.33
Sat Flow, veh/h	3428	2415	992	1767	3274	285	3428	1763	1545	3428	2618	829
Grp Volume(v), veh/h	49	416	390	176	165	170	405	88	117	338	581	557
Grp Sat Flow(s),veh/h/ln	1714	1763	1644	1767	1763	1797	1714	1763	1545	1714	1763	1684
Q Serve(g_s), s	1.8	28.6	28.7	12.3	8.4	8.5	14.6	4.3	6.7	12.1	41.2	41.3
Cycle Q Clear(g_c), s	1.8	28.6	28.7	12.3	8.4	8.5	14.6	4.3	6.7	12.1	41.2	41.3
Prop In Lane	1.00		0.60	1.00		0.16	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	89	465	434	201	620	632	453	617	541	396	587	561
V/C Ratio(X)	0.55	0.90	0.90	0.88	0.27	0.27	0.89	0.14	0.22	0.85	0.99	0.99
Avail Cap(c_a), veh/h	142	465	434	206	620	632	454	617	541	530	587	561
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	60.4	44.5	44.6	54.7	29.1	29.1	53.6	27.9	28.7	54.5	41.6	41.7
Incr Delay (d2), s/veh	1.9	22.4	24.0	30.1	0.4	0.4	19.1	0.5	0.9	7.9	34.7	36.2
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	0.8	15.3	14.5	7.1	3.7	3.8	7.5	1.9	2.6	5.7	23.3	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	66.9	68.6	84.8	29.5	29.6	72.7	28.4	29.6	62.4	76.3	77.9
LnGrp LOS	E	E	E	F	C	C	E	C	C	E	E	E
Approach Vol, veh/h		855			511			610			1476	
Approach Delay, s/veh		67.4			48.6			58.0			73.7	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	38.8	21.0	47.0	7.7	49.8	18.9	49.1				
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	14.6	* 33	16.6	41.8	5.2	41.7	19.4	39.0				
Max Q Clear Time (g_c+I1), s	14.3	30.7	16.6	43.3	3.8	10.5	14.1	8.7				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	3.8	0.3	2.2				























Intersection Summary												
HCM 6th Ctrl Delay			65.7									
HCM 6th LOS			E									

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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	55	178	427	288	39	205	181	79	37	936	134
Future Volume (veh/h)	54	55	178	427	288	39	205	181	79	37	936	134
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	61	62	202	464	313	42	225	199	87	42	1064	152
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	78	365	317	258	962	128	205	1368	602	513	1090	155
Arrive On Green	0.04	0.21	0.21	0.15	0.31	0.31	0.07	0.39	0.39	0.03	0.35	0.35
Sat Flow, veh/h	1767	1763	1532	1767	3117	414	1767	3526	1551	1767	3094	441
Grp Volume(v), veh/h	61	62	202	464	176	179	225	199	87	42	606	610
Grp Sat Flow(s),veh/h/ln	1767	1763	1532	1767	1763	1768	1767	1763	1551	1767	1763	1772
Q Serve(g_s), s	2.9	2.5	10.3	12.5	6.6	6.7	5.6	3.1	3.1	1.3	29.1	29.2
Cycle Q Clear(g_c), s	2.9	2.5	10.3	12.5	6.6	6.7	5.6	3.1	3.1	1.3	29.1	29.2
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	78	365	317	258	544	545	205	1368	602	513	621	624
V/C Ratio(X)	0.78	0.17	0.64	1.80	0.32	0.33	1.10	0.15	0.14	0.08	0.98	0.98
Avail Cap(c_a), veh/h	218	658	572	258	701	703	205	1368	602	566	621	624
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	40.6	27.9	31.1	36.6	22.8	22.8	23.9	17.0	17.0	16.8	27.4	27.5
Incr Delay (d2), s/veh	6.2	0.2	2.4	375.6	0.6	0.6	91.9	0.2	0.5	0.0	30.6	31.1
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	1.4	1.1	3.9	32.1	2.7	2.8	7.7	1.3	1.2	0.5	16.8	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	28.2	33.4	412.3	23.4	23.4	115.8	17.2	17.5	16.8	58.0	58.5
LnGrp LOS	D	C	C	F	C	C	F	B	B	B	E	E
Approach Vol, veh/h		325			819			511			1258	
Approach Delay, s/veh		34.9			243.7			60.7			56.9	
Approach LOS		C			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	39.1	16.9	22.9	10.0	36.0	8.2	31.6				
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	5.1	* 31	12.5	32.0	5.6	30.2	10.6	* 34				
Max Q Clear Time (g_c+I1), s	3.3	5.1	14.5	12.3	7.6	31.2	4.9	8.7				
Green Ext Time (p_c), s	0.0	1.8	0.0	1.7	0.0	0.0	0.0	3.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				107.6								
HCM 6th LOS				F								
<b>Notes</b>												
* 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.

























Near-Term (Opening Day Year 2027) PM  
09/16/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	91	8	363	6	0	1033
Future Volume (veh/h)	91	8	363	6	0	1033
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	107	9	390	6	0	1123
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	145	129	2120	33	0	2104
Arrive On Green	0.08	0.08	0.60	0.60	0.00	0.60
Sat Flow, veh/h	1767	1572	3646	55	0	3711
Grp Volume(v), veh/h	107	9	193	203	0	1123
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1845	0	1763
Q Serve(g_s), s	1.8	0.2	1.5	1.5	0.0	5.8
Cycle Q Clear(g_c), s	1.8	0.2	1.5	1.5	0.0	5.8
Prop In Lane	1.00	1.00		0.03	0.00	
Lane Grp Cap(c), veh/h	145	129	1052	1101	0	2104
V/C Ratio(X)	0.74	0.07	0.18	0.18	0.00	0.53
Avail Cap(c_a), veh/h	1275	1134	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	3.6
Incr Delay (d2), s/veh	2.7	0.1	0.4	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.2	0.2	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	13.0	3.2	3.2	0.0	4.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	116		396			1123
Approach Delay, s/veh	16.2		3.2			4.6
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		3.5			7.8	3.8
Green Ext Time (p_c), s		2.6			6.9	0.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1483	194	513	1856	317	226	63	654	888	262	187
Future Volume (veh/h)	30	1483	194	513	1856	317	226	63	654	888	262	187
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	34	1685	220	529	1913	327	240	67	696	915	270	193
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	69	1424	565	459	2018	1660	286	870	1050	699	1295	574
Arrive On Green	0.01	0.09	0.09	0.13	0.40	0.40	0.08	0.25	0.25	0.20	0.37	0.37
Sat Flow, veh/h	3428	5066	1541	3428	5066	2750	3428	3526	2751	3428	3526	1564
Grp Volume(v), veh/h	34	1685	220	529	1913	327	240	67	696	915	270	193
Grp Sat Flow(s),veh/h/ln	1714	1689	1541	1714	1689	1375	1714	1763	1375	1714	1763	1564
Q Serve(g_s), s	1.5	42.2	18.0	20.1	54.8	8.0	10.3	2.2	31.5	30.6	7.9	13.4
Cycle Q Clear(g_c), s	1.5	42.2	18.0	20.1	54.8	8.0	10.3	2.2	31.5	30.6	7.9	13.4
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	69	1424	565	459	2018	1660	286	870	1050	699	1295	574
V/C Ratio(X)	0.49	1.18	0.39	1.15	0.95	0.20	0.84	0.08	0.66	1.31	0.21	0.34
Avail Cap(c_a), veh/h	117	1424	565	459	2018	1660	370	917	1086	699	1295	574
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	73.7	68.0	45.4	64.9	43.6	13.5	67.7	43.4	38.5	59.7	32.5	34.2
Incr Delay (d2), s/veh	1.7	88.6	1.7	90.6	11.1	0.3	10.1	0.1	2.2	147.9	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	0.7	31.0	7.8	14.6	24.8	2.6	5.0	1.0	11.0	27.7	3.5	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	156.7	47.1	155.5	54.7	13.7	77.9	43.5	40.7	207.6	32.6	34.8
LnGrp LOS	E	F	D	F	D	B	E	D	D	F	C	C
Approach Vol, veh/h		1939			2769			1003			1378	
Approach Delay, s/veh		142.8			69.1			49.7			149.1	
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	47.7	16.9	60.4	7.4	65.2	35.0	42.3				
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	44.2	12.3	15.4	3.5	56.8	32.6	33.5				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.8	0.0	0.0	0.0	3.0				

Intersection Summary























HCM 6th Ctrl Delay	102.1
HCM 6th LOS	F

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

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	673	130	94	279	8	129	6	220	66	80	125
Future Volume (veh/h)	17	673	130	94	279	8	129	6	220	66	80	125
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	716	138	106	313	9	134	6	229	96	116	181
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	1064	205	100	1404	40	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	2946	567	1767	3496	100	1767	1856	1565	1767	643	1004
Grp Volume(v), veh/h	18	428	426	106	157	165	134	6	229	96	0	297
Grp Sat Flow(s),veh/h/ln	1767	1763	1751	1767	1763	1833	1767	1856	1565	1767	0	1648
Q Serve(g_s), s	0.9	18.5	18.5	5.1	5.3	5.3	5.6	0.2	10.7	4.9	0.0	13.9
Cycle Q Clear(g_c), s	0.9	18.5	18.5	5.1	5.3	5.3	5.6	0.2	10.7	4.9	0.0	13.9
Prop In Lane	1.00		0.32	1.00		0.05	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	28	637	632	100	708	736	110	567	478	100	0	494
V/C Ratio(X)	0.63	0.67	0.67	1.06	0.22	0.22	1.22	0.01	0.48	0.96	0.00	0.60
Avail Cap(c_a), veh/h	228	637	632	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	24.3	24.3	42.5	17.7	17.7	42.2	21.8	25.4	42.3	0.0	26.9
Incr Delay (d2), s/veh	8.3	5.6	5.7	106.6	0.7	0.7	156.0	0.0	3.4	75.9	0.0	5.3
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	0.5	8.4	8.3	5.2	2.2	2.3	7.2	0.1	4.3	4.2	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	29.9	29.9	149.1	18.4	18.4	198.2	21.8	28.8	118.2	0.0	32.2
LnGrp LOS	D	C	C	F	B	B	F	C	C	F	A	C
Approach Vol, veh/h		872			428			369			393	
Approach Delay, s/veh		30.4			50.8			90.2			53.2	
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	7.1	20.5	7.6	15.9	2.9	7.3	6.9	12.7				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.9	0.0	1.7	0.0	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			49.7									
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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	24	223	195	317	97	72	88	14	34	317	132
Future Volume (veh/h)	52	24	223	195	317	97	72	88	14	34	317	132
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	72	33	310	238	387	118	89	109	17	37	348	145
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	774	796	346	273	470	149	92	959	146	47	699	285
Arrive On Green	0.23	0.23	0.23	0.25	0.25	0.25	0.05	0.31	0.31	0.03	0.29	0.29
Sat Flow, veh/h	3428	3526	1532	1086	1867	591	1767	3054	465	1767	2424	990
Grp Volume(v), veh/h	72	33	310	395	0	348	89	62	64	37	251	242
Grp Sat Flow(s),veh/h/ln	1714	1763	1532	1801	0	1743	1767	1763	1757	1767	1763	1652
Q Serve(g_s), s	1.8	0.8	21.1	22.5	0.0	20.0	5.4	2.7	2.8	2.2	12.7	13.1
Cycle Q Clear(g_c), s	1.8	0.8	21.1	22.5	0.0	20.0	5.4	2.7	2.8	2.2	12.7	13.1
Prop In Lane	1.00		1.00	0.60		0.34	1.00		0.26	1.00		0.60
Lane Grp Cap(c), veh/h	774	796	346	454	0	439	92	554	552	47	508	476
V/C Ratio(X)	0.09	0.04	0.90	0.87	0.00	0.79	0.96	0.11	0.12	0.79	0.49	0.51
Avail Cap(c_a), veh/h	863	888	386	454	0	439	92	554	552	92	508	476
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	32.8	32.4	40.3	38.4	0.0	37.5	50.7	26.1	26.2	51.9	31.7	31.8
Incr Delay (d2), s/veh	0.1	0.0	21.6	19.9	0.0	13.7	81.2	0.4	0.4	10.7	3.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	9.9	12.3	0.0	10.1	4.5	1.2	1.2	1.1	5.8	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	32.5	61.8	58.3	0.0	51.2	132.0	26.6	26.6	62.6	35.1	35.7
LnGrp LOS	C	C	E	E	A	D	F	C	C	E	D	D
Approach Vol, veh/h		415			743			215			530	
Approach Delay, s/veh		54.5			55.0			70.2			37.3	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	39.0		29.1	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	4.2	4.8		23.1	7.4	15.1		24.5				
Green Ext Time (p_c), s	0.0	1.0		0.7	0.0	4.1		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.7									
HCM 6th LOS			D									

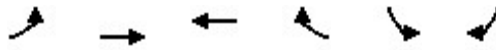
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Near-Term (Opening Day Year 2027) 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	100	1	4	285	1
Future Volume (veh/h)	9	0	8	1	0	3	34	100	1	4	285	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	123	1	5	324	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	2029	16	10	1924	6
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	3584	29	1767	3605	11
Grp Volume(v), veh/h	28	0	0	12	0	0	42	60	64	5	158	167
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	0.6	0.6	0.1	1.7	1.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.9	0.6	0.6	0.1	1.7	1.7
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	1048	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	0.17	0.17
Avail Cap(c_a), veh/h	1159	0	0	1155	0	0	319	998	1048	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(l)	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	4.4	4.4
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	0.4	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	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.1	0.1	0.1	0.4	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	4.8	4.7
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		28			12			166			330	
Approach Delay, s/veh		17.4			17.1			9.5			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	2.6		2.6	2.9	3.7		2.2				
Green Ext Time (p_c), s	0.0	0.5		0.1	0.0	1.6		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
10: Eastgate Mall & Easter Wy.

Near-Term (Opening Day Year 2027) PM  
09/16/2022



























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	446	485	57	35	51
Future Volume (veh/h)	72	446	485	57	35	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	81	501	522	61	54	78
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	586	1577	1423	166	77	111
Arrive On Green	0.45	0.45	0.45	0.45	0.12	0.12
Sat Flow, veh/h	824	3618	3273	370	657	950
Grp Volume(v), veh/h	81	501	289	294	133	0
Grp Sat Flow(s),veh/h/ln	824	1763	1763	1788	1619	0
Q Serve(g_s), s	1.7	2.1	2.5	2.6	1.9	0.0
Cycle Q Clear(g_c), s	4.2	2.1	2.5	2.6	1.9	0.0
Prop In Lane	1.00			0.21	0.41	0.59
Lane Grp Cap(c), veh/h	586	1577	789	800	190	0
V/C Ratio(X)	0.14	0.32	0.37	0.37	0.70	0.00
Avail Cap(c_a), veh/h	981	3265	1632	1656	1942	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.7	4.2	4.3	4.3	9.9	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.4	0.4	1.8	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	0.2	0.2	0.3	0.3	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	4.3	4.7	4.7	11.7	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		582	583		133	
Approach Delay, s/veh		4.5	4.7		11.7	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.8		7.6		15.8
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		6.2		3.9		4.6
Green Ext Time (p_c), s		4.2		0.2		4.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.3			
HCM 6th LOS			A			



HCM 6th Signalized Intersection Summary  
 11: Genesee Ave. & Eastgate Mall

Near-Term (Opening Day Year 2027) PM  
 09/16/2022




























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	164	50	207	259	331	30	350	103	530	1253	86
Future Volume (veh/h)	15	164	50	207	259	331	30	350	103	530	1253	86
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	208	63	227	285	364	32	376	111	558	1319	91
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	389	316	182	552	445	41	1436	404	587	2487	172
Arrive On Green	0.02	0.21	0.21	0.10	0.30	0.30	0.01	0.12	0.12	0.34	1.00	1.00
Sat Flow, veh/h	1767	1856	1506	1767	1856	1493	1767	3908	1100	3428	4824	333
Grp Volume(v), veh/h	19	208	63	227	285	364	32	322	165	558	923	487
Grp Sat Flow(s),veh/h/ln	1767	1856	1506	1767	1856	1493	1767	1689	1631	1714	1689	1780
Q Serve(g_s), s	1.4	13.2	4.6	13.6	16.8	29.9	2.4	11.4	12.1	20.9	0.0	0.0
Cycle Q Clear(g_c), s	1.4	13.2	4.6	13.6	16.8	29.9	2.4	11.4	12.1	20.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.19
Lane Grp Cap(c), veh/h	27	389	316	182	552	445	41	1241	599	587	1741	918
V/C Ratio(X)	0.71	0.53	0.20	1.25	0.52	0.82	0.79	0.26	0.27	0.95	0.53	0.53
Avail Cap(c_a), veh/h	222	662	538	182	617	497	129	1241	599	587	1741	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	0.98	0.98	0.98	0.99	0.99	0.99	0.75	0.75	0.75
Uniform Delay (d), s/veh	64.7	46.4	43.0	59.2	38.5	43.0	65.2	41.7	42.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.4	0.1	147.8	0.3	8.3	11.6	0.5	1.1	20.8	0.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.2	1.7	13.6	7.7	12.0	1.2	5.3	5.5	9.3	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	46.8	43.1	207.0	38.7	51.3	76.8	42.2	43.1	63.7	0.9	1.6
LnGrp LOS	E	D	D	F	D	D	E	D	D	E	A	A
Approach Vol, veh/h		290			876			519			1968	
Approach Delay, s/veh		48.0			87.6			44.6			18.9	
Approach LOS		D			F			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	54.2	18.0	32.8	7.4	73.8	6.4	44.4				
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	22.9	14.1	15.6	15.2	4.4	2.0	3.4	31.9				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.0	21.0	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay			41.3									
HCM 6th LOS			D									

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
12: Genesee Ave. & Executive Dr.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			  			  	
Traffic Volume (veh/h)	32	114	73	165	259	93	47	335	63	164	1320	112
Future Volume (veh/h)	32	114	73	165	259	93	47	335	63	164	1320	112
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	133	85	192	301	108	52	368	69	178	1435	122
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	298	177	244	471	165	67	2269	412	200	2865	244
Arrive On Green	0.03	0.14	0.14	0.07	0.19	0.19	0.04	0.53	0.53	0.23	1.00	1.00
Sat Flow, veh/h	1767	2103	1245	3428	2530	884	1767	4296	779	1767	4747	404
Grp Volume(v), veh/h	37	110	108	192	207	202	52	287	150	178	1021	536
Grp Sat Flow(s),veh/h/ln	1767	1763	1584	1714	1763	1652	1767	1689	1698	1767	1689	1774
Q Serve(g_s), s	2.7	7.5	8.3	7.3	14.3	14.9	3.8	5.8	6.1	12.9	0.0	0.0
Cycle Q Clear(g_c), s	2.7	7.5	8.3	7.3	14.3	14.9	3.8	5.8	6.1	12.9	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.54	1.00		0.46	1.00		0.23
Lane Grp Cap(c), veh/h	47	250	225	244	328	308	67	1784	897	200	2038	1070
V/C Ratio(X)	0.78	0.44	0.48	0.79	0.63	0.66	0.78	0.16	0.17	0.89	0.50	0.50
Avail Cap(c_a), veh/h	129	589	529	353	642	602	262	1784	897	249	2038	1070
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	0.77	0.77	0.77
Uniform Delay (d), s/veh	63.9	51.8	52.2	60.3	49.5	49.8	62.9	16.0	16.1	50.3	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.4	0.6	4.2	0.7	0.9	6.8	0.2	0.4	19.2	0.7	1.3
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	1.4	3.4	3.4	3.3	6.4	6.3	1.9	2.3	2.5	6.1	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	52.3	52.8	64.5	50.3	50.7	69.7	16.2	16.5	69.4	0.7	1.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		255			601			489			1735	
Approach Delay, s/veh		55.6			54.9			22.0			7.9	
Approach LOS		E			D			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	75.2	13.8	23.6	9.4	85.2	7.9	29.5				
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	14.9	8.1	9.3	10.3	5.8	2.0	4.7	16.9				
Green Ext Time (p_c), s	0.1	3.7	0.1	0.9	0.0	18.9	0.0	1.7				

Intersection Summary























HCM 6th Ctrl Delay	23.3
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

Near-Term (Opening Day Year 2027) 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	213	157	11	19	39	557	13	6	1864	14
Future Volume (veh/h)	37	2	213	157	11	19	39	557	13	6	1864	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	298	243	0	0	43	612	14	7	2048	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	243	0	431	371	195	0	73	2410	55	16	2288	17
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	5089	116	1767	5186	38
Grp Volume(v), veh/h	34	0	298	243	0	0	43	405	221	7	1333	730
Grp Sat Flow(s),veh/h/ln	1767	0	1566	1767	1856	0	1767	1689	1828	1767	1689	1847
Q Serve(g_s), s	1.1	0.0	5.9	4.3	0.0	0.0	1.6	4.7	4.7	0.3	23.9	23.9
Cycle Q Clear(g_c), s	1.1	0.0	5.9	4.3	0.0	0.0	1.6	4.7	4.7	0.3	23.9	23.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.06	1.00		0.02
Lane Grp Cap(c), veh/h	243	0	431	371	195	0	73	1599	866	16	1490	815
V/C Ratio(X)	0.14	0.00	0.69	0.66	0.00	0.00	0.59	0.25	0.25	0.43	0.89	0.90
Avail Cap(c_a), veh/h	486	0	861	972	510	0	456	1599	866	135	1490	815
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	28.2	0.0	0.0	30.8	10.3	10.3	32.3	16.9	16.9
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	8.7	14.5
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	0.0	2.2	1.8	0.0	0.0	0.8	1.6	1.8	0.2	9.8	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	28.9	30.1	0.0	0.0	38.1	10.7	11.0	49.6	25.6	31.4
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	C	C
Approach Vol, veh/h		332			243			669			2070	
Approach Delay, s/veh		28.5			30.1			12.6			27.7	
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		13.5	7.2	33.4		11.4				
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	6.7		7.9	3.6	25.9		6.3				
Green Ext Time (p_c), s	0.0	4.2		0.9	0.1	0.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	24.9
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.

Near-Term (Opening Day Year 2027) PM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	764	183	468	1695	212	165	307	237	324	916	308
Future Volume (veh/h)	198	764	183	468	1695	212	165	307	237	324	916	308
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		0.97	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	204	788	189	482	1747	219	174	323	249	360	1018	342
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	250	2019	597	521	2420	938	219	998	302	408	1278	384
Arrive On Green	0.07	0.40	0.40	0.30	0.96	0.96	0.06	0.20	0.20	0.12	0.25	0.25
Sat Flow, veh/h	3428	5066	1498	3428	5066	1572	3428	5066	1533	3428	5066	1522
Grp Volume(v), veh/h	204	788	189	482	1747	219	174	323	249	360	1018	342
Grp Sat Flow(s),veh/h/ln	1714	1689	1498	1714	1689	1572	1714	1689	1533	1714	1689	1522
Q Serve(g_s), s	8.8	16.6	13.0	20.4	7.4	1.0	7.5	8.2	23.4	15.5	28.2	32.5
Cycle Q Clear(g_c), s	8.8	16.6	13.0	20.4	7.4	1.0	7.5	8.2	23.4	15.5	28.2	32.5
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	250	2019	597	521	2420	938	219	998	302	408	1278	384
V/C Ratio(X)	0.82	0.39	0.32	0.92	0.72	0.23	0.80	0.32	0.82	0.88	0.80	0.89
Avail Cap(c_a), veh/h	334	2019	597	585	2420	938	265	998	302	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)	0.63	0.63	0.63	0.64	0.64	0.64	1.00	1.00	1.00	0.36	0.36	0.36
Uniform Delay (d), s/veh	68.5	32.1	31.0	51.4	1.9	1.1	69.3	51.7	57.7	65.0	52.5	54.1
Incr Delay (d2), s/veh	5.4	0.4	0.9	13.2	1.2	0.4	10.6	0.9	21.9	4.8	1.4	9.5
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	4.1	7.0	4.9	8.7	1.2	0.4	3.6	3.6	10.9	7.1	12.2	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	32.5	31.9	64.6	3.1	1.4	79.8	52.5	79.7	69.8	53.8	63.6
LnGrp LOS	E	C	C	E	A	A	E	D	E	E	D	E
Approach Vol, veh/h		1181			2448			746			1720	
Approach Delay, s/veh		39.6			15.1			67.9			59.1	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.2	65.3	14.0	43.6	15.3	77.2	22.3	35.2				
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	22.4	18.6	9.5	34.5	10.8	9.4	17.5	25.4				
Green Ext Time (p_c), s	0.4	17.8	0.1	3.2	0.1	47.3	0.4	1.1				
























Intersection Summary		
HCM 6th Ctrl Delay		38.7
HCM 6th LOS		D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

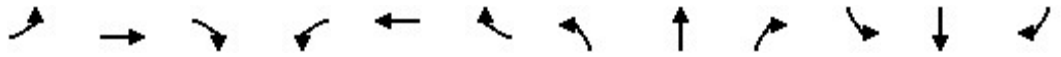
HCM 6th Signalized Intersection Summary  
15: Regents Rd. & Eastgate Mall

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	106	482	241	41	52	60	148	83	38	384	1
Future Volume (veh/h)	4	106	482	241	41	52	60	148	83	38	384	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	120	548	287	49	62	72	178	100	44	447	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	654	540	317	928	815	92	958	400	56	897	2
Arrive On Green	0.01	0.35	0.35	0.18	0.53	0.53	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	3609	8
Grp Volume(v), veh/h	5	120	548	287	49	62	72	178	100	44	218	230
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	5.0	39.1	17.7	1.5	2.2	4.5	4.3	5.9	2.7	11.8	11.8
Cycle Q Clear(g_c), s	0.3	5.0	39.1	17.7	1.5	2.2	4.5	4.3	5.9	2.7	11.8	11.8
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	654	540	317	928	815	92	958	400	56	438	461
V/C Ratio(X)	0.55	0.18	1.01	0.90	0.05	0.08	0.78	0.19	0.25	0.78	0.50	0.50
Avail Cap(c_a), veh/h	81	654	540	424	962	845	129	958	400	116	438	461
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	55.1	24.9	35.9	44.6	12.8	13.0	52.0	31.0	31.6	53.4	35.8	35.8
Incr Delay (d2), s/veh	17.8	0.0	42.4	16.0	0.0	0.0	11.8	0.4	1.5	8.6	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.2	20.6	9.1	0.6	0.8	2.3	1.9	2.3	1.3	5.5	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	24.9	78.4	60.6	12.8	13.0	63.8	31.4	33.1	61.9	39.8	39.6
LnGrp LOS	E	C	F	E	B	B	E	C	C	E	D	D
Approach Vol, veh/h		673			398			350			492	
Approach Delay, s/veh		68.8			47.3			38.6			41.7	
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	35.0	24.3	44.0	10.2	32.5	5.0	63.3				
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	7.3	28.7	26.6	39.1	8.1	27.6	5.1	60.6				
Max Q Clear Time (g_c+I1), s	4.7	7.9	19.7	41.1	6.5	13.8	2.3	4.2				
Green Ext Time (p_c), s	0.0	1.9	0.3	0.0	0.0	3.3	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
16: Regents Rd. & Miramar St./Executive Dr.

Near-Term (Opening Day Year 2027) 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	289	7	37	20	240	106	38	1070	7
Future Volume (veh/h)	6	7	23	289	7	37	20	240	106	38	1070	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	338	0	43	24	286	126	40	1115	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	444	84	285	811	0	360	39	1134	485	59	1751	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	2600	0	1533	1767	2378	1016	1767	3590	23
Grp Volume(v), veh/h	9	0	44	338	0	43	24	210	202	40	547	575
Grp Sat Flow(s),veh/h/ln	1340	0	1575	1300	0	1533	1767	1763	1631	1767	1763	1850
Q Serve(g_s), s	0.3	0.0	1.2	6.5	0.0	1.2	0.7	3.9	4.1	1.2	12.8	12.8
Cycle Q Clear(g_c), s	0.3	0.0	1.2	7.8	0.0	1.2	0.7	3.9	4.1	1.2	12.8	12.8
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.62	1.00		0.01
Lane Grp Cap(c), veh/h	444	0	369	811	0	360	39	841	778	59	860	902
V/C Ratio(X)	0.02	0.00	0.12	0.42	0.00	0.12	0.61	0.25	0.26	0.68	0.64	0.64
Avail Cap(c_a), veh/h	711	0	683	1329	0	665	165	841	778	165	860	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	16.8	19.8	0.0	16.8	26.9	8.6	8.7	26.6	10.6	10.6
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	3.6	3.4
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	0.1	0.0	0.4	1.8	0.0	0.4	0.4	1.4	1.4	0.6	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.8	20.2	0.0	16.9	32.5	9.3	9.5	31.7	14.2	14.0
LnGrp LOS	B	A	B	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		53			381			436			1162	
Approach Delay, s/veh		16.7			19.8			10.7			14.7	
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		17.9	5.6	32.0		17.9				
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	6.1		3.2	2.7	14.8		9.8				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	5.8		1.3				

Intersection Summary

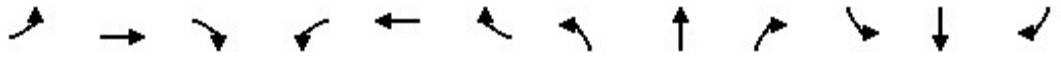
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
17: Regents Rd. & Regents Park Row

Near-Term (Opening Day Year 2027) 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	215	207	18	60	117	261	96	34	1222	48
Future Volume (veh/h)	13	11	215	207	18	60	117	261	96	34	1222	48
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	291	230	20	67	131	293	108	35	1260	49
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	496	26	512	300	127	426	131	1058	378	50	1306	51
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	1282	77	1488	1065	370	1238	1767	2493	890	1767	3450	134
Grp Volume(v), veh/h	18	0	306	230	0	87	131	204	197	35	643	666
Grp Sat Flow(s),veh/h/ln	1282	0	1565	1065	0	1608	1767	1763	1620	1767	1763	1821
Q Serve(g_s), s	0.7	0.0	11.2	12.9	0.0	2.6	5.2	5.3	5.6	1.4	25.0	25.1
Cycle Q Clear(g_c), s	3.3	0.0	11.2	24.1	0.0	2.6	5.2	5.3	5.6	1.4	25.0	25.1
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	496	0	539	300	0	554	131	749	688	50	667	690
V/C Ratio(X)	0.04	0.00	0.57	0.77	0.00	0.16	1.00	0.27	0.29	0.70	0.96	0.97
Avail Cap(c_a), veh/h	496	0	539	300	0	554	131	749	688	131	667	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	0.79	0.79	0.79
Uniform Delay (d), s/veh	17.1	0.0	18.7	29.5	0.0	15.9	32.4	13.1	13.2	33.7	21.3	21.3
Incr Delay (d2), s/veh	0.0	0.0	0.9	10.3	0.0	0.0	69.1	0.7	0.8	5.2	23.3	23.2
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	3.9	4.7	0.0	0.9	4.7	2.1	2.0	0.6	13.6	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	19.6	39.8	0.0	16.0	101.5	13.8	14.0	38.9	44.6	44.5
LnGrp LOS	B	A	B	D	A	B	F	B	B	D	D	D
Approach Vol, veh/h		324			317			532			1344	
Approach Delay, s/veh		19.5			33.2			35.5			44.4	
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	7.6		13.2	7.2	27.1		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	37.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
18: La Jolla Village Dr. & Regents Rd.




















Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	268	1013	189	367	2172	165	213	174	87	152	743	639
Future Volume (veh/h)	268	1013	189	367	2172	165	213	174	87	152	743	639
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	282	1066	199	371	2194	167	232	189	95	165	808	695
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	265	1855	346	416	2425	734	265	1045	446	187	1145	501
Arrive On Green	0.08	0.43	0.43	0.04	0.16	0.16	0.08	0.30	0.30	0.11	0.32	0.32
Sat Flow, veh/h	3428	4267	796	3428	5066	1533	3428	3526	1505	1767	3526	1542
Grp Volume(v), veh/h	282	843	422	371	2194	167	232	189	95	165	808	695
Grp Sat Flow(s),veh/h/ln	1714	1689	1685	1714	1689	1533	1714	1763	1505	1767	1763	1542
Q Serve(g_s), s	11.6	28.2	28.3	16.2	63.8	14.3	10.0	6.0	7.1	13.8	30.1	48.7
Cycle Q Clear(g_c), s	11.6	28.2	28.3	16.2	63.8	14.3	10.0	6.0	7.1	13.8	30.1	48.7
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	1468	732	416	2425	734	265	1045	446	187	1145	501
V/C Ratio(X)	1.06	0.57	0.58	0.89	0.90	0.23	0.88	0.18	0.21	0.88	0.71	1.39
Avail Cap(c_a), veh/h	265	1468	732	425	2425	734	265	1045	446	207	1145	501
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)	0.60	0.60	0.60	0.58	0.58	0.58	1.00	1.00	1.00	0.21	0.21	0.21
Uniform Delay (d), s/veh	69.2	32.0	32.0	71.0	59.8	38.9	68.5	39.2	39.6	66.2	44.4	50.7
Incr Delay (d2), s/veh	60.7	1.0	2.0	12.6	3.8	0.4	25.3	0.1	0.3	8.3	0.8	177.5
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	7.3	11.8	12.0	8.2	30.0	6.0	5.4	2.7	2.7	6.7	13.4	43.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.9	32.9	33.9	83.6	63.6	39.4	93.8	39.3	39.9	74.5	45.2	228.1
LnGrp LOS	F	C	C	F	E	D	F	D	D	E	D	F
Approach Vol, veh/h		1547			2732			516			1668	
Approach Delay, s/veh		50.9			64.8			63.9			124.3	
Approach LOS		D			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	71.0	16.0	54.4	16.0	77.6	20.2	50.2				
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	18.6	* 52	11.6	* 49	11.6	58.6	17.6	42.3				
Max Q Clear Time (g_c+I1), s	18.2	30.3	12.0	50.7	13.6	65.8	15.8	9.1				
Green Ext Time (p_c), s	0.0	17.6	0.0	0.0	0.0	0.0	0.0	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			76.8									
HCM 6th LOS			E									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												





































HCM 6th Signalized Intersection Summary  
19: Regents Rd. & Genesee Ave.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1649	243	28	641	0	124	0	70	0	0	0
Future Volume (veh/h)	11	1649	243	28	641	0	124	0	70	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	1736	256	30	697	0	138	0	78			
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	2727	823	38	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	1736	256	30	697	0	138	0	78			
Grp Sat Flow(s),veh/h/ln	1781	1689	1529	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	0.9	31.8	12.3	2.2	9.6	0.0	3.7	0.0	4.6			
Cycle Q Clear(g_c), s	0.9	31.8	12.3	2.2	9.6	0.0	3.7	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	2727	823	38	2764	0	1119	0	513			
V/C Ratio(X)	0.50	0.64	0.31	0.79	0.25	0.00	0.12	0.00	0.15			
Avail Cap(c_a), veh/h	115	2727	823	289	2764	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.40	0.40	0.40	0.93	0.93	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.7	21.4	16.9	64.3	15.8	0.0	31.2	0.0	31.5			
Incr Delay (d2), s/veh	6.3	0.5	0.4	11.9	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	0.4	12.5	4.4	1.1	3.7	0.0	1.6	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	21.9	17.3	76.2	15.9	0.0	31.4	0.0	32.1			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		2004			727			216				
Approach Delay, s/veh		21.6			18.4			31.7				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	7.2	76.8			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	33.8			2.9	11.6		6.6				
Green Ext Time (p_c), s	0.0	16.7			0.0	8.1		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Near-Term (Opening Day Year 2027) PM  
 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 		 	 	 	
Traffic Volume (veh/h)	86	936	205	181	453	73	395	13	378	566	100	593
Future Volume (veh/h)	86	936	205	181	453	73	395	13	378	566	100	593
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		0.96
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	99	1076	236	197	492	79	420	14	402	615	0	718
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	146	1953	596	247	2101	945	483	370	544	680	0	759
Arrive On Green	0.04	0.39	0.39	0.07	0.41	0.41	0.14	0.20	0.20	0.19	0.00	0.25
Sat Flow, veh/h	3428	5066	1545	3428	5066	1549	3428	1856	2731	3534	0	3026
Grp Volume(v), veh/h	99	1076	236	197	492	79	420	14	402	615	0	718
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1549	1714	1856	1366	1767	0	1513
Q Serve(g_s), s	3.8	21.9	14.6	7.5	8.3	2.8	15.8	0.8	18.2	22.5	0.0	30.8
Cycle Q Clear(g_c), s	3.8	21.9	14.6	7.5	8.3	2.8	15.8	0.8	18.2	22.5	0.0	30.8
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	146	1953	596	247	2101	945	483	370	544	680	0	759
V/C Ratio(X)	0.68	0.55	0.40	0.80	0.23	0.08	0.87	0.04	0.74	0.90	0.00	0.95
Avail Cap(c_a), veh/h	213	1953	596	270	2101	945	909	509	749	881	0	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.3	31.6	29.4	60.3	25.0	10.7	55.5	42.6	49.6	52.1	0.0	48.6
Incr Delay (d2), s/veh	2.0	1.1	1.9	12.5	0.3	0.2	1.9	0.0	1.4	9.2	0.0	19.5
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	1.7	9.1	5.8	3.7	3.4	1.0	7.0	0.4	6.3	10.8	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	32.7	31.3	72.8	25.3	10.9	57.5	42.6	51.0	61.3	0.0	68.1
LnGrp LOS	E	C	C	E	C	B	E	D	D	E	A	E
Approach Vol, veh/h		1411			768			836			1333	
Approach Delay, s/veh		34.7			36.0			54.1			64.9	
Approach LOS		C			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	60.5	23.5	38.0	13.9	56.6	30.3	31.2				
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	8.2	34.8	35.0	34.1	10.4	32.6	32.9	36.2				
Max Q Clear Time (g_c+I1), s	5.8	10.3	17.8	32.8	9.5	23.9	24.5	20.2				
Green Ext Time (p_c), s	0.0	4.8	0.8	0.4	0.0	6.1	0.9	0.9				

Intersection Summary

HCM 6th Ctrl Delay 47.9  
 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.

Near-Term (Opening Day Year 2027) PM  
 10/31/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	55	1243	0	3	998	117	326	0	134
Future Volume (veh/h)	0	0	55	1243	0	3	998	117	326	0	134
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			56	1256	0	3	1018	119	340	140	140
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			72	3864	0	7	3682	1114	408	187	187
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			56	1256	0	3	1018	119	340	140	140
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			4.1	10.3	0.0	0.2	9.1	3.0	12.8	11.4	11.4
Cycle Q Clear(g_c), s			4.1	10.3	0.0	0.2	9.1	3.0	12.8	11.4	11.4
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			72	3864	0	7	3682	1114	408	187	187
V/C Ratio(X)			0.78	0.33	0.00	0.43	0.28	0.11	0.83	0.75	0.75
Avail Cap(c_a), veh/h			75	3864	0	101	3682	1114	1171	537	537
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)			0.84	0.84	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh			62.7	4.9	0.0	65.6	6.2	5.3	56.9	56.2	56.2
Incr Delay (d2), s/veh			30.7	0.2	0.0	34.8	0.2	0.2	1.7	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			2.5	3.3	0.0	0.2	3.1	1.0	5.7	9.8	9.8
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			93.4	5.1	0.0	100.4	6.3	5.5	58.6	58.5	58.5
LnGrp LOS			F	A	A	F	A	A	E	E	E
Approach Vol, veh/h				1312			1140		480		
Approach Delay, s/veh				8.9			6.5		58.6		
Approach LOS				A			A		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.0	106.4		20.6	9.8	101.6					
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7					
Max Green Setting (Gmax), s	7.5	64.3		45.1	5.6	66.3					
Max Q Clear Time (g_c+I1), s	2.2	12.3		14.8	6.1	11.1					
Green Ext Time (p_c), s	0.0	26.5		0.9	0.0	15.3					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.1								
HCM 6th LOS			B								

HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Near-Term (Opening Day Year 2027) PM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	894	997	0	0	652	913	279	0	199	0	0	0
Future Volume (veh/h)	894	997	0	0	652	913	279	0	199	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	951	1061	0	0	686	961	321	0	229			
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	1004	3304	0	0	2267	815	707	0	629			
Arrive On Green	0.59	1.00	0.00	0.00	0.30	0.30	0.20	0.00	0.20			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	951	1061	0	0	686	961	321	0	229			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	23.2	0.0	0.0	0.0	6.3	27.2	7.2	0.0	5.7			
Cycle Q Clear(g_c), s	23.2	0.0	0.0	0.0	6.3	27.2	7.2	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1004	3304	0	0	2267	815	707	0	629			
V/C Ratio(X)	0.95	0.32	0.00	0.00	0.30	1.18	0.45	0.00	0.36			
Avail Cap(c_a), veh/h	1059	3304	0	0	2267	815	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)	0.74	0.74	0.00	0.00	0.92	0.92	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.0	0.0	0.0	0.0	24.1	31.4	31.7	0.0	31.1			
Incr Delay (d2), s/veh	13.0	0.2	0.0	0.0	0.3	92.2	2.1	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	6.7	0.1	0.0	0.0	2.2	18.9	3.2	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.2	0.0	0.0	24.5	123.6	33.8	0.0	32.7			
LnGrp LOS	C	A	A	A	C	F	C	A	C			
Approach Vol, veh/h		2012			1647			550				
Approach Delay, s/veh		14.7			82.3			33.3				
Approach LOS		B			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.9			31.5	34.4		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+l1), s		2.0			25.2	29.2		9.2				
Green Ext Time (p_c), s		10.1			1.1	0.0		1.5				

Intersection Summary













HCM 6th Ctrl Delay	43.6
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  
23: Genesee Ave. & I-5 SB Ramps

Near-Term (Opening Day Year 2027) PM  
09/16/2022






























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↖↗	↑↑↑					↖	↗	↗↘
Traffic Volume (veh/h)	0	1414	503	245	649	0	0	0	0	557	6	686
Future Volume (veh/h)	0	1414	503	245	649	0	0	0	0	557	6	686
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	1473	524	266	705	0				653	0	798
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	2935	1055	349	2758	0				1088	0	953
Arrive On Green	0.00	0.39	0.39	0.10	0.54	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	7867	2701	3428	5233	0				3534	0	3098
Grp Volume(v), veh/h	0	1473	524	266	705	0				653	0	798
Grp Sat Flow(s),veh/h/ln	0	1503	1350	1714	1689	0				1767	0	1549
Q Serve(g_s), s	0.0	13.4	13.2	6.8	6.6	0.0				14.1	0.0	21.6
Cycle Q Clear(g_c), s	0.0	13.4	13.2	6.8	6.6	0.0				14.1	0.0	21.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2935	1055	349	2758	0				1088	0	953
V/C Ratio(X)	0.00	0.50	0.50	0.76	0.26	0.00				0.60	0.00	0.84
Avail Cap(c_a), veh/h	0	2935	1055	507	2758	0				1253	0	1098
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	1.00	0.95	0.95	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	20.7	39.4	10.8	0.0				26.5	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.6	1.7	3.9	0.2	0.0				0.6	0.0	5.2
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	4.6	4.3	3.0	2.4	0.0				5.9	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.4	22.4	43.2	11.1	0.0				27.1	0.0	34.2
LnGrp LOS	A	C	C	D	B	A				C	A	C
Approach Vol, veh/h		1997			971						1451	
Approach Delay, s/veh		21.7			19.9						31.0	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.9	42.3		33.8		56.2						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 13	26.8		31.9		44.8						
Max Q Clear Time (g_c+I1), s	8.8	15.4		23.6		8.6						
Green Ext Time (p_c), s	0.4	8.6		4.1		5.7						

Intersection Summary		
HCM 6th Ctrl Delay		24.3
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.

Near-Term (Opening Day Year 2027) PM  
 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	
Traffic Volume (veh/h)	39	1335	419	423	2421	17	452	12	118	4	3	5
Future Volume (veh/h)	39	1335	419	423	2421	17	452	12	118	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	1451	455	441	2522	18	481	0	135	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	2155	934	485	2783	20	637	0	567	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	5188	37	3534	0	3145	1003	802	1482
Grp Volume(v), veh/h	42	1451	455	441	1640	900	481	0	135	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	34.6	25.1	19.0	65.7	66.0	19.4	0.0	5.5	0.7	0.0	0.6
Cycle Q Clear(g_c), s	3.5	34.6	25.1	19.0	65.7	66.0	19.4	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	2155	934	485	1812	991	637	0	567	217	0	178
V/C Ratio(X)	0.78	0.67	0.49	0.91	0.91	0.91	0.75	0.00	0.24	0.04	0.00	0.04
Avail Cap(c_a), veh/h	64	2155	934	526	1812	991	825	0	734	217	0	178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	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	34.7	16.6	63.4	31.3	31.4	58.3	0.0	52.7	58.4	0.0	58.4
Incr Delay (d2), s/veh	4.2	0.2	0.2	2.2	0.8	1.5	8.1	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	14.3	13.7	8.5	26.4	29.2	9.4	0.0	2.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	34.9	16.8	65.6	32.2	32.9	66.4	0.0	53.6	58.7	0.0	58.8
LnGrp LOS	E	C	B	E	C	C	E	A	D	E	A	E
Approach Vol, veh/h		1948			2981			616				16
Approach Delay, s/veh		31.5			37.4			63.6				58.7
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.6	69.5		22.9	9.0	86.2		31.9				
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	21.0	36.6		2.7	5.5	68.0		21.4				
Green Ext Time (p_c), s	0.2	16.6		0.0	0.0	3.7		5.7				

Intersection Summary













HCM 6th Ctrl Delay	38.3
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.

Near-Term (Opening Day Year 2027) PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↖		↖			
Traffic Volume (veh/h)	0	1104	1197	0	1979	0	539	0	175	0	0	0
Future Volume (veh/h)	0	1104	1197	0	1979	0	539	0	175	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	1162	1260	0	2151	0	599	0	194			
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	3540	1401	0	4461	0	707	0	571			
Arrive On Green	0.00	1.00	1.00	0.00	0.70	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1162	1260	0	2151	0	599	0	194			
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	96.4	0.0	21.1	0.0	23.2	0.0	8.3			
Cycle Q Clear(g_c), s	0.0	0.0	96.4	0.0	21.1	0.0	23.2	0.0	8.3			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3540	1401	0	4461	0	707	0	571			
V/C Ratio(X)	0.00	0.33	0.90	0.00	0.48	0.00	0.85	0.00	0.34			
Avail Cap(c_a), veh/h	0	3540	1401	0	4461	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	0.51	0.51	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	9.4	0.0	52.7	0.0	46.8			
Incr Delay (d2), s/veh	0.0	0.1	5.3	0.0	0.1	0.0	2.9	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			
%ile BackOfQ(50%),veh/ln	0.0	0.0	14.6	0.0	7.0	0.0	10.3	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	5.3	0.0	9.5	0.0	55.6	0.0	47.1			
LnGrp LOS	A	A	A	A	A	A	E	A	D			
Approach Vol, veh/h		2422			2151			793				
Approach Delay, s/veh		2.8			9.5			53.5				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		103.9			103.9			34.1				
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		98.4			23.1			25.2				
Green Ext Time (p_c), s		0.0			21.2			3.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

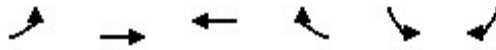
Near-Term (Opening Day Year 2027) PM  
 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		 
Traffic Volume (veh/h)	0	2238	0	0	1911	622	0	0	0	190	0	797
Future Volume (veh/h)	0	2238	0	0	1911	622	0	0	0	190	0	797
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	2331	0	0	1970	383				211	0	275
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	3951	0	0	3951	1423				429	0	346
Arrive On Green	0.00	0.78	0.00	0.00	0.78	0.78				0.13	0.00	0.13
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2331	0	0	1970	383				211	0	275
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	25.9	0.0	0.0	19.3	4.2				7.9	0.0	13.3
Cycle Q Clear(g_c), s	0.0	25.9	0.0	0.0	19.3	4.2				7.9	0.0	13.3
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3951	0	0	3951	1423				429	0	346
V/C Ratio(X)	0.00	0.59	0.00	0.00	0.50	0.27				0.49	0.00	0.79
Avail Cap(c_a), veh/h	0	3951	0	0	3951	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	0.55	0.55				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.2	0.0	0.0	5.5	0.8				56.3	0.0	58.6
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.2	0.3				0.9	0.0	4.2
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	8.2	0.0	0.0	6.1	2.9				3.5	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.8	0.0	0.0	5.7	1.1				57.2	0.0	62.8
LnGrp LOS	A	A	A	A	A	A				E	A	E
Approach Vol, veh/h		2331			2353						486	
Approach Delay, s/veh		6.8			5.0						60.4	
Approach LOS		A			A						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		115.1		22.9		115.1						
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		27.9		15.3		21.3						
Green Ext Time (p_c), s		30.8		1.9		29.9						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.0								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
27: Eastgate Mall & Eastgate Dr.

Near-Term (Opening Day Year 2027) PM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	1050	170	12	57	17
Future Volume (veh/h)	16	1050	170	12	57	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	1221	200	14	89	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	1259	1050	73	265	80
Arrive On Green	0.02	0.68	0.61	0.61	0.20	0.20
Sat Flow, veh/h	1767	1856	1714	120	1307	397
Grp Volume(v), veh/h	19	1221	0	214	117	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1833	1719	0
Q Serve(g_s), s	1.0	55.2	0.0	4.6	5.2	0.0
Cycle Q Clear(g_c), s	1.0	55.2	0.0	4.6	5.2	0.0
Prop In Lane	1.00			0.07	0.76	0.23
Lane Grp Cap(c), veh/h	30	1259	0	1123	348	0
V/C Ratio(X)	0.64	0.97	0.00	0.19	0.34	0.00
Avail Cap(c_a), veh/h	81	1280	0	1123	348	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	43.6	13.5	0.0	7.6	30.5	0.0
Incr Delay (d2), s/veh	20.5	18.2	0.0	0.4	2.6	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	24.5	0.0	1.8	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.1	31.7	0.0	8.0	33.0	0.0
LnGrp LOS	E	C	A	A	C	A
Approach Vol, veh/h		1240	214		117	
Approach Delay, s/veh		32.2	8.0		33.0	
Approach LOS		C	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.3		23.0	5.9	60.4
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		57.2		7.2	3.0	6.6
Green Ext Time (p_c), s		3.4		0.2	0.0	1.4

Intersection Summary

HCM 6th Ctrl Delay	28.9
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	436	159	73	83	8
Future Vol, veh/h	3	436	159	73	83	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	519	199	91	89	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	291	0	-	0	773 246
Stage 1	-	-	-	-	246 -
Stage 2	-	-	-	-	527 -
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	1265	-	-	-	366 790
Stage 1	-	-	-	-	793 -
Stage 2	-	-	-	-	590 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1264	-	-	-	364 789
Mov Cap-2 Maneuver	-	-	-	-	364 -
Stage 1	-	-	-	-	790 -
Stage 2	-	-	-	-	589 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1264	-	-	-	382
HCM Lane V/C Ratio	0.003	-	-	-	0.256
HCM Control Delay (s)	7.9	-	-	-	17.6
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	245	49	19	512	37	22
Future Vol, veh/h	245	49	19	512	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	266	53	23	610	47	28




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	323	0	621 270
Stage 1	-	-	-	-	270 -
Stage 2	-	-	-	-	351 -
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	-	-	1229	-	433 765
Stage 1	-	-	-	-	772 -
Stage 2	-	-	-	-	682 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1224	-	423 762
Mov Cap-2 Maneuver	-	-	-	-	423 -
Stage 1	-	-	-	-	754 -
Stage 2	-	-	-	-	682 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.3	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1224	-	507
HCM Lane V/C Ratio	-	-	0.018	-	0.147
HCM Control Delay (s)	-	-	8	-	13.3
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

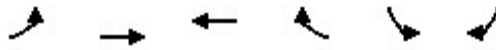
HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	2171	0	2	2857	190	0	0	0	863	0	304
Future Volume (veh/h)	139	2171	0	2	2857	190	0	0	0	863	0	304
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	158	2467	0	2	3007	200				959	0	338
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	208	2572	0	4	2867	706				895	0	410
Arrive On Green	0.06	0.51	0.00	0.00	0.45	0.45				0.26	0.00	0.26
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	158	2467	0	2	3007	200				959	0	338
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	3.0	30.8	0.0	0.1	29.6	5.3				17.2	0.0	13.3
Cycle Q Clear(g_c), s	3.0	30.8	0.0	0.1	29.6	5.3				17.2	0.0	13.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	208	2572	0	4	2867	706				895	0	410
V/C Ratio(X)	0.76	0.96	0.00	0.51	1.05	0.28				1.07	0.00	0.82
Avail Cap(c_a), veh/h	208	2572	0	108	2867	706				895	0	410
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	30.5	15.6	0.0	32.8	18.2	11.5				24.3	0.0	22.9
Incr Delay (d2), s/veh	13.5	10.5	0.0	34.1	31.4	1.0				51.2	0.0	13.6
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	1.6	12.3	0.0	0.1	15.6	5.9				12.8	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	26.1	0.0	66.9	49.6	12.5				75.6	0.0	36.5
LnGrp LOS	D	C	A	E	F	B				F	A	D
Approach Vol, veh/h		2625			3209						1297	
Approach Delay, s/veh		27.1			47.3						65.4	
Approach LOS		C			D						E	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.5	39.8		21.6	8.4	35.9						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	4.0	28.7		17.2	4.0	* 30						
Max Q Clear Time (g_c+I1), s	2.1	32.8		19.2	5.0	31.6						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.1									
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

Near-Term (Opening Day Year 2027) PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	31	2673	3212	75	77	90
Future Volume (veh/h)	31	2673	3212	75	77	90
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	1900	1900
Adj Flow Rate, veh/h	35	3003	3692	86	83	97
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	44	3856	3590	1089	195	228
Arrive On Green	0.02	0.76	0.71	0.71	0.26	0.26
Sat Flow, veh/h	1767	5233	5233	1537	758	886
Grp Volume(v), veh/h	35	3003	3692	86	181	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1653	0
Q Serve(g_s), s	3.2	55.6	113.4	2.8	14.6	0.0
Cycle Q Clear(g_c), s	3.2	55.6	113.4	2.8	14.6	0.0
Prop In Lane	1.00			1.00	0.46	0.54
Lane Grp Cap(c), veh/h	44	3856	3590	1089	425	0
V/C Ratio(X)	0.79	0.78	1.03	0.08	0.43	0.00
Avail Cap(c_a), veh/h	44	3856	3590	1089	425	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	77.6	11.2	23.3	7.2	49.6	0.0
Incr Delay (d2), s/veh	17.7	0.4	14.2	0.0	3.1	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	1.7	19.1	46.0	0.9	6.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.3	11.6	37.5	7.2	52.7	0.0
LnGrp LOS	F	B	F	A	D	A
Approach Vol, veh/h		3038	3778		181	
Approach Delay, s/veh		12.5	36.8		52.7	
Approach LOS		B	D		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		128.0		46.0	8.4	119.6
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		108.2		41.1	4.0	* 1E2
Max Q Clear Time (g_c+I1), s		57.6		16.6	5.2	115.4
Green Ext Time (p_c), s		49.4		0.3	0.0	0.0

Intersection Summary

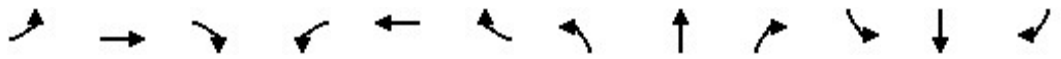
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

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  
32: Miramar Rd. & Miramar Pl.

Near-Term (Opening Day Year 2027) PM  
09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑					↗	↕	↖
Traffic Volume (veh/h)	27	2717	0	8	3325	54	0	0	0	111	0	60
Future Volume (veh/h)	27	2717	0	8	3325	54	0	0	0	111	0	60
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	3053	0	8	3464	56				158	0	49
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	3481	56				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	5132	82				3534	0	1572
Grp Volume(v), veh/h	30	3053	0	8	2272	1248				158	0	49
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1838				1767	0	1572
Q Serve(g_s), s	2.7	0.0	0.0	0.7	105.8	108.5				5.9	0.0	4.1
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.7	105.8	108.5				5.9	0.0	4.1
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	0.87	0.00	0.48	0.99	1.00				0.22	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(l)	0.50	0.50	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	78.9	25.3	25.7				52.8	0.0	52.0
Incr Delay (d2), s/veh	15.8	1.7	0.0	1.9	4.1	7.9				0.7	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	0.6	0.0	0.3	40.9	47.0				2.7	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.9	1.7	0.0	80.8	29.3	33.7				53.4	0.0	53.0
LnGrp LOS	F	A	A	F	C	F				D	A	D
Approach Vol, veh/h		3083			3528						207	
Approach Delay, s/veh		2.6			31.0						53.3	
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+l1), s	2.7	2.0		7.9	4.7	110.5						
Green Ext Time (p_c), s	0.0	101.3		0.7	0.0	0.0						

Intersection Summary






























HCM 6th Ctrl Delay	18.8
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

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  						 	 
Traffic Volume (veh/h)	1148	1973	60	35	1443	74	50	33	7	110	3	1154
Future Volume (veh/h)	1148	1973	60	35	1443	74	50	33	7	110	3	1154
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	1196	2055	59	38	1568	75	70	46	-1	130	0	935
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	959	2820	81	74	1480	71	426	448	0	134	0	999
Arrive On Green	0.28	0.56	0.56	0.02	0.30	0.30	0.24	0.24	0.00	0.04	0.00	0.04
Sat Flow, veh/h	3428	5059	145	3428	4948	237	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	1196	1370	744	38	1070	573	70	45	0	130	0	935
Grp Sat Flow(s),veh/h/ln	1714	1689	1827	1714	1689	1808	1767	1856	0	1767	0	1572
Q Serve(g_s), s	40.6	43.9	44.1	1.6	43.4	43.4	4.5	2.7	0.0	5.3	0.0	5.5
Cycle Q Clear(g_c), s	40.6	43.9	44.1	1.6	43.4	43.4	4.5	2.7	0.0	5.3	0.0	5.5
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	959	1882	1018	74	1010	541	426	448	0	134	0	999
V/C Ratio(X)	1.25	0.73	0.73	0.51	1.06	1.06	0.16	0.10	0.00	0.97	0.00	0.94
Avail Cap(c_a), veh/h	959	1882	1018	118	1010	541	426	448	0	134	0	999
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	52.3	23.9	24.0	70.2	50.8	50.9	43.5	42.8	0.0	69.7	0.0	48.1
Incr Delay (d2), s/veh	119.8	2.5	4.6	2.0	45.4	55.5	0.8	0.4	0.0	70.2	0.0	16.6
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	33.4	17.9	20.1	0.7	24.7	27.9	2.1	1.3	0.0	3.7	0.0	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.1	26.4	28.6	72.3	96.3	106.3	44.3	43.3	0.0	139.9	0.0	64.7
LnGrp LOS	F	C	C	E	F	F	D	D	A	F	A	E
Approach Vol, veh/h		3310			1681			115			1065	
Approach Delay, s/veh		79.5			99.2			43.9			73.9	
Approach LOS		E			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	86.7		11.0	45.0	49.2		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	78.9		5.5	40.6	* 43		35.0				
Max Q Clear Time (g_c+I1), s	3.6	46.1		7.5	42.6	45.4		6.5				
Green Ext Time (p_c), s	0.0	28.9		0.0	0.0	0.0		0.2				

Intersection Summary





























HCM 6th Ctrl Delay	83.2
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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	 
Traffic Volume (veh/h)	86	1953	20	32	1207	43	50	9	49	81	5	88
Future Volume (veh/h)	86	1953	20	32	1207	43	50	9	49	81	5	88
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	90	2034	21	36	1372	49	53	10	52	105	6	114
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	130	3243	33	46	3090	110	128	32	105	293	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	53	1767	5018	179	380	127	418	995	62	1571
Grp Volume(v), veh/h	90	1329	726	36	923	498	115	0	0	111	0	114
Grp Sat Flow(s),veh/h/ln	1714	1689	1845	1767	1689	1820	925	0	0	1057	0	1571
Q Serve(g_s), s	4.1	38.7	38.7	3.3	38.3	38.3	8.9	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	4.1	38.7	38.7	3.3	38.3	38.3	25.9	0.0	0.0	16.9	0.0	9.4
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	130	2119	1157	46	2079	1121	265	0	0	309	0	394
V/C Ratio(X)	0.69	0.63	0.63	0.78	0.44	0.44	0.43	0.00	0.00	0.36	0.00	0.29
Avail Cap(c_a), veh/h	227	2119	1157	117	2079	1121	265	0	0	309	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)	0.55	0.55	0.55	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.0	18.3	18.3	78.8	39.8	39.8	57.9	0.0	0.0	51.2	0.0	48.4
Incr Delay (d2), s/veh	1.3	0.8	1.4	9.1	0.6	1.2	5.1	0.0	0.0	3.2	0.0	1.9
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	1.9	15.2	16.8	1.6	17.7	19.2	4.7	0.0	0.0	4.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	19.1	19.7	87.9	40.4	40.9	63.0	0.0	0.0	54.5	0.0	50.3
LnGrp LOS	E	B	B	F	D	D	E	A	A	D	A	D
Approach Vol, veh/h		2145			1457			115				225
Approach Delay, s/veh		21.8			41.8			63.0				52.3
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	10.5	104.5		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	40.7		18.9	6.1	40.3		27.9				
Green Ext Time (p_c), s	0.0	42.9		1.4	0.0	30.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

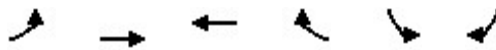
Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary  
35: Miramar Rd. & Production Ave.

Near-Term (Opening Day Year 2027) PM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	45	2024	1207	28	51	79
Future Volume (veh/h)	45	2024	1207	28	51	79
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	49	2224	1284	30	73	113
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	63	3486	3180	74	432	384
Arrive On Green	0.02	0.46	0.62	0.62	0.24	0.24
Sat Flow, veh/h	1767	5233	5256	119	1767	1572
Grp Volume(v), veh/h	49	2224	852	462	73	113
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1831	1767	1572
Q Serve(g_s), s	4.4	53.6	20.2	20.3	5.2	9.4
Cycle Q Clear(g_c), s	4.4	53.6	20.2	20.3	5.2	9.4
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	63	3486	2111	1144	432	384
V/C Ratio(X)	0.78	0.64	0.40	0.40	0.17	0.29
Avail Cap(c_a), veh/h	150	3486	2111	1144	432	384
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	77.5	27.9	15.0	15.0	47.6	49.2
Incr Delay (d2), s/veh	5.3	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	23.3	8.0	8.8	2.4	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	82.8	28.5	15.6	16.0	48.5	51.2
LnGrp LOS	F	C	B	B	D	D
Approach Vol, veh/h		2273	1314		186	
Approach Delay, s/veh		29.7	15.7		50.1	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.0		44.0	10.1	105.9
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		55.6		11.4	6.4	22.3
Green Ext Time (p_c), s		50.6		0.3	0.0	43.2

Intersection Summary

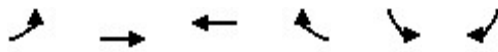
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
36: Miramar Rd. & Distribution Ave.

Near-Term (Opening Day Year 2027) PM  
09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	81	2012	1133	75	80	104
Future Volume (veh/h)	81	2012	1133	75	80	104
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	91	2261	1205	80	91	118
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	112	3584	2986	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	91	2261	840	445	91	118
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1788	1767	1572
Q Serve(g_s), s	8.1	10.4	20.3	20.3	6.7	10.0
Cycle Q Clear(g_c), s	8.1	10.4	20.3	20.3	6.7	10.0
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	112	3584	2082	1102	404	360
V/C Ratio(X)	0.81	0.63	0.40	0.40	0.23	0.33
Avail Cap(c_a), veh/h	261	3584	2082	1102	404	360
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	72.3	1.7	15.7	15.7	50.2	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	8.1	8.7	3.2	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.2	2.3	16.2	16.6	51.5	53.9
LnGrp LOS	E	A	B	B	D	D
Approach Vol, veh/h		2352	1285		209	
Approach Delay, s/veh		5.2	16.3		52.8	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.0		41.0	14.6	104.4
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		12.4		12.0	10.1	22.3
Green Ext Time (p_c), s		79.6		0.3	0.1	26.7

Intersection Summary
























HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
37: Miramar Rd. & Miramar Wy.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	47	0	10	51	0	4	36	1960	75	15	1117	37
Future Volume (veh/h)	47	0	10	51	0	4	36	1960	75	15	1117	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	66	0	14	62	0	5	38	2063	79	15	1152	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	286	0	61	355	0	315	49	2308	88	21	2241	74
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	1427	0	303	1767	0	1572	1767	5007	191	1767	5032	166
Grp Volume(v), veh/h	80	0	0	62	0	5	38	1390	752	15	773	417
Grp Sat Flow(s),veh/h/ln	1730	0	0	1767	0	1572	1767	1689	1821	1767	1689	1820
Q Serve(g_s), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	60.3	60.7	1.4	26.3	26.4
Cycle Q Clear(g_c), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	60.3	60.7	1.4	26.3	26.4
Prop In Lane	0.82		0.17	1.00		1.00	1.00		0.11	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	0.89	0.90	0.70	0.51	0.51
Avail Cap(c_a), veh/h	347	0	0	355	0	315	103	1557	839	47	1504	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.75	0.75	0.75	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.6	0.0	0.0	53.0	0.0	51.3	77.3	39.5	39.6	78.7	31.9	31.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	0.0	0.1	17.6	6.4	11.2	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	2.9	0.0	0.0	2.2	0.0	0.2	1.8	26.3	29.6	0.8	11.2	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	0.0	54.1	0.0	51.4	94.9	45.9	50.8	110.8	33.1	34.1
LnGrp LOS	E	A	A	D	A	D	F	D	D	F	C	C
Approach Vol, veh/h		80			67			2180			1205	
Approach Delay, s/veh		55.1			53.9			48.4			34.4	
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	4.3	71.4		32.1	9.3	* 67		32.1				
Max Q Clear Time (g_c+I1), s	3.4	62.7		8.2	5.4	28.4		6.7				
Green Ext Time (p_c), s	0.0	7.5		0.4	0.0	10.4		0.2				

Intersection Summary





















HCM 6th Ctrl Delay	43.9
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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	467	0	162	0	0	0	77	1755	0	4	1007	133
Future Volume (veh/h)	467	0	162	0	0	0	77	1755	0	4	1007	133
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	575	0	120				82	1867	0	4	1038	137
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	660	0	292				101	3615	0	7	3346	1016
Arrive On Green	0.19	0.00	0.19				0.06	0.71	0.00	0.00	0.66	0.66
Sat Flow, veh/h	3534	0	1567				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	575	0	120				82	1867	0	4	1038	137
Grp Sat Flow(s),veh/h/ln	1767	0	1567				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	25.3	0.0	10.8				7.3	26.7	0.0	0.4	14.0	5.3
Cycle Q Clear(g_c), s	25.3	0.0	10.8				7.3	26.7	0.0	0.4	14.0	5.3
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	660	0	292				101	3615	0	7	3346	1016
V/C Ratio(X)	0.87	0.00	0.41				0.81	0.52	0.00	0.55	0.31	0.13
Avail Cap(c_a), veh/h	1085	0	481				216	3615	0	73	3346	1016
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	63.2	0.0	57.3				74.6	10.4	0.0	79.5	11.6	10.1
Incr Delay (d2), s/veh	4.5	0.0	0.9				2.0	0.2	0.0	21.3	0.2	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	11.8	0.0	9.7				3.4	9.8	0.0	0.2	5.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	58.2				76.6	10.6	0.0	100.8	11.8	10.4
LnGrp LOS	E	A	E				E	B	A	F	B	B
Approach Vol, veh/h		695						1949			1179	
Approach Delay, s/veh		66.1						13.3			12.0	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	120.2		34.8	13.6	111.7						
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+l1), s	2.4	28.7		27.3	9.3	16.0						
Green Ext Time (p_c), s	0.0	42.2		2.6	0.1	17.5						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									
<b>Notes</b>												
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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2243	0	1	1013	18	0	0	0	20	0	22
Future Volume (veh/h)	13	2243	0	1	1013	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	2266	0	1	1044	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	3239	59				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	4608	84				1590	0	1415
Grp Volume(v), veh/h	13	2266	0	1	688	375				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	45.4	0.0	0.1	13.9	13.9				1.8	0.0	2.3
Cycle Q Clear(g_c), s	1.3	45.4	0.0	0.1	13.9	13.9				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	0.70	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)	0.81	0.81	0.00	0.96	0.96	0.96				1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	13.1	0.0	79.9	9.1	9.1				51.9	0.0	52.1
Incr Delay (d2), s/veh	17.1	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	15.1	0.0	0.1	4.7	5.2				0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	14.2	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		2279			1064							47
Approach Delay, s/veh		14.6			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	47.4		4.3	3.3	15.9						
Green Ext Time (p_c), s	0.0	54.2		0.1	0.0	22.6						

Intersection Summary























HCM 6th Ctrl Delay	13.7
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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	175	0	112	0	0	0	94	2180	0	4	900	53
Future Volume (veh/h)	175	0	112	0	0	0	94	2180	0	4	900	53
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	254	0	162				104	2422	0	4	938	55
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	279	0	358				124	3750	0	7	3294	193
Arrive On Green	0.16	0.00	0.16				0.07	0.74	0.00	0.00	0.67	0.67
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4887	286
Grp Volume(v), veh/h	254	0	162				104	2422	0	4	647	346
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1796
Q Serve(g_s), s	22.6	0.0	14.2				9.3	38.1	0.0	0.4	12.4	12.4
Cycle Q Clear(g_c), s	22.6	0.0	14.2				9.3	38.1	0.0	0.4	12.4	12.4
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	279	0	358				124	3750	0	7	2276	1210
V/C Ratio(X)	0.91	0.00	0.45				0.84	0.65	0.00	0.55	0.28	0.29
Avail Cap(c_a), veh/h	432	0	495				216	3750	0	62	2276	1210
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				0.68	0.68	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.3	0.0	53.2				73.5	10.3	0.0	79.5	10.5	10.5
Incr Delay (d2), s/veh	12.4	0.0	0.3				3.8	0.6	0.0	20.9	0.3	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	11.2	0.0	12.8				4.4	13.6	0.0	0.2	4.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	0.0	53.5				77.3	10.9	0.0	100.4	10.8	11.1
LnGrp LOS	E	A	D				E	B	A	F	B	B
Approach Vol, veh/h		416						2526			997	
Approach Delay, s/veh		68.9						13.7			11.3	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	124.8		30.1	15.7	114.2						
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	40.1		24.6	11.3	14.4						
Green Ext Time (p_c), s	0.0	48.1		0.6	0.1	12.2						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.9									
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.

Near-Term (Opening Day Year 2027) PM  
09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2252	0	23	916	94	0	0	0	118	0	64
Future Volume (veh/h)	110	2252	0	23	916	94	0	0	0	118	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	116	2371	0	25	985	101				104	43	73
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	137	3412	0	32	2859	292				377	133	225
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	4658	476				1767	623	1057
Grp Volume(v), veh/h	116	2371	0	25	714	372				104	0	116
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1757				1767	0	1680
Q Serve(g_s), s	10.4	46.0	0.0	2.2	16.6	16.6				7.9	0.0	9.3
Cycle Q Clear(g_c), s	10.4	46.0	0.0	2.2	16.6	16.6				7.9	0.0	9.3
Prop In Lane	1.00		0.00	1.00		0.27				1.00		0.63
Lane Grp Cap(c), veh/h	137	3412	0	32	2073	1078				377	0	358
V/C Ratio(X)	0.85	0.69	0.00	0.79	0.34	0.35				0.28	0.00	0.32
Avail Cap(c_a), veh/h	239	3412	0	85	2073	1078				377	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	16.0	0.0	78.3	15.1	15.1				52.6	0.0	53.2
Incr Delay (d2), s/veh	3.9	0.8	0.0	14.8	0.5	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	4.9	17.5	0.0	1.2	6.6	7.0				3.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	16.9	0.0	93.1	15.6	16.0				54.4	0.0	55.6
LnGrp LOS	E	B	A	F	B	B				D	A	E
Approach Vol, veh/h		2487			1111						220	
Approach Delay, s/veh		19.7			17.5						55.1	
Approach LOS		B			B						E	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.2	113.8		39.0	16.8	104.2						
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	48.0		11.3	12.4	18.6						
Green Ext Time (p_c), s	0.0	47.7		0.5	0.1	18.4						

Intersection Summary

HCM 6th Ctrl Delay	21.1
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	46	13	0	0	0
Future Vol, veh/h	0	46	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	50	14	0	0	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	14	0	-	0	64	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	50	-
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	-	-	-	942	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	-	942	1066
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	972	-

**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	46	13	0	0	0
Future Vol, veh/h	0	46	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	50	14	0	0	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	14	0	-	0	64	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	50	-
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	-	-	-	942	1066
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	-	942	1066
Mov Cap-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	972	-

**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.

Near-Term (Opening Day Year 2027) PM  
 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1467	815	0	2319	554	255	0	320	0	0	0
Future Volume (veh/h)	0	1467	815	0	2319	554	255	0	320	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	1951	0	0	2606	0	277	0	348			
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	1951	0	0	2606	0	277	0	348			
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	24.2	0.0	9.9	0.0	9.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	24.2	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	0.42		0.00	0.61		1.12	0.00	1.74			
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	0.21	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	4.0	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	92.3	0.0	352.5			
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	0.0	0.0	0.0	6.3	0.0	7.5	0.0	13.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	4.0	0.0	156.4	0.0	416.5			
LnGrp LOS	A	A		A	A		F	A	F			
Approach Vol, veh/h		1951	A		2606	A		625				
Approach Delay, s/veh		0.0			4.0			301.2				
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				26.2		11.9				
Green Ext Time (p_c), s		16.1				21.9		0.0				

Intersection Summary













HCM 6th Ctrl Delay	38.4
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

Near-Term (Opening Day Year 2027) PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2155	559	0	1945	641	0	0	0	543	0	154
Future Volume (veh/h)	0	2155	559	0	1945	641	0	0	0	543	0	154
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	2268	0	0	2210	0				631	0	179
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	3915		0	3915					471	0	380
Arrive On Green	0.00	0.77	0.00	0.00	0.77	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	5443	0	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	2268	0	0	2210	0				631	0	179
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	25.7	0.0	0.0	24.6	0.0				18.8	0.0	8.2
Cycle Q Clear(g_c), s	0.0	25.7	0.0	0.0	24.6	0.0				18.8	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	3915		0	3915					471	0	380
V/C Ratio(X)	0.00	0.58		0.00	0.56					1.34	0.00	0.47
Avail Cap(c_a), veh/h	0	3915		0	3915					471	0	380
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	6.8	0.0	0.0	6.6	0.0				59.6	0.0	55.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0				167.0	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	8.5	0.0	0.0	7.9	0.0				19.1	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.4	0.0	0.0	6.7	0.0				226.6	0.0	55.3
LnGrp LOS	A	A		A	A					F	A	E
Approach Vol, veh/h		2268	A		2210	A					810	
Approach Delay, s/veh		7.4			6.7						188.7	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		113.0		25.0		113.0						
Change Period (Y+Rc), s		7.2		6.2		7.2						
Max Green Setting (Gmax), s		53.8		18.8		44.8						
Max Q Clear Time (g_c+I1), s		27.7		20.8		26.6						
Green Ext Time (p_c), s		15.8		0.0		12.1						

Intersection Summary

HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

---

**Appendix J: Near-Term (Opening Day Year 2027) With Project AM/PM Synchro  
Worksheets**

Provided on the following page

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	0	18	680	0	4
Future Vol, veh/h	91	0	18	680	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	154	0	23	850	0	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	154	0	1050
Stage 1	-	-	-	-	154
Stage 2	-	-	-	-	896
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	-	-	1420	-	251
Stage 1	-	-	-	-	872
Stage 2	-	-	-	-	397
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1420	-	243
Mov Cap-2 Maneuver	-	-	-	-	243
Stage 1	-	-	-	-	845
Stage 2	-	-	-	-	397

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	889	-	-	1420	-
HCM Lane V/C Ratio	0.009	-	-	0.016	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

**Intersection**

Int Delay, s/veh 0.3





















Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	0	134	1	28	992	8	0	0	5	2	0	0
Future Vol, veh/h	0	134	1	28	992	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	200	1	35	1256	10	0	0	8	4	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1267	0	0	201
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	545	-	-	1365
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	544	-	-	1365
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.2	9.4	46.9
HCM LOS			A	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	830	1365	-	-	544	-	90
HCM Lane V/C Ratio	0.01	0.026	-	-	-	-	0.044
HCM Control Delay (s)	9.4	7.7	-	-	0	-	46.9
HCM Lane LOS	A	A	-	-	A	-	E
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	0.1

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 3: Towne Centre Dr. & Eastgate Mall 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	267	166	63	549	469	390	1012	241	50	113	69
Future Volume (veh/h)	486	267	166	63	549	469	390	1012	241	50	113	69
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	528	290	180	68	597	510	424	1100	262	57	128	78
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	489	839	504	87	546	465	485	1023	242	96	536	303
Arrive On Green	0.14	0.40	0.40	0.05	0.31	0.31	0.14	0.36	0.36	0.03	0.25	0.25
Sat Flow, veh/h	3428	2097	1261	1767	1783	1518	3428	2818	666	3428	2146	1215
Grp Volume(v), veh/h	528	242	228	68	590	517	424	685	677	57	103	103
Grp Sat Flow(s),veh/h/ln	1714	1763	1595	1767	1763	1539	1714	1763	1722	1714	1763	1598
Q Serve(g_s), s	17.6	11.8	12.3	4.7	37.8	37.8	14.9	44.8	44.8	2.0	5.8	6.3
Cycle Q Clear(g_c), s	17.6	11.8	12.3	4.7	37.8	37.8	14.9	44.8	44.8	2.0	5.8	6.3
Prop In Lane	1.00		0.79	1.00		0.99	1.00		0.39	1.00		0.76
Lane Grp Cap(c), veh/h	489	705	638	87	540	471	485	640	625	96	440	399
V/C Ratio(X)	1.08	0.34	0.36	0.78	1.09	1.10	0.87	1.07	1.08	0.59	0.23	0.26
Avail Cap(c_a), veh/h	489	705	638	150	540	471	645	640	625	142	440	399
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	52.9	25.7	25.9	58.0	42.8	42.8	51.9	39.3	39.3	59.3	36.9	37.1
Incr Delay (d2), s/veh	63.8	1.3	1.6	5.7	66.4	70.1	8.3	55.8	60.4	2.2	1.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	5.2	5.0	2.2	26.2	23.4	7.0	29.0	29.1	0.9	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.7	27.1	27.5	63.7	109.2	112.9	60.2	95.1	99.7	61.4	38.1	38.7
LnGrp LOS	F	C	C	E	F	F	E	F	F	E	D	D
Approach Vol, veh/h		998			1175			1786			263	
Approach Delay, s/veh		74.6			108.2			88.6			43.4	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	55.0	21.9	36.0	22.0	43.5	7.9	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	10.5	* 46	23.2	26.7	17.6	37.8	5.1	44.8				
Max Q Clear Time (g_c+I1), s	6.7	14.3	16.9	8.3	19.6	39.8	4.0	46.8				
Green Ext Time (p_c), s	0.0	6.3	0.5	1.8	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			87.9									
HCM 6th LOS			F									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 4: Towne Centre Dr. & Executive Dr. 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	112	39	66	132	196	498	1631	448	38	229	86
Future Volume (veh/h)	225	112	39	66	132	196	498	1631	448	38	229	86
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		0.97	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	274	137	48	75	150	223	524	1717	472	42	252	95
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	162	679	227	96	399	345	564	1526	672	132	865	317
Arrive On Green	0.09	0.26	0.26	0.05	0.23	0.23	0.12	0.43	0.43	0.03	0.34	0.34
Sat Flow, veh/h	1767	2576	863	1767	1763	1524	1767	3526	1553	1767	2519	924
Grp Volume(v), veh/h	274	92	93	75	150	223	524	1717	472	42	174	173
Grp Sat Flow(s),veh/h/ln	1767	1763	1677	1767	1763	1524	1767	1763	1553	1767	1763	1681
Q Serve(g_s), s	8.2	3.6	3.9	3.7	6.4	11.9	10.6	38.7	22.1	1.4	6.4	6.7
Cycle Q Clear(g_c), s	8.2	3.6	3.9	3.7	6.4	11.9	10.6	38.7	22.1	1.4	6.4	6.7
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	162	464	442	96	399	345	564	1526	672	132	605	577
V/C Ratio(X)	1.69	0.20	0.21	0.78	0.38	0.65	0.93	1.13	0.70	0.32	0.29	0.30
Avail Cap(c_a), veh/h	162	635	604	134	611	528	564	1526	672	181	605	577
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	40.6	25.6	25.7	41.8	29.3	31.4	23.3	25.4	20.7	23.3	21.4	21.5
Incr Delay (d2), s/veh	336.0	0.2	0.3	11.2	1.0	3.6	21.7	65.4	6.0	0.5	1.2	1.3
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	18.6	1.5	1.6	1.9	2.8	4.6	9.2	29.0	8.7	0.6	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	376.6	25.8	25.9	53.0	30.3	35.0	44.9	90.8	26.7	23.8	22.6	22.8
LnGrp LOS	F	C	C	D	C	C	D	F	C	C	C	C
Approach Vol, veh/h		459			448			2713			389	
Approach Delay, s/veh		235.3			36.4			70.8			22.8	
Approach LOS		F			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	44.5	9.3	28.7	15.0	36.5	12.6	25.3				
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	5.1	* 37	6.8	32.2	10.6	30.7	8.2	* 31				
Max Q Clear Time (g_c+I1), s	3.4	40.7	5.7	5.9	12.6	8.7	10.2	13.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	2.2	0.0	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			81.1									
HCM 6th LOS			F									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												



HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 5: Towne Centre Dr. & Towne Centre Dwy. 09/16/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶↷			↶↷
Traffic Volume (veh/h)	9	1	1590	64	0	332
Future Volume (veh/h)	9	1	1590	64	0	332
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	1691	68	0	405
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	2214	89	0	2260
Arrive On Green	0.01	0.01	0.64	0.64	0.00	0.64
Sat Flow, veh/h	1767	1572	3547	138	0	3711
Grp Volume(v), veh/h	12	1	859	900	0	405
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1830	0	1763
Q Serve(g_s), s	0.2	0.0	9.7	9.9	0.0	1.3
Cycle Q Clear(g_c), s	0.2	0.0	9.7	9.9	0.0	1.3
Prop In Lane	1.00	1.00		0.08	0.00	
Lane Grp Cap(c), veh/h	24	22	1130	1173	0	2260
V/C Ratio(X)	0.49	0.05	0.76	0.77	0.00	0.18
Avail Cap(c_a), veh/h	1369	1219	1130	1173	0	2260
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	13.9	13.8	3.6	3.6	0.0	2.1
Incr Delay (d2), s/veh	5.7	0.3	4.8	4.8	0.0	0.2
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	1.5	1.6	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	14.1	8.4	8.4	0.0	2.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	13		1759			405
Approach Delay, s/veh	19.2		8.4			2.2
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		11.9			3.3	2.2
Green Ext Time (p_c), s		5.7			3.1	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.3			
HCM 6th LOS			A			























HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 6: Towne Centre Dr. & La Jolla Village Dr. 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1111	126	386	1694	1779	140	229	316	249	40	40
Future Volume (veh/h)	366	1111	126	386	1694	1779	140	229	316	249	40	40
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	394	1195	135	411	1802	1893	157	257	355	307	49	49
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	309	2181	760	458	2420	1608	206	658	882	362	818	362
Arrive On Green	0.12	0.57	0.57	0.13	0.48	0.48	0.06	0.19	0.19	0.11	0.23	0.23
Sat Flow, veh/h	3428	5066	1545	3428	5066	2753	3428	3526	2745	3428	3526	1558
Grp Volume(v), veh/h	394	1195	135	411	1802	1893	157	257	355	307	49	49
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1377	1714	1763	1373	1714	1763	1558
Q Serve(g_s), s	12.6	20.6	5.3	16.5	40.4	66.9	6.3	9.0	14.1	12.3	1.5	3.5
Cycle Q Clear(g_c), s	12.6	20.6	5.3	16.5	40.4	66.9	6.3	9.0	14.1	12.3	1.5	3.5
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	309	2181	760	458	2420	1608	206	658	882	362	818	362
V/C Ratio(X)	1.28	0.55	0.18	0.90	0.74	1.18	0.76	0.39	0.40	0.85	0.06	0.14
Avail Cap(c_a), veh/h	309	2181	760	492	2420	1608	358	982	1134	651	1277	564
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	21.4	14.6	59.7	29.6	29.2	64.8	50.0	37.2	61.5	41.9	42.6
Incr Delay (d2), s/veh	141.0	0.7	0.4	17.4	2.1	86.7	2.2	0.9	0.7	2.1	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	11.4	7.6	1.9	8.3	16.7	45.1	2.8	4.1	4.9	5.5	0.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	202.6	22.1	15.0	77.1	31.8	115.9	67.0	50.8	37.9	63.6	41.9	42.9
LnGrp LOS	F	C	B	E	C	F	E	D	D	E	D	D
Approach Vol, veh/h		1724			4106			769			405	
Approach Delay, s/veh		62.8			75.1			48.1			58.5	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	65.8	12.8	37.8	17.0	72.4	19.2	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	20.1	34.5	14.6	50.7	12.6	* 43	26.6	* 39				
Max Q Clear Time (g_c+I1), s	18.5	22.6	8.3	5.5	14.6	68.9	14.3	16.1				
Green Ext Time (p_c), s	0.2	8.7	0.1	0.8	0.0	0.0	0.5	6.5				

Intersection Summary												
HCM 6th Ctrl Delay			68.2									
HCM 6th LOS			E									

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 7: Judicial Dr. & Eastgate Mall 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	305	63	145	832	34	297	113	124	8	8	20
Future Volume (veh/h)	152	305	63	145	832	34	297	113	124	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	160	321	66	158	904	37	386	147	161	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	193	1053	214	100	1063	44	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	2917	592	1767	3445	141	1767	1856	1566	1767	462	1155
Grp Volume(v), veh/h	160	192	195	158	463	478	386	147	161	14	0	49
Grp Sat Flow(s),veh/h/ln	1767	1763	1746	1767	1763	1824	1767	1856	1566	1767	0	1616
Q Serve(g_s), s	8.0	7.0	7.2	5.1	22.1	22.1	5.6	5.0	6.7	0.7	0.0	2.0
Cycle Q Clear(g_c), s	8.0	7.0	7.2	5.1	22.1	22.1	5.6	5.0	6.7	0.7	0.0	2.0
Prop In Lane	1.00		0.34	1.00		0.08	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	193	637	631	100	544	563	110	648	547	23	0	485
V/C Ratio(X)	0.83	0.30	0.31	1.58	0.85	0.85	3.51	0.23	0.29	0.60	0.00	0.10
Avail Cap(c_a), veh/h	228	637	631	100	544	563	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	20.6	20.7	42.5	29.2	29.2	42.2	20.7	21.3	44.2	0.0	22.7
Incr Delay (d2), s/veh	16.8	1.2	1.3	302.2	15.3	14.9	1152.1	0.8	1.4	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	4.3	3.0	3.1	10.6	11.3	11.7	37.6	2.3	2.6	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	21.8	21.9	344.7	44.5	44.1	1194.3	21.5	22.6	53.2	0.0	23.2
LnGrp LOS	E	C	C	F	D	D	F	C	C	D	A	C
Approach Vol, veh/h		547			1099			694				63
Approach Delay, s/veh		31.9			87.5			674.1				29.8
Approach LOS		C			F			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	14.2	33.9	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	9.2	7.6	4.0	10.0	24.1	2.7	8.7				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.1	0.0	1.3	0.0	0.7				

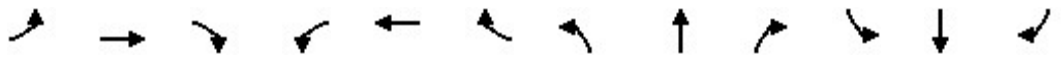
Intersection Summary												
HCM 6th Ctrl Delay	242.7											
HCM 6th LOS	F											

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 8: Judicial Dr. & Executive Dr. 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	344	84	21	32	24	160	423	192	74	65	70
Future Volume (veh/h)	196	344	84	21	32	24	160	423	192	74	65	70
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	228	400	98	27	41	31	174	460	209	88	77	83
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	604	621	269	250	383	293	98	741	334	81	541	472
Arrive On Green	0.18	0.18	0.18	0.27	0.27	0.27	0.06	0.32	0.32	0.05	0.31	0.31
Sat Flow, veh/h	3428	3526	1525	934	1429	1093	1767	2341	1054	1767	1763	1540
Grp Volume(v), veh/h	228	400	98	52	0	47	174	345	324	88	77	83
Grp Sat Flow(s),veh/h/ln	1714	1763	1525	1809	0	1647	1767	1763	1632	1767	1763	1540
Q Serve(g_s), s	5.9	10.6	5.7	2.2	0.0	2.2	5.6	16.8	17.0	4.6	3.2	4.0
Cycle Q Clear(g_c), s	5.9	10.6	5.7	2.2	0.0	2.2	5.6	16.8	17.0	4.6	3.2	4.0
Prop In Lane	1.00		1.00	0.52		0.66	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	604	621	269	485	0	441	98	558	517	81	541	472
V/C Ratio(X)	0.38	0.64	0.36	0.11	0.00	0.11	1.77	0.62	0.63	1.09	0.14	0.18
Avail Cap(c_a), veh/h	919	945	409	485	0	441	98	558	517	81	541	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	38.6	36.5	27.8	0.0	27.8	47.6	29.3	29.3	48.1	25.3	25.6
Incr Delay (d2), s/veh	0.4	1.3	0.9	0.4	0.0	0.5	385.1	5.1	5.6	127.0	0.6	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	2.5	4.7	2.2	1.0	0.0	0.9	13.0	7.8	7.4	4.9	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	39.8	37.5	28.2	0.0	28.3	432.7	34.3	35.0	175.1	25.9	26.4
LnGrp LOS	D	D	D	C	A	C	F	C	C	F	C	C
Approach Vol, veh/h		726			99			843			248	
Approach Delay, s/veh		38.6			28.3			116.8			79.0	
Approach LOS		D			C			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	37.2		22.6	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	4.6	31.9		27.0	5.6	30.9		27.0				
Max Q Clear Time (g_c+I1), s	6.6	19.0		12.6	7.6	6.0		4.2				
Green Ext Time (p_c), s	0.0	5.1		3.7	0.0	1.4		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	77.7											
HCM 6th LOS	E											

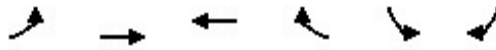
HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 9: Judicial Dr. & Judicial Drwy. 09/16/2022



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	51	348	1	9	69	5
Future Volume (veh/h)	0	0	1	1	0	3	51	348	1	9	69	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	57	387	1	11	87	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	85	2080	5	20	1807	123
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	3607	9	1767	3347	229
Grp Volume(v), veh/h	0	0	4	8	0	0	57	189	199	11	45	48
Grp Sat Flow(s),veh/h/ln	0	0	1568	1264	0	0	1767	1763	1854	1767	1763	1813
Q Serve(g_s), s	0.0	0.0	0.1	0.2	0.0	0.0	1.1	1.8	1.8	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	1.8	1.8	0.2	0.4	0.4
Prop In Lane	0.00		1.00	0.25		0.75	1.00		0.01	1.00		0.13
Lane Grp Cap(c), veh/h	0	0	25	146	0	0	85	1017	1069	20	952	979
V/C Ratio(X)	0.00	0.00	0.16	0.05	0.00	0.00	0.67	0.19	0.19	0.54	0.05	0.05
Avail Cap(c_a), veh/h	0	0	1092	1166	0	0	325	1017	1069	251	952	979
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)	0.00	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	3.6	3.6	17.6	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.2	0.0	0.0	8.6	0.4	0.4	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	0.4	0.4	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	25.4	4.0	4.0	37.8	4.0	4.0
LnGrp LOS	A	A	C	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		4			8			445			104	
Approach Delay, s/veh		20.3			17.7			6.7			7.6	
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	3.8		2.1	3.1	2.4		2.3				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	0.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				7.1								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 10: Eastgate Mall & Easter Wy. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	763	522	21	42	52
Future Volume (veh/h)	29	763	522	21	42	52
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	829	555	22	51	63
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	609	1706	1673	66	76	94
Arrive On Green	0.48	0.48	0.48	0.48	0.11	0.11
Sat Flow, veh/h	829	3618	3549	137	722	891
Grp Volume(v), veh/h	32	829	283	294	115	0
Grp Sat Flow(s),veh/h/ln	829	1763	1763	1831	1627	0
Q Serve(g_s), s	0.6	3.9	2.4	2.5	1.7	0.0
Cycle Q Clear(g_c), s	3.1	3.9	2.4	2.5	1.7	0.0
Prop In Lane	1.00			0.07	0.44	0.55
Lane Grp Cap(c), veh/h	609	1706	853	886	172	0
V/C Ratio(X)	0.05	0.49	0.33	0.33	0.67	0.00
Avail Cap(c_a), veh/h	865	2795	1397	1451	1971	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	4.3	3.9	3.9	10.7	0.0
Incr Delay (d2), s/veh	0.0	0.3	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	0.4	0.3	0.3	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	4.6	4.3	4.3	12.4	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		861	577		115	
Approach Delay, s/veh		4.6	4.3		12.4	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		17.3		7.5		17.3
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		19.7		30.1		19.7
Max Q Clear Time (g_c+I1), s		5.9		3.7		4.5
Green Ext Time (p_c), s		6.1		0.2		4.3

**Intersection Summary**

HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

**Notes**

User approved volume balancing among the lanes for turning movement.






















HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 11: Genesee Ave. & Eastgate Mall 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	316	78	101	358	587	51	460	181	478	481	116
Future Volume (veh/h)	85	316	78	101	358	587	51	460	181	478	481	116
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		0.95	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	113	421	104	110	389	638	53	479	189	576	580	140
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	136	606	498	133	603	487	68	946	357	638	1665	392
Arrive On Green	0.08	0.33	0.33	0.08	0.32	0.32	0.01	0.09	0.09	0.06	0.14	0.14
Sat Flow, veh/h	1767	1856	1523	1767	1856	1498	1767	3593	1358	3428	4056	954
Grp Volume(v), veh/h	113	421	104	110	389	638	53	449	219	576	480	240
Grp Sat Flow(s),veh/h/ln	1767	1856	1523	1767	1856	1498	1767	1689	1574	1714	1689	1633
Q Serve(g_s), s	8.3	26.1	6.5	8.1	23.6	42.9	3.9	16.8	17.6	22.0	17.0	17.6
Cycle Q Clear(g_c), s	8.3	26.1	6.5	8.1	23.6	42.9	3.9	16.8	17.6	22.0	17.0	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.58
Lane Grp Cap(c), veh/h	136	606	498	133	603	487	68	889	414	638	1387	670
V/C Ratio(X)	0.83	0.69	0.21	0.83	0.65	1.31	0.78	0.51	0.53	0.90	0.35	0.36
Avail Cap(c_a), veh/h	182	620	509	169	603	487	129	889	414	717	1387	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.97	0.97	0.97	0.91	0.91	0.91
Uniform Delay (d), s/veh	60.0	38.7	32.1	60.2	38.0	44.5	64.6	52.1	52.4	60.8	41.0	41.2
Incr Delay (d2), s/veh	15.9	2.7	0.1	18.3	1.8	153.5	6.6	2.0	4.6	12.0	0.6	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	4.3	12.3	2.4	4.3	11.1	36.5	1.9	7.9	8.0	11.3	7.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	41.4	32.2	78.5	39.9	198.0	71.2	54.0	57.1	72.7	41.6	42.6
LnGrp LOS	E	D	C	E	D	F	E	D	E	E	D	D
Approach Vol, veh/h		638			1137			721			1296	
Approach Delay, s/veh		46.0			132.4			56.2			55.6	
Approach LOS		D			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	40.4	14.4	48.2	9.5	59.9	14.6	48.0				
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	27.6	28.3	12.6	* 44	9.6	46.3	13.6	42.9				
Max Q Clear Time (g_c+I1), s	24.0	19.6	10.1	28.1	5.9	19.6	10.3	44.9				
Green Ext Time (p_c), s	0.5	3.8	0.0	1.7	0.0	7.9	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay											77.1	
HCM 6th LOS											E	

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
























HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 12: Genesee Ave. & Executive Dr. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	173	48	92	308	185	82	493	141	75	445	60
Future Volume (veh/h)	33	173	48	92	308	185	82	493	141	75	445	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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	38	201	56	118	395	237	86	519	148	87	517	70
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	49	584	158	168	495	293	108	2082	576	108	2391	318
Arrive On Green	0.03	0.21	0.21	0.05	0.24	0.24	0.06	0.53	0.53	0.12	1.00	1.00
Sat Flow, veh/h	1767	2726	737	3428	2101	1241	1767	3927	1086	1767	4510	600
Grp Volume(v), veh/h	38	128	129	118	330	302	86	444	223	87	385	202
Grp Sat Flow(s),veh/h/ln	1767	1763	1701	1714	1763	1579	1767	1689	1636	1767	1689	1733
Q Serve(g_s), s	2.8	8.1	8.5	4.5	23.3	23.8	6.3	9.4	9.8	6.3	0.0	0.0
Cycle Q Clear(g_c), s	2.8	8.1	8.5	4.5	23.3	23.8	6.3	9.4	9.8	6.3	0.0	0.0
Prop In Lane	1.00		0.43	1.00		0.79	1.00		0.66	1.00		0.35
Lane Grp Cap(c), veh/h	49	378	364	168	416	372	108	1790	867	108	1790	919
V/C Ratio(X)	0.78	0.34	0.35	0.70	0.79	0.81	0.80	0.25	0.26	0.81	0.21	0.22
Avail Cap(c_a), veh/h	222	602	581	353	562	504	262	1790	867	249	1790	919
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	0.70	0.70	0.70	0.94	0.94	0.94
Uniform Delay (d), s/veh	63.8	43.9	44.1	61.8	47.4	47.6	61.2	16.8	16.9	57.2	0.0	0.0
Incr Delay (d2), s/veh	9.5	0.2	0.2	2.0	3.9	5.1	3.6	0.2	0.5	5.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.6	3.6	2.0	10.7	9.9	3.0	3.7	3.8	2.8	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	44.1	44.3	63.8	51.3	52.7	64.7	17.0	17.4	62.2	0.3	0.5
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		295			750			753			674	
Approach Delay, s/veh		48.0			53.8			22.6			8.3	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	75.5	10.9	33.2	12.4	75.5	8.0	36.0				
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	35.5	13.6	45.1	19.6	* 35	16.6	42.1				
Max Q Clear Time (g_c+I1), s	8.3	11.8	6.5	10.5	8.3	2.0	4.8	25.8				
Green Ext Time (p_c), s	0.1	5.7	0.1	1.0	0.1	5.6	0.0	2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			31.2									
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  
13: Genesee Ave. & Executive Square

Near-Term (Opening Day Year 2027) + Project AM  
11/10/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	3	45	11	4	11	299	2098	221	13	485	19
Future Volume (veh/h)	17	3	45	11	4	11	299	2098	221	13	485	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	60	18	7	18	311	2185	230	17	630	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	115	0	203	77	20	51	372	2557	264	37	1801	71
Arrive On Green	0.07	0.00	0.07	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	4642	479	1767	4990	197
Grp Volume(v), veh/h	14	0	60	18	0	25	311	1578	837	17	425	230
Grp Sat Flow(s),veh/h/ln	1767	0	1562	1767	0	1643	1767	1689	1744	1767	1689	1810
Q Serve(g_s), s	0.4	0.0	1.0	0.6	0.0	0.8	9.5	22.2	23.3	0.5	5.2	5.2
Cycle Q Clear(g_c), s	0.4	0.0	1.0	0.6	0.0	0.8	9.5	22.2	23.3	0.5	5.2	5.2
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.27	1.00		0.11
Lane Grp Cap(c), veh/h	115	0	203	77	0	71	372	1860	961	37	1219	653
V/C Ratio(X)	0.12	0.00	0.30	0.23	0.00	0.35	0.84	0.85	0.87	0.46	0.35	0.35
Avail Cap(c_a), veh/h	565	0	999	565	0	525	531	1860	961	157	1219	653
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	10.7	10.9	27.2	13.1	13.2
Incr Delay (d2), s/veh	0.5	0.0	0.8	1.5	0.0	2.9	7.8	5.0	10.7	8.9	0.8	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	0.2	0.0	0.4	0.3	0.0	0.4	4.4	7.4	9.5	0.3	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	25.9	27.5	0.0	29.0	29.0	15.7	21.6	36.1	13.9	14.6
LnGrp LOS	C	A	C	C	A	C	C	B	C	D	B	B
Approach Vol, veh/h		74			43			2726			672	
Approach Delay, s/veh		25.8			28.4			19.0			14.7	
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		8.2	16.4	24.8		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	25.3		3.0	11.5	7.2		2.8				
Green Ext Time (p_c), s	0.0	5.3		0.2	0.5	3.3		0.1				

Intersection Summary

























HCM 6th Ctrl Delay	18.5
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.

Near-Term (Opening Day Year 2027) + Project AM  
09/16/2022

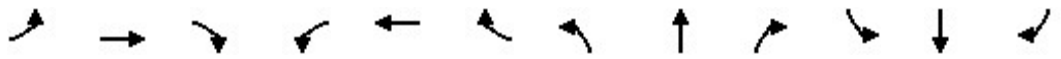
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1171	119	208	837	325	231	1251	195	219	271	107
Future Volume (veh/h)	516	1171	119	208	837	325	231	1251	195	219	271	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		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	580	1316	134	219	881	342	262	1422	222	274	339	134
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	633	2036	602	235	1448	598	312	1480	450	324	1498	452
Arrive On Green	0.18	0.40	0.40	0.02	0.09	0.09	0.09	0.29	0.29	0.09	0.30	0.30
Sat Flow, veh/h	3428	5066	1498	3428	5066	1572	3428	5066	1540	3428	5066	1529
Grp Volume(v), veh/h	580	1316	134	219	881	342	262	1422	222	274	339	134
Grp Sat Flow(s),veh/h/ln	1714	1689	1498	1714	1689	1572	1714	1689	1540	1714	1689	1529
Q Serve(g_s), s	23.2	29.4	8.2	8.9	23.4	25.8	10.5	38.7	16.7	11.0	7.1	9.5
Cycle Q Clear(g_c), s	23.2	29.4	8.2	8.9	23.4	25.8	10.5	38.7	16.7	11.0	7.1	9.5
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	633	2036	602	235	1448	598	312	1480	450	324	1498	452
V/C Ratio(X)	0.92	0.65	0.22	0.93	0.61	0.57	0.84	0.96	0.49	0.84	0.23	0.30
Avail Cap(c_a), veh/h	720	2036	602	235	1448	598	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)	0.63	0.63	0.63	0.11	0.11	0.11	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	56.0	33.8	27.5	68.1	55.9	44.2	62.6	48.8	41.0	62.4	37.2	38.1
Incr Delay (d2), s/veh	10.0	1.0	0.5	8.0	0.2	0.4	8.9	15.8	3.8	8.4	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	10.9	12.3	3.1	4.4	10.7	11.0	5.0	18.4	6.9	5.2	3.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	34.8	28.0	76.1	56.1	44.6	71.6	64.6	44.8	70.8	37.3	38.6
LnGrp LOS	E	C	C	E	E	D	E	E	D	E	D	D
Approach Vol, veh/h		2030			1442			1906			747	
Approach Delay, s/veh		43.3			56.4			63.2			49.8	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	61.8	17.1	47.1	30.2	45.5	17.6	46.6				
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	10.9	31.4	12.5	11.5	25.2	27.8	13.0	40.7				
Green Ext Time (p_c), s	0.0	17.1	0.2	4.3	0.6	3.7	0.2	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.4									
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  
15: Regents Rd. & Eastgate Mall

Near-Term (Opening Day Year 2027) + Project 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	62	180	126	199	391	528	475	51	141	4
Future Volume (veh/h)	1	18	62	180	126	199	391	528	475	51	141	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	75	212	148	234	434	587	528	66	183	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	186	244	460	402	467	1750	746	85	970	26
Arrive On Green	0.00	0.12	0.12	0.14	0.26	0.26	0.26	0.50	0.50	0.05	0.28	0.28
Sat Flow, veh/h	1767	1856	1496	1767	1763	1540	1767	3526	1503	1767	3504	95
Grp Volume(v), veh/h	1	22	75	212	148	234	434	587	528	66	92	96
Grp Sat Flow(s),veh/h/ln	1767	1856	1496	1767	1763	1540	1767	1763	1503	1767	1763	1837
Q Serve(g_s), s	0.1	1.0	4.4	11.1	6.4	12.5	22.7	9.5	25.8	3.5	3.8	3.8
Cycle Q Clear(g_c), s	0.1	1.0	4.4	11.1	6.4	12.5	22.7	9.5	25.8	3.5	3.8	3.8
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	186	244	460	402	467	1750	746	85	488	508
V/C Ratio(X)	0.52	0.10	0.40	0.87	0.32	0.58	0.93	0.34	0.71	0.78	0.19	0.19
Avail Cap(c_a), veh/h	95	627	506	254	754	659	552	1750	746	172	488	508
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	47.3	36.8	38.2	39.9	28.2	30.5	33.9	14.4	18.5	44.6	26.1	26.1
Incr Delay (d2), s/veh	61.9	0.1	0.5	24.0	0.3	1.1	19.0	0.5	5.6	5.7	0.9	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	0.5	1.6	6.4	2.7	4.7	11.9	3.8	9.6	1.7	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.1	36.8	38.8	63.9	28.5	31.5	53.0	14.9	24.1	50.2	27.0	27.0
LnGrp LOS	F	D	D	E	C	C	D	B	C	D	C	C
Approach Vol, veh/h		98			594			1549			254	
Approach Delay, s/veh		39.0			42.4			28.7			33.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	51.9	17.5	16.6	29.4	31.1	4.5	29.6				
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	5.5	27.8	13.1	6.4	24.7	5.8	2.1	14.5				
Green Ext Time (p_c), s	0.0	8.1	0.0	0.2	0.4	1.5	0.0	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			32.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 16: Regents Rd. & Miramar St./Executive Dr. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↶↷		↶	↶↷	
Traffic Volume (veh/h)	17	4	27	67	5	206	17	1163	168	22	364	3
Future Volume (veh/h)	17	4	27	67	5	206	17	1163	168	22	364	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	29	7	46	87	0	254	19	1292	187	26	433	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	397	49	323	812	0	369	32	1475	212	42	1733	16
Arrive On Green	0.24	0.24	0.24	0.24	0.00	0.24	0.02	0.48	0.48	0.02	0.48	0.48
Sat Flow, veh/h	1109	204	1343	2583	0	1534	1767	3079	442	1767	3577	33
Grp Volume(v), veh/h	29	0	53	87	0	254	19	735	744	26	213	224
Grp Sat Flow(s),veh/h/ln	1109	0	1548	1292	0	1534	1767	1763	1758	1767	1763	1847
Q Serve(g_s), s	1.1	0.0	1.5	1.5	0.0	8.3	0.6	20.6	21.1	0.8	3.9	3.9
Cycle Q Clear(g_c), s	1.1	0.0	1.5	3.0	0.0	8.3	0.6	20.6	21.1	0.8	3.9	3.9
Prop In Lane	1.00		0.87	1.00		1.00	1.00		0.25	1.00		0.02
Lane Grp Cap(c), veh/h	397	0	372	812	0	369	32	845	842	42	854	895
V/C Ratio(X)	0.07	0.00	0.14	0.11	0.00	0.69	0.59	0.87	0.88	0.62	0.25	0.25
Avail Cap(c_a), veh/h	613	0	674	1316	0	668	166	845	842	166	854	895
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	16.5	17.7	0.0	19.1	26.9	12.9	13.0	26.7	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	2.4	6.1	11.9	13.0	5.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	0.4	0.0	2.9	0.3	9.3	9.6	0.4	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.6	17.8	0.0	21.5	33.1	24.8	26.0	32.1	9.1	9.0
LnGrp LOS	B	A	B	B	A	C	C	C	C	C	A	A
Approach Vol, veh/h		82			341			1498			463	
Approach Delay, s/veh		16.5			20.6			25.5			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		18.2	5.4	31.7		18.2				
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	2.8	23.1		3.5	2.6	5.9		10.3				
Green Ext Time (p_c), s	0.0	2.7		0.2	0.0	2.6		1.1				

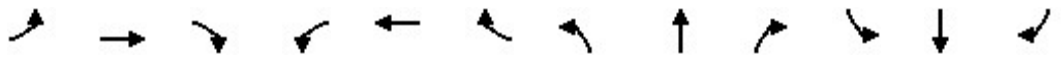
Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

































HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 17: Regents Rd. & Regents Park Row 09/16/2022






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	56	7	210	108	12	69	148	929	272	26	304	32
Future Volume (veh/h)	56	7	210	108	12	69	148	929	272	26	304	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	66	8	247	130	14	83	166	1044	306	31	366	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	415	14	442	275	67	396	116	1269	368	46	1403	148
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.13	0.96	0.96	0.03	0.44	0.44
Sat Flow, veh/h	1268	49	1511	1116	228	1352	1767	2651	769	1767	3197	338
Grp Volume(v), veh/h	66	0	255	130	0	97	166	690	660	31	200	205
Grp Sat Flow(s),veh/h/ln	1268	0	1560	1116	0	1580	1767	1763	1658	1767	1763	1772
Q Serve(g_s), s	2.9	0.0	9.7	7.8	0.0	3.2	4.6	5.4	5.8	1.2	5.0	5.1
Cycle Q Clear(g_c), s	6.1	0.0	9.7	17.5	0.0	3.2	4.6	5.4	5.8	1.2	5.0	5.1
Prop In Lane	1.00		0.97	1.00		0.86	1.00		0.46	1.00		0.19
Lane Grp Cap(c), veh/h	415	0	457	275	0	462	116	844	793	46	774	778
V/C Ratio(X)	0.16	0.00	0.56	0.47	0.00	0.21	1.43	0.82	0.83	0.68	0.26	0.26
Avail Cap(c_a), veh/h	481	0	537	333	0	544	116	844	793	104	774	778
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	0.34	0.34	0.34	0.99	0.99	0.99
Uniform Delay (d), s/veh	21.0	0.0	20.9	28.3	0.0	18.7	30.4	0.9	0.9	33.8	12.4	12.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.5	0.0	0.1	209.4	3.1	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	3.4	2.0	0.0	1.1	8.5	1.2	1.2	0.6	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	21.3	28.8	0.0	18.7	239.8	4.0	4.5	40.1	13.2	13.3
LnGrp LOS	C	A	C	C	A	B	F	A	A	D	B	B
Approach Vol, veh/h		321			227			1516				436
Approach Delay, s/veh		21.3			24.5			30.1				15.2
Approach LOS		C			C			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	38.4		25.4	9.0	35.6		25.4				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	4.1	27.6		24.1	4.6	27.1		24.1				
Max Q Clear Time (g_c+I1), s	3.2	7.8		11.7	6.6	7.1		19.5				
Green Ext Time (p_c), s	0.0	12.2		1.0	0.0	3.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		25.8
HCM 6th LOS		C


































HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 18: La Jolla Village Dr. & Regents Rd. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 			 	
Traffic Volume (veh/h)	869	1262	104	85	689	152	370	474	200	130	100	311
Future Volume (veh/h)	869	1262	104	85	689	152	370	474	200	130	100	311
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	945	1372	113	96	774	171	394	504	213	160	123	384
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	823	2424	200	142	1574	473	333	1078	461	174	1083	473
Arrive On Green	0.24	0.51	0.51	0.01	0.10	0.10	0.10	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3428	4758	392	3428	5066	1521	3428	3526	1507	1767	3526	1541
Grp Volume(v), veh/h	945	974	511	96	774	171	394	504	213	160	123	384
Grp Sat Flow(s),veh/h/ln	1714	1689	1773	1714	1689	1521	1714	1763	1507	1767	1763	1541
Q Serve(g_s), s	33.6	27.8	27.8	3.9	20.2	14.7	13.6	16.2	16.0	12.6	3.5	32.2
Cycle Q Clear(g_c), s	33.6	27.8	27.8	3.9	20.2	14.7	13.6	16.2	16.0	12.6	3.5	32.2
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	823	1720	903	142	1574	473	333	1078	461	174	1083	473
V/C Ratio(X)	1.15	0.57	0.57	0.68	0.49	0.36	1.18	0.47	0.46	0.92	0.11	0.81
Avail Cap(c_a), veh/h	823	1720	903	203	1574	473	333	1078	461	174	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)	0.33	0.33	0.33	0.69	0.69	0.69	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.2	23.7	23.7	68.1	52.4	49.9	63.2	39.4	39.3	62.5	34.8	44.8
Incr Delay (d2), s/veh	72.0	0.4	0.9	1.5	0.8	1.5	108.8	0.4	0.9	42.0	0.2	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	22.7	11.2	11.8	1.8	9.3	6.2	11.0	7.2	6.1	7.7	1.6	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.2	24.1	24.5	69.6	53.1	51.4	172.0	39.8	40.2	104.5	35.0	57.7
LnGrp LOS	F	C	C	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2430			1041			1111			667	
Approach Delay, s/veh		63.5			54.4			86.7			64.7	
Approach LOS		E			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	77.1	18.0	48.7	38.0	49.3	18.2	48.5				
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	8.3	* 56	13.6	* 43	33.6	30.3	13.8	42.4				
Max Q Clear Time (g_c+I1), s	5.9	29.8	15.6	34.2	35.6	22.2	14.6	18.2				
Green Ext Time (p_c), s	0.0	22.6	0.0	2.0	0.0	5.9	0.0	5.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			66.8									
HCM 6th LOS			E									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 19: Regents Rd. & Genesee Ave. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	928	152	85	1188	0	318	0	71	0	0	0
Future Volume (veh/h)	11	928	152	85	1188	0	318	0	71	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	1079	177	89	1251	0	413	0	92			
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	2517	759	111	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	1079	177	89	1251	0	413	0	92			
Grp Sat Flow(s),veh/h/ln	1781	1689	1528	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	1.0	18.0	8.7	6.6	19.7	0.0	12.2	0.0	5.5			
Cycle Q Clear(g_c), s	1.0	18.0	8.7	6.6	19.7	0.0	12.2	0.0	5.5			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	26	2517	759	111	2759	0	1119	0	513			
V/C Ratio(X)	0.51	0.43	0.23	0.80	0.45	0.00	0.37	0.00	0.18			
Avail Cap(c_a), veh/h	115	2517	759	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)	0.95	0.95	0.95	0.70	0.70	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.6	21.2	18.9	61.0	18.2	0.0	34.0	0.0	31.8			
Incr Delay (d2), s/veh	14.0	0.5	0.7	3.5	0.1	0.0	0.9	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	7.2	3.3	3.1	7.7	0.0	5.3	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.6	21.7	19.6	64.5	18.3	0.0	35.0	0.0	32.6			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1269			1340			505				
Approach Delay, s/veh		22.0			21.4			34.5				
Approach LOS		C			C			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	12.7	71.3			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	8.6	20.0			3.0	21.7		14.2				
Green Ext Time (p_c), s	0.1	18.3			0.0	17.1		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 20: Genesee Ave. & Campus Point Dr. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 		 	 		
Traffic Volume (veh/h)	677	757	563	220	691	582	212	78	181	72	11	78
Future Volume (veh/h)	677	757	563	220	691	582	212	78	181	72	11	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		0.99	1.00		0.99	1.00		0.92
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	720	805	599	239	751	633	331	122	283	101	0	120
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	613	2821	862	292	2347	801	392	286	421	187	0	268
Arrive On Green	0.18	0.56	0.56	0.09	0.46	0.46	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	2891
Grp Volume(v), veh/h	720	805	599	239	751	633	331	122	283	101	0	120
Grp Sat Flow(s),veh/h/ln	1714	1689	1548	1714	1689	1550	1714	1856	1365	1767	0	1446
Q Serve(g_s), s	23.6	11.1	36.9	9.0	12.3	44.1	12.5	7.9	12.9	3.7	0.0	5.2
Cycle Q Clear(g_c), s	23.6	11.1	36.9	9.0	12.3	44.1	12.5	7.9	12.9	3.7	0.0	5.2
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	613	2821	862	292	2347	801	392	286	421	187	0	268
V/C Ratio(X)	1.17	0.29	0.69	0.82	0.32	0.79	0.84	0.43	0.67	0.54	0.00	0.45
Avail Cap(c_a), veh/h	613	2821	862	405	2347	801	990	493	726	458	0	309
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)	0.83	0.83	0.83	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.2	15.4	21.1	59.4	22.3	26.1	57.3	50.5	52.7	60.9	0.0	56.7
Incr Delay (d2), s/veh	92.5	0.2	3.8	5.8	0.3	7.1	1.9	0.4	0.7	0.9	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	18.0	4.3	14.0	4.2	5.0	17.5	5.5	3.7	4.5	1.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.7	15.6	25.0	65.2	22.6	33.2	59.2	50.9	53.4	61.8	0.0	57.1
LnGrp LOS	F	B	C	E	C	C	E	D	D	E	A	E
Approach Vol, veh/h		2124			1623			736			221	
Approach Delay, s/veh		62.7			33.0			55.6			59.3	
Approach LOS		E			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	66.9	20.0	17.1	15.6	79.2	11.9	25.2				
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	23.6	36.3	38.1	14.1	15.6	44.3	17.1	35.1				
Max Q Clear Time (g_c+I1), s	25.6	46.1	14.5	7.2	11.0	38.9	5.7	14.9				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.1	0.2	4.0	0.1	1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.2									
HCM 6th LOS			D									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												






























HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 21: Scripps Hospital Drwy. & Genesee Ave. 09/16/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	133	825	0	7	1638	525	176	0	101
Future Volume (veh/h)	0	0	133	825	0	7	1638	525	176	0	101
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			148	917	0	7	1706	547	259	149	149
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			173	3868	0	15	3419	1033	389	178	178
Arrive On Green			0.10	0.76	0.00	0.01	0.67	0.67	0.11	0.11	0.11
Sat Flow, veh/h			1767	5233	0	1781	5066	1531	3428	1572	1572
Grp Volume(v), veh/h			148	917	0	7	1706	547	259	149	149
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1531	1714	1572	1572
Q Serve(g_s), s			10.9	6.9	0.0	0.5	21.8	23.8	9.6	12.3	12.3
Cycle Q Clear(g_c), s			10.9	6.9	0.0	0.5	21.8	23.8	9.6	12.3	12.3
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			173	3868	0	15	3419	1033	389	178	178
V/C Ratio(X)			0.85	0.24	0.00	0.46	0.50	0.53	0.67	0.84	0.84
Avail Cap(c_a), veh/h			303	3868	0	74	3419	1033	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)			0.89	0.89	0.00	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh			58.6	4.5	0.0	65.1	10.5	10.9	56.1	57.3	57.3
Incr Delay (d2), s/veh			4.1	0.1	0.0	14.1	0.4	1.3	0.7	3.9	3.9
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			5.1	2.2	0.0	0.3	7.9	8.1	4.2	10.5	10.5
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			62.7	4.6	0.0	79.2	10.9	12.2	56.9	61.2	61.2
LnGrp LOS			E	A	A	E	B	B	E	E	E
Approach Vol, veh/h				1065			2260		408		
Approach Delay, s/veh				12.7			11.4		58.5		
Approach LOS				B			B		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.6	106.5		19.9	17.4	94.8					
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	8.9		14.3	12.9	25.8					
Green Ext Time (p_c), s	0.0	18.6		0.7	0.1	27.6					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.9								
HCM 6th LOS			B								

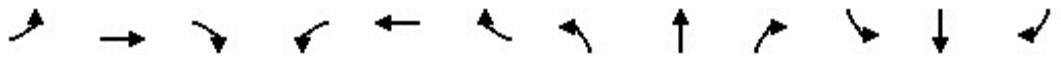
HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 22: I-5 NB Ramps & Genesee Ave. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 			 			
Traffic Volume (veh/h)	198	1567	0	0	645	531	1219	0	720	0	0	0
Future Volume (veh/h)	198	1567	0	0	645	531	1219	0	720	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	211	1667	0	0	768	632	1270	0	750			
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	221	2128	0	0	2238	805	1528	0	1359			
Arrive On Green	0.02	0.14	0.00	0.00	0.30	0.30	0.43	0.00	0.43			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	211	1667	0	0	768	632	1270	0	750			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	5.5	28.6	0.0	0.0	7.2	19.3	28.7	0.0	16.0			
Cycle Q Clear(g_c), s	5.5	28.6	0.0	0.0	7.2	19.3	28.7	0.0	16.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	221	2128	0	0	2238	805	1528	0	1359			
V/C Ratio(X)	0.96	0.78	0.00	0.00	0.34	0.79	0.83	0.00	0.55			
Avail Cap(c_a), veh/h	221	2128	0	0	2238	805	1528	0	1359			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.81	0.81	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	34.8	0.0	0.0	24.7	29.0	22.6	0.0	19.0			
Incr Delay (d2), s/veh	42.2	2.4	0.0	0.0	0.4	7.3	5.4	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	3.7	13.3	0.0	0.0	2.6	6.9	12.4	0.0	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	37.2	0.0	0.0	25.1	36.3	28.1	0.0	20.7			
LnGrp LOS	F	D	A	A	C	D	C	A	C			
Approach Vol, veh/h		1878			1400			2020				
Approach Delay, s/veh		42.7			30.2			25.3				
Approach LOS		D			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		45.0			11.0	34.0		45.0				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		37.8			* 5.8	26.8		38.9				
Max Q Clear Time (g_c+I1), s		30.6			7.5	21.3		30.7				
Green Ext Time (p_c), s		5.6			0.0	3.5		5.4				

Intersection Summary		
HCM 6th Ctrl Delay		32.8
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 Near-Term (Opening Day Year 2027) + Project AM  
 23: Genesee Ave. & I-5 SB Ramps 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↖↗	↑↑↑↑					↘	↖	↗↘
Traffic Volume (veh/h)	0	568	172	129	1619	0	0	0	0	1188	1	1186
Future Volume (veh/h)	0	568	172	129	1619	0	0	0	0	1188	1	1186
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		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	617	187	133	1669	0				1226	0	1223
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	2262	812	200	2085	0				1557	0	1366
Arrive On Green	0.00	0.30	0.30	0.06	0.41	0.00				0.44	0.00	0.44
Sat Flow, veh/h	0	7867	2698	3428	5233	0				3534	0	3101
Grp Volume(v), veh/h	0	617	187	133	1669	0				1226	0	1223
Grp Sat Flow(s),veh/h/ln	0	1503	1349	1714	1689	0				1767	0	1550
Q Serve(g_s), s	0.0	5.6	4.7	3.4	26.0	0.0				26.7	0.0	32.8
Cycle Q Clear(g_c), s	0.0	5.6	4.7	3.4	26.0	0.0				26.7	0.0	32.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2262	812	200	2085	0				1557	0	1366
V/C Ratio(X)	0.00	0.27	0.23	0.66	0.80	0.00				0.79	0.00	0.90
Avail Cap(c_a), veh/h	0	2262	812	240	2085	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	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	23.6	41.5	23.2	0.0				21.6	0.0	23.3
Incr Delay (d2), s/veh	0.0	0.3	0.7	4.1	2.6	0.0				2.6	0.0	7.7
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	2.0	1.5	1.5	10.3	0.0				11.0	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	24.3	45.6	25.9	0.0				24.2	0.0	30.9
LnGrp LOS	A	C	C	D	C	A				C	A	C
Approach Vol, veh/h		804			1802						2449	
Approach Delay, s/veh		24.3			27.3						27.6	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.0	34.3		45.7		44.3						
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	5.4	7.6		34.8		28.0						
Green Ext Time (p_c), s	0.0	4.7		4.9		6.0						























Intersection Summary

HCM 6th Ctrl Delay	26.9
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 Near-Term (Opening Day Year 2027) + Project AM  
 24: Lebon Dr. & La Jolla Village Dr. 09/23/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	14	1907	221	110	1257	3	500	4	226	6	6	15
Future Volume (veh/h)	14	1907	221	110	1257	3	500	4	226	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	2029	235	134	1533	4	575	0	148	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	2190	1033	180	2463	6	836	0	744	123	123	204
Arrive On Green	0.01	0.43	0.43	0.05	0.47	0.47	0.24	0.00	0.24	0.14	0.14	0.14
Sat Flow, veh/h	1767	5066	1529	3428	5216	14	3534	0	3145	905	905	1493
Grp Volume(v), veh/h	15	2029	235	134	992	545	575	0	148	22	0	27
Grp Sat Flow(s),veh/h/ln	1767	1689	1529	1714	1689	1853	1767	0	1572	1810	0	1493
Q Serve(g_s), s	1.2	53.1	8.4	5.4	30.8	30.8	20.8	0.0	5.3	1.5	0.0	2.2
Cycle Q Clear(g_c), s	1.2	53.1	8.4	5.4	30.8	30.8	20.8	0.0	5.3	1.5	0.0	2.2
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	2190	1033	180	1595	875	836	0	744	247	0	204
V/C Ratio(X)	0.67	0.93	0.23	0.74	0.62	0.62	0.69	0.00	0.20	0.09	0.00	0.13
Avail Cap(c_a), veh/h	69	2190	1033	191	1595	875	1343	0	1195	247	0	204
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)	0.76	0.76	0.76	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	37.6	9.1	65.4	27.6	27.6	48.7	0.0	42.8	52.8	0.0	53.2
Incr Delay (d2), s/veh	9.5	6.6	0.4	6.4	1.0	1.7	4.6	0.0	0.6	0.7	0.0	1.3
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	0.6	23.0	5.4	2.5	12.6	14.0	9.7	0.0	2.1	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	44.2	9.5	71.8	28.6	29.4	53.3	0.0	43.4	53.6	0.0	54.5
LnGrp LOS	E	D	A	E	C	C	D	A	D	D	A	D
Approach Vol, veh/h		2279			1671			723				49
Approach Delay, s/veh		40.9			32.3			51.3				54.1
Approach LOS		D			C			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	66.2		24.0	6.2	71.8		38.0				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	7.8	* 40		19.1	5.5	42.3		53.2				
Max Q Clear Time (g_c+I1), s	7.4	55.1		4.2	3.2	32.8		22.8				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	8.6		10.4				

Intersection Summary												
HCM 6th Ctrl Delay			39.6									
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.

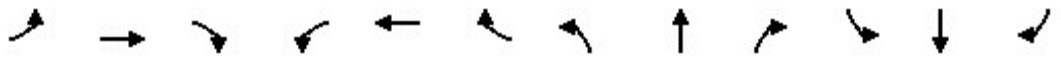
HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑		↑↑		↑↑			
Traffic Volume (veh/h)	0	1092	734	0	1493	0	1139	0	286	0	0	0
Future Volume (veh/h)	0	1092	734	0	1493	0	1139	0	286	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	1149	773	0	1623	0	1266	0	318			
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	2398	1385	0	3022	0	1431	0	1155			
Arrive On Green	0.00	0.95	0.95	0.00	0.47	0.00	0.42	0.00	0.42			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1149	773	0	1623	0	1266	0	318			
Grp Sat Flow(s),veh/h/ln	0	1689	1540	0	1596	0	1714	0	1384			
Q Serve(g_s), s	0.0	2.6	56.8	0.0	21.5	0.0	40.9	0.0	9.1			
Cycle Q Clear(g_c), s	0.0	2.6	56.8	0.0	21.5	0.0	40.9	0.0	9.1			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2398	1385	0	3022	0	1431	0	1155			
V/C Ratio(X)	0.00	0.48	0.56	0.00	0.54	0.00	0.88	0.00	0.28			
Avail Cap(c_a), veh/h	0	2398	1385	0	3022	0	1811	0	1462			
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	0.78	0.78	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	1.7	0.4	0.0	22.3	0.0	32.3	0.0	23.0			
Incr Delay (d2), s/veh	0.0	0.5	1.3	0.0	0.2	0.0	4.7	0.0	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	0.0	0.7	1.7	0.0	8.0	0.0	17.5	0.0	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.3	1.7	0.0	22.5	0.0	37.0	0.0	23.1			
LnGrp LOS	A	A	A	A	C	A	D	A	C			
Approach Vol, veh/h		1922			1623			1584				
Approach Delay, s/veh		2.0			22.5			34.2				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		64.3			64.3			55.7				
Change Period (Y+Rc), s		7.5			7.5			5.6				
Max Green Setting (Gmax), s		43.5			43.5			63.4				
Max Q Clear Time (g_c+I1), s		58.8			23.5			42.9				
Green Ext Time (p_c), s		0.0			12.1			7.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
26: La Jolla Village Dr. & I-805 SB Ramps

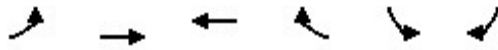
Near-Term (Opening Day Year 2027) + Project AM

09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1261	0	0	2197	550	0	0	0	677	0	1806
Future Volume (veh/h)	0	1261	0	0	2197	550	0	0	0	677	0	1806
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	1314	0	0	2388	326				705	0	1308
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	2343	0	0	2343	1401				1468	0	1185
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	1314	0	0	2388	326				705	0	1308
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	22.6	0.0	0.0	55.5	3.4				17.8	0.0	51.4
Cycle Q Clear(g_c), s	0.0	22.6	0.0	0.0	55.5	3.4				17.8	0.0	51.4
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2343	0	0	2343	1401				1468	0	1185
V/C Ratio(X)	0.00	0.56	0.00	0.00	1.02	0.23				0.48	0.00	1.10
Avail Cap(c_a), veh/h	0	2343	0	0	2343	1401				1468	0	1185
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	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	0.0	0.0	32.3	0.9				24.7	0.0	34.3
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	20.2	0.3				0.2	0.0	59.2
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	9.1	0.0	0.0	26.2	6.3				7.2	0.0	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.4	0.0	0.0	52.4	1.2				24.9	0.0	93.5
LnGrp LOS	A	C	A	A	F	A				C	A	F
Approach Vol, veh/h		1314			2714						2013	
Approach Delay, s/veh		24.4			46.3						69.5	
Approach LOS		C			D						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		63.0		57.0		63.0						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		55.5		51.4		55.5						
Max Q Clear Time (g_c+I1), s		24.6		53.4		57.5						
Green Ext Time (p_c), s		11.9		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				49.3								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 27: Eastgate Mall & Eastgate Dr. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗	↖	↕	↘	↘
Traffic Volume (veh/h)	14	216	1143	57	61	24
Future Volume (veh/h)	14	216	1143	57	61	24
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	15	225	1178	59	65	26
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	25	1247	1064	53	249	100
Arrive On Green	0.01	0.67	0.61	0.61	0.21	0.21
Sat Flow, veh/h	1767	1856	1752	88	1207	483
Grp Volume(v), veh/h	15	225	0	1237	92	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1839	1708	0
Q Serve(g_s), s	0.7	3.9	0.0	53.0	3.9	0.0
Cycle Q Clear(g_c), s	0.7	3.9	0.0	53.0	3.9	0.0
Prop In Lane	1.00			0.05	0.71	0.28
Lane Grp Cap(c), veh/h	25	1247	0	1118	353	0
V/C Ratio(X)	0.61	0.18	0.00	1.11	0.26	0.00
Avail Cap(c_a), veh/h	81	1313	0	1118	353	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	42.8	5.3	0.0	17.1	29.0	0.0
Incr Delay (d2), s/veh	21.7	0.1	0.0	61.1	1.8	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	0.5	1.3	0.0	37.9	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.5	5.4	0.0	78.2	30.8	0.0
LnGrp LOS	E	A	A	F	C	A
Approach Vol, veh/h		240	1237		92	
Approach Delay, s/veh		9.1	78.2		30.8	
Approach LOS		A	E		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.3		22.9	5.6	58.7
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.0	4.0	53.0
Max Q Clear Time (g_c+I1), s		5.9		5.9	2.7	55.0
Green Ext Time (p_c), s		1.4		0.2	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	64.9
HCM 6th LOS	E

**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.

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	197	514	109	88	3
Future Vol, veh/h	5	197	514	109	88	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	224	535	114	138	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	650	0	-	0	829 593
Stage 1	-	-	-	-	593 -
Stage 2	-	-	-	-	236 -
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	931	-	-	-	339 504
Stage 1	-	-	-	-	550 -
Stage 2	-	-	-	-	801 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	930	-	-	-	336 504
Mov Cap-2 Maneuver	-	-	-	-	336 -
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	800 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	23
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	930	-	-	-	340
HCM Lane V/C Ratio	0.006	-	-	-	0.418
HCM Control Delay (s)	8.9	-	-	-	23
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2



Intersection						
Int Delay, s/veh	0.6					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	657	69	13	289	14	13
Future Vol, veh/h	657	69	13	289	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	706	74	14	318	18	17




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	784	0	897 710
Stage 1	-	-	-	-	710 -
Stage 2	-	-	-	-	187 -
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	-	-	827	-	293 430
Stage 1	-	-	-	-	484 -
Stage 2	-	-	-	-	824 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	824	-	287 428
Mov Cap-2 Maneuver	-	-	-	-	287 -
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	824 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	824	-	341
HCM Lane V/C Ratio	-	-	0.017	-	0.102
HCM Control Delay (s)	-	-	9.4	-	16.7
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3

HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

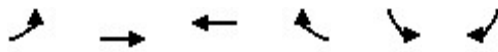
Near-Term (Opening Day Year 2027) + Project AM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	2052	0	0	2205	1143	0	0	0	224	0	150
Future Volume (veh/h)	281	2052	0	0	2205	1143	0	0	0	224	0	150
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	299	2183	0	0	2423	1201				280	0	188
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	239	3475	0	3	3506	864				520	0	239
Arrive On Green	0.07	0.69	0.00	0.00	0.55	0.55				0.15	0.00	0.15
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	299	2183	0	0	2423	1201				280	0	188
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	4.6	15.7	0.0	0.0	18.2	36.2				5.0	0.0	7.6
Cycle Q Clear(g_c), s	4.6	15.7	0.0	0.0	18.2	36.2				5.0	0.0	7.6
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	239	3475	0	3	3506	864				520	0	239
V/C Ratio(X)	1.25	0.63	0.00	0.00	0.69	1.39				0.54	0.00	0.79
Avail Cap(c_a), veh/h	239	3475	0	124	3506	864				520	0	239
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	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	5.7	0.0	0.0	10.8	14.8				25.8	0.0	26.9
Incr Delay (d2), s/veh	142.0	0.9	0.0	0.0	1.1	182.8				1.7	0.0	17.4
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	6.5	3.9	0.0	0.0	5.5	66.8				2.0	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.7	6.6	0.0	0.0	11.9	197.6				27.5	0.0	44.3
LnGrp LOS	F	A	A	A	B	F				C	A	D
Approach Vol, veh/h		2482			3624						468	
Approach Delay, s/veh		26.6			73.5						34.3	
Approach LOS		C			E						C	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	51.5		14.4	9.0	42.5						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	4.6	35.3		10.0	4.6	* 36						
Max Q Clear Time (g_c+I1), s	0.0	17.7		9.6	6.6	38.2						
Green Ext Time (p_c), s	0.0	16.7		0.1	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.0									
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  
31: Miramar Rd. & Miramar Mall

Near-Term (Opening Day Year 2027) + Project AM

09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	105	2831	3587	56	30	64
Future Volume (veh/h)	105	2831	3587	56	30	64
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	122	3292	3899	61	37	79
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	113	4049	3576	1085	113	241
Arrive On Green	0.06	0.80	0.71	0.71	0.22	0.22
Sat Flow, veh/h	1767	5233	5233	1537	514	1097
Grp Volume(v), veh/h	122	3292	3899	61	117	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1625	0
Q Serve(g_s), s	9.6	55.9	105.9	1.8	9.1	0.0
Cycle Q Clear(g_c), s	9.6	55.9	105.9	1.8	9.1	0.0
Prop In Lane	1.00			1.00	0.32	0.68
Lane Grp Cap(c), veh/h	113	4049	3576	1085	358	0
V/C Ratio(X)	1.08	0.81	1.09	0.06	0.33	0.00
Avail Cap(c_a), veh/h	113	4049	3576	1085	358	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	70.2	8.6	22.0	6.8	49.2	0.0
Incr Delay (d2), s/veh	95.4	1.4	41.1	0.0	2.4	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	7.4	17.7	51.6	0.6	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	165.6	10.0	63.2	6.8	51.6	0.0
LnGrp LOS	F	B	F	A	D	A
Approach Vol, veh/h		3414	3960		117	
Approach Delay, s/veh		15.6	62.3		51.6	
Approach LOS		B	E		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		126.1		37.9	14.0	112.1
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		106.3		33.0	9.6	* 93
Max Q Clear Time (g_c+I1), s		57.9		11.1	11.6	107.9
Green Ext Time (p_c), s		48.0		0.2	0.0	0.0

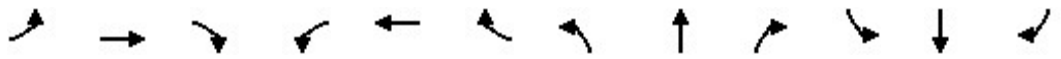
Intersection Summary

HCM 6th Ctrl Delay	40.9
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 Near-Term (Opening Day Year 2027) + Project AM  
 32: Miramar Rd. & Miramar Pl. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘	↕	↘
Traffic Volume (veh/h)	128	2751	0	22	3493	94	0	0	0	62	0	51
Future Volume (veh/h)	128	2751	0	22	3493	94	0	0	0	62	0	51
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	151	3236	0	23	3677	99				170	0	74
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	73	3441	0	36	3339	89				729	0	324
Arrive On Green	0.04	0.68	0.00	0.02	0.66	0.66				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5069	135				3534	0	1572
Grp Volume(v), veh/h	151	3236	0	23	2437	1339				170	0	74
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1827				1767	0	1572
Q Serve(g_s), s	6.6	90.7	0.0	2.1	105.4	105.4				6.4	0.0	6.3
Cycle Q Clear(g_c), s	6.6	90.7	0.0	2.1	105.4	105.4				6.4	0.0	6.3
Prop In Lane	1.00		0.00	1.00		0.07				1.00		1.00
Lane Grp Cap(c), veh/h	73	3441	0	36	2225	1203				729	0	324
V/C Ratio(X)	2.07	0.94	0.00	0.65	1.10	1.11				0.23	0.00	0.23
Avail Cap(c_a), veh/h	73	3441	0	56	2225	1203				729	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.7	22.8	0.0	77.8	27.3	27.3				52.9	0.0	52.9
Incr Delay (d2), s/veh	496.5	2.3	0.0	1.8	43.8	52.1				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	13.1	34.8	0.0	1.0	53.5	60.7				3.0	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	573.2	25.1	0.0	79.6	71.1	79.4				53.7	0.0	54.5
LnGrp LOS	F	C	A	E	F	F				D	A	D
Approach Vol, veh/h		3387			3799						244	
Approach Delay, s/veh		49.6			74.0						53.9	
Approach LOS		D			E						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.7	114.4		37.9	11.0	111.1						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.9		33.0	6.6	105.4						
Max Q Clear Time (g_c+I1), s	4.1	92.7		8.4	8.6	107.4						
Green Ext Time (p_c), s	0.0	14.1		0.8	0.0	0.0						

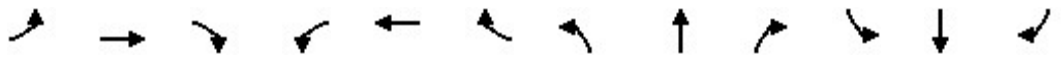
Intersection Summary

HCM 6th Ctrl Delay	62.2
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 33: Miramar Rd. & Camino Santa Fe 09/16/2022

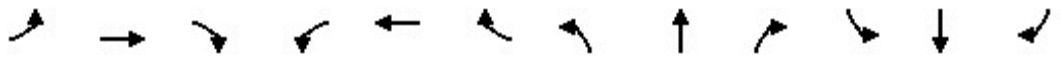


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑		↔	↑		↔	↑	↔↔
Traffic Volume (veh/h)	836	1081	20	20	2511	106	16	7	8	61	2	1074
Future Volume (veh/h)	836	1081	20	20	2511	106	16	7	8	61	2	1074
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		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	939	1215	19	21	2589	104	21	9	0	66	0	771
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	2946	46	54	2062	82	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	5137	80	3428	4994	199	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	939	799	435	21	1742	951	21	9	0	66	0	771
Grp Sat Flow(s),veh/h/ln	1714	1689	1840	1714	1689	1816	1767	1856	0	1767	0	1572
Q Serve(g_s), s	25.6	19.2	19.2	0.9	59.9	59.9	1.3	0.5	0.0	2.7	0.0	4.0
Cycle Q Clear(g_c), s	25.6	19.2	19.2	0.9	59.9	59.9	1.3	0.5	0.0	2.7	0.0	4.0
Prop In Lane	1.00		0.04	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	605	1937	1055	54	1394	750	426	448	0	97	0	642
V/C Ratio(X)	1.55	0.41	0.41	0.39	1.25	1.27	0.05	0.02	0.00	0.68	0.00	1.20
Avail Cap(c_a), veh/h	605	1937	1055	95	1394	750	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	17.3	17.3	70.7	42.6	42.6	42.3	42.0	0.0	69.9	0.0	57.8
Incr Delay (d2), s/veh	256.7	0.7	1.2	1.7	118.4	131.4	0.2	0.1	0.0	31.8	0.0	105.2
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	32.7	7.7	8.5	0.4	47.6	53.9	0.6	0.3	0.0	1.7	0.0	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	316.4	17.9	18.5	72.4	161.0	174.0	42.5	42.1	0.0	101.7	0.0	163.0
LnGrp LOS	F	B	B	E	F	F	D	D	A	F	A	F
Approach Vol, veh/h		2173			2714			30				837
Approach Delay, s/veh		147.0			164.9			42.4				158.1
Approach LOS		F			F			D				F
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	21.2		6.0	27.6	61.9		3.3				
Green Ext Time (p_c), s	0.0	23.8		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				156.5								
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 Near-Term (Opening Day Year 2027) + Project AM  
 34: Miramar Rd. & Commerce Ave. 09/16/2022

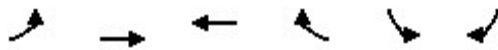


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	↔
Traffic Volume (veh/h)	97	959	68	82	2427	105	75	14	41	23	16	50
Future Volume (veh/h)	97	959	68	82	2427	105	75	14	41	23	16	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	103	1020	72	85	2502	108	117	22	64	27	19	58
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	146	2904	205	105	3080	132	213	45	101	222	147	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	4823	340	1767	4978	213	742	189	428	778	621	1570
Grp Volume(v), veh/h	103	714	378	85	1690	920	203	0	0	46	0	58
Grp Sat Flow(s),veh/h/ln	1714	1689	1786	1767	1689	1813	1359	0	0	1399	0	1570
Q Serve(g_s), s	4.4	16.0	16.0	7.1	39.7	41.5	17.4	0.0	0.0	0.0	0.0	4.4
Cycle Q Clear(g_c), s	4.4	16.0	16.0	7.1	39.7	41.5	21.0	0.0	0.0	3.6	0.0	4.4
Prop In Lane	1.00		0.19	1.00		0.12	0.58		0.32	0.59		1.00
Lane Grp Cap(c), veh/h	146	2034	1075	105	2089	1122	359	0	0	369	0	372
V/C Ratio(X)	0.70	0.35	0.35	0.81	0.81	0.82	0.56	0.00	0.00	0.12	0.00	0.16
Avail Cap(c_a), veh/h	219	2034	1075	172	2089	1122	359	0	0	369	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	0.34	0.34	0.34	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.9	15.1	15.1	68.3	8.6	8.7	52.4	0.0	0.0	44.9	0.0	45.4
Incr Delay (d2), s/veh	2.1	0.4	0.8	2.0	1.2	2.4	6.3	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	6.3	6.8	3.2	9.3	10.7	7.6	0.0	0.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	15.5	15.9	70.3	9.8	11.2	58.7	0.0	0.0	45.6	0.0	46.3
LnGrp LOS	E	B	B	E	A	B	E	A	A	D	A	D
Approach Vol, veh/h		1195			2695			203				104
Approach Delay, s/veh		20.6			12.2			58.7				46.0
Approach LOS		C			B			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	96.3		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	9.1	18.0		6.4	6.4	43.5		23.0				
Green Ext Time (p_c), s	0.0	20.3		0.6	0.0	44.6		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		17.7
HCM 6th LOS		B

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 35: Miramar Rd. & Production Ave. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑↑	↑↑↑		↘	↗
Traffic Volume (veh/h)	74	953	2572	101	32	76
Future Volume (veh/h)	74	953	2572	101	32	76
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	78	1003	2652	104	43	103
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	97	3516	3049	118	414	368
Arrive On Green	0.07	0.92	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5165	194	1767	1572
Grp Volume(v), veh/h	78	1003	1782	974	43	103
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1815	1767	1572
Q Serve(g_s), s	6.5	3.1	65.3	67.8	2.9	8.1
Cycle Q Clear(g_c), s	6.5	3.1	65.3	67.8	2.9	8.1
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	97	3516	2060	1107	414	368
V/C Ratio(X)	0.81	0.29	0.86	0.88	0.10	0.28
Avail Cap(c_a), veh/h	125	3516	2060	1107	414	368
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.94	0.94	0.44	0.44	1.00	1.00
Uniform Delay (d), s/veh	68.8	1.9	24.2	24.6	45.1	47.1
Incr Delay (d2), s/veh	18.6	0.2	2.4	4.8	0.5	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	3.4	0.9	25.9	29.6	1.3	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	87.4	2.1	26.5	29.5	45.6	49.0
LnGrp LOS	F	A	C	C	D	D
Approach Vol, veh/h		1081	2756		146	
Approach Delay, s/veh		8.2	27.6		48.0	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		40.0	12.6	97.4
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		5.1		10.1	8.5	69.8
Green Ext Time (p_c), s		27.3		0.2	0.0	19.7

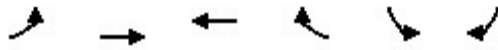
**Intersection Summary**

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

**Notes**

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 36: Miramar Rd. & Distribution Ave. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↖
Traffic Volume (veh/h)	53	944	2602	91	35	74
Future Volume (veh/h)	53	944	2602	91	35	74
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	56	1004	2655	93	39	82
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	78	3634	3232	112	379	338
Arrive On Green	0.09	1.00	0.64	0.64	0.21	0.21
Sat Flow, veh/h	1767	5233	5189	174	1767	1572
Grp Volume(v), veh/h	56	1004	1776	972	39	82
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1819	1767	1572
Q Serve(g_s), s	4.6	0.0	59.3	61.3	2.7	6.5
Cycle Q Clear(g_c), s	4.6	0.0	59.3	61.3	2.7	6.5
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	78	3634	2173	1171	379	338
V/C Ratio(X)	0.71	0.28	0.82	0.83	0.10	0.24
Avail Cap(c_a), veh/h	217	3634	2173	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	67.4	0.0	20.1	20.4	47.3	48.8
Incr Delay (d2), s/veh	4.3	0.2	0.3	0.7	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	22.5	25.2	1.2	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.7	0.2	20.4	21.1	47.8	50.5
LnGrp LOS	E	A	C	C	D	D
Approach Vol, veh/h		1060	2748		121	
Approach Delay, s/veh		4.0	20.7		49.6	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		113.4		36.6	11.1	102.3
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		8.5	6.6	63.3
Green Ext Time (p_c), s		19.7		0.2	0.0	21.5

**Intersection Summary**






















HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

**Notes**






















\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



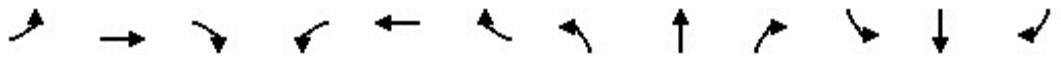
HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 37: Miramar Rd. & Miramar Wy. 09/16/2022

													
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	923	3	5	2682	38	
Future Volume (veh/h)	23	0	18	0	0	0	35	923	3	5	2682	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	972	3	5	2737	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	2706	38	
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	5214	16	1767	5144	73	
Grp Volume(v), veh/h	53	0	0	0	0	0	37	630	345	5	1793	983	
Grp Sat Flow(s),veh/h/ln	1677	0	0	1767	1856	0	1767	1689	1853	1767	1689	1840	
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.5	15.6	0.4	78.9	78.9	
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.5	15.6	0.4	78.9	78.9	
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	0.34	0.34	0.56	1.01	1.02	
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(l)	1.00	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.97	0.56	0.56	0.56	
Uniform Delay (d), s/veh	47.9	0.0	0.0	0.0	0.0	0.0	72.6	18.9	18.9	74.5	35.5	35.5	
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	56.6	0.5	0.9	27.9	18.2	25.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	0.0	0.0	2.2	6.3	7.0	0.3	36.1	41.3	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	48.8	0.0	0.0	0.0	0.0	0.0	129.2	19.3	19.7	102.3	53.8	61.3	
LnGrp LOS	D	A	A	A	A	A	F	B	B	F	F	F	
Approach Vol, veh/h		53			0			1012			2781		
Approach Delay, s/veh		48.8			0.0			23.5			56.5		
Approach LOS		D						C			E		
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	17.6		5.9	5.1	80.9		0.0					
Green Ext Time (p_c), s	0.0	8.0		0.2	0.0	0.0		0.0					
<b>Intersection Summary</b>													
HCM 6th Ctrl Delay			47.7										
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 Near-Term (Opening Day Year 2027) + Project AM  
 38: Miramar Rd. & Carroll Rd. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	144	0	125	0	0	0	150	745	0	1	2593	559
Future Volume (veh/h)	144	0	125	0	0	0	150	745	0	1	2593	559
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	220	0	101				153	760	0	1	2646	570
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	311	0	138				175	4097	0	2	3601	1093
Arrive On Green	0.09	0.00	0.09				0.10	0.81	0.00	0.00	0.71	0.71
Sat Flow, veh/h	3534	0	1562				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	220	0	101				153	760	0	1	2646	570
Grp Sat Flow(s),veh/h/ln	1767	0	1562				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	9.1	0.0	9.5				12.8	5.1	0.0	0.1	47.4	25.5
Cycle Q Clear(g_c), s	9.1	0.0	9.5				12.8	5.1	0.0	0.1	47.4	25.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	0	138				175	4097	0	2	3601	1093
V/C Ratio(X)	0.71	0.00	0.73				0.87	0.19	0.00	0.52	0.73	0.52
Avail Cap(c_a), veh/h	707	0	312				231	4097	0	61	3601	1093
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	66.5	0.0	66.7				66.6	3.2	0.0	74.9	13.1	10.0
Incr Delay (d2), s/veh	2.9	0.0	7.4				18.5	0.1	0.0	6.9	0.1	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	4.2	0.0	8.3				6.7	1.5	0.0	0.0	16.9	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	0.0	74.1				85.1	3.3	0.0	81.8	13.3	10.1
LnGrp LOS	E	A	E				F	A	A	F	B	B
Approach Vol, veh/h		321						913			3217	
Approach Delay, s/veh		70.9						17.0			12.7	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	127.3		18.1	19.3	112.6						
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+l1), s	2.1	7.1		11.5	14.8	49.4						
Green Ext Time (p_c), s	0.0	12.0		1.0	0.1	34.5						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									
<b>Notes</b>												
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 Near-Term (Opening Day Year 2027) + Project AM  
 39: Miramar Rd. & Empire St. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘		↘
Traffic Volume (veh/h)	19	848	0	0	3140	28	0	0	0	10	0	7
Future Volume (veh/h)	19	848	0	0	3140	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	912	0	0	3204	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	3166	29				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	4659	42				1590	0	1415
Grp Volume(v), veh/h	20	912	0	0	2087	1146				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	10.5	0.0	0.0	101.9	101.9				1.1	0.0	0.8
Cycle Q Clear(g_c), s	1.9	10.5	0.0	0.0	101.9	101.9				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	0.28	0.00	0.00	1.01	1.02				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	7.3	0.0	0.0	24.0	24.0				46.9	0.0	46.7
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.0	8.7	12.3				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	3.4	0.0	0.0	36.2	40.7				0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	7.5	0.0	0.0	32.7	36.3				47.1	0.0	46.9
LnGrp LOS	F	A	A	A	F	F				D	A	D
Approach Vol, veh/h		932			3233							25
Approach Delay, s/veh		9.4			34.0							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	12.5		3.1	3.9	103.9						
Green Ext Time (p_c), s	0.0	18.4		0.0	0.0	0.0						























Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

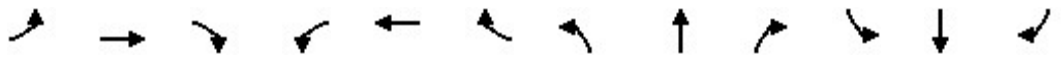
Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 40: Miramar Rd. & Dowdy St. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	100	0	107	0	0	0	90	726	0	2	3109	312
Future Volume (veh/h)	100	0	107	0	0	0	90	726	0	2	3109	312
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	116	0	124				101	816	0	2	3273	328
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	155	0	248				123	4079	0	4	3458	334
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	4686	453
Grp Volume(v), veh/h	116	0	124				101	816	0	2	2324	1277
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1762
Q Serve(g_s), s	9.6	0.0	10.8				8.5	5.6	0.0	0.2	86.8	103.6
Cycle Q Clear(g_c), s	9.6	0.0	10.8				8.5	5.6	0.0	0.2	86.8	103.6
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	155	0	248				123	4079	0	4	2492	1300
V/C Ratio(X)	0.75	0.00	0.50				0.82	0.20	0.00	0.53	0.93	0.98
Avail Cap(c_a), veh/h	707	0	738				366	4079	0	369	2492	1300
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.97	0.97	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	66.8	0.0	57.8				68.9	3.4	0.0	74.8	16.5	18.7
Incr Delay (d2), s/veh	2.7	0.0	0.6				5.0	0.1	0.0	3.7	0.9	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	4.5	0.0	9.6				4.0	1.7	0.0	0.1	30.3	39.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	0.0	58.4				73.9	3.5	0.0	78.5	17.4	23.2
LnGrp LOS	E	A	E				E	A	A	E	B	C
Approach Vol, veh/h		240						917			3603	
Approach Delay, s/veh		63.7						11.2			19.5	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.7	127.2		18.1	14.8	117.1						
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	7.6		12.8	10.5	105.6						
Green Ext Time (p_c), s	0.0	9.0		0.4	0.1	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			20.1									
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 Near-Term (Opening Day Year 2027) + Project AM  
 41: Miramar Rd. & Cabot Dr. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶		↶	↶↶↶					↶	↶↶	
Traffic Volume (veh/h)	53	794	0	6	3309	132	0	0	0	75	0	65
Future Volume (veh/h)	53	794	0	6	3309	132	0	0	0	75	0	65
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	60	892	0	6	3377	135				82	8	76
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	3240	128				366	32	302
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	4995	197				1767	153	1455
Grp Volume(v), veh/h	60	892	0	6	2267	1245				82	0	84
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1815				1767	0	1608
Q Serve(g_s), s	5.1	10.1	0.0	0.5	97.3	97.3				5.8	0.0	6.6
Cycle Q Clear(g_c), s	5.1	10.1	0.0	0.5	97.3	97.3				5.8	0.0	6.6
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	333
V/C Ratio(X)	0.81	0.26	0.00	0.57	1.03	1.06				0.22	0.00	0.25
Avail Cap(c_a), veh/h	74	3469	0	62	2191	1177				366	0	333
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	71.3	9.0	0.0	74.4	26.3	26.4				49.4	0.0	49.7
Incr Delay (d2), s/veh	43.2	0.2	0.0	16.8	28.9	43.0				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	3.2	3.7	0.0	0.3	45.4	53.4				2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.5	9.2	0.0	91.2	55.2	69.3				50.8	0.0	51.5
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		952			3518						166	
Approach Delay, s/veh		15.9			60.3						51.2	
Approach LOS		B			E						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	12.1		8.6	7.1	99.3						
Green Ext Time (p_c), s	0.0	14.0		0.4	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

**Intersection**

Int Delay, s/veh 0.3

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	91	698	140	15	0
Future Vol, veh/h	0	91	698	140	15	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	99	759	152	16	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	911	0	-	0	934	835
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	99	-
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	748	-	-	-	295	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	295	368
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	925	-

**Approach** EB WB SB

HCM Control Delay, s 0 0 17.9

HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	748	-	-	-	295
HCM Lane V/C Ratio	-	-	-	-	0.055
HCM Control Delay (s)	0	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2



















Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	107	837	140	15	0
Future Vol, veh/h	0	107	837	140	15	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	116	910	152	16	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1062	0	0	1102	986
Stage 1	-	-	-	986	-
Stage 2	-	-	-	116	-
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	656	-	-	234	301
Stage 1	-	-	-	361	-
Stage 2	-	-	-	909	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	656	-	-	234	301
Mov Cap-2 Maneuver	-	-	-	234	-
Stage 1	-	-	-	361	-
Stage 2	-	-	-	909	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.5
HCM LOS			C













Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	656	-	-	-	234
HCM Lane V/C Ratio	-	-	-	-	0.07
HCM Control Delay (s)	0	-	-	-	21.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project AM  
 44: I-5 NB Ramps & La Jolla Village Dr. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1139	632	0	1280	471	508	0	994	0	0	0
Future Volume (veh/h)	0	1139	632	0	1280	471	508	0	994	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	1467	0	0	1407	0	529	0	1035			
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	0.57	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	1467	0	0	1407	0	529	0	1035			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	18.2	0.0	0.0	19.6	0.0	14.8	0.0	38.1			
Cycle Q Clear(g_c), s	0.0	18.2	0.0	0.0	19.6	0.0	14.8	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	0.46		0.00	0.48		0.48	0.00	1.17			
Avail Cap(c_a), veh/h	0	3208		0	2919		1097	0	886			
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	0.52	0.00	0.00	0.73	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.9	0.0	0.0	15.2	0.0	33.0	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	88.0			
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	7.6	0.0	0.0	7.4	0.0	6.2	0.0	23.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.2	0.0	0.0	15.2	0.0	33.1	0.0	128.9			
LnGrp LOS	A	B		A	B		C	A	F			
Approach Vol, veh/h		1467	A		1407	A		1564				
Approach Delay, s/veh		15.2			15.2			96.5				
Approach LOS		B			B			F				
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		20.2				21.6		40.1				
Green Ext Time (p_c), s		8.0				0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.9									
HCM 6th LOS			D									
<b>Notes</b>												
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 Near-Term (Opening Day Year 2027) + Project AM  
 45: La Jolla Village Dr. & I-5 SB Ramps 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1517	277	0	1540	236	0	0	0	270	0	1023
Future Volume (veh/h)	0	1517	277	0	1540	236	0	0	0	270	0	1023
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	1597	0	0	1571	0				290	0	1100
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	1597	0	0	1571	0				290	0	1100
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	27.4	0.0	0.0	26.8	0.0				6.7	0.0	46.8
Cycle Q Clear(g_c), s	0.0	27.4	0.0	0.0	26.8	0.0				6.7	0.0	46.8
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	0.63		0.00	0.62					0.22	0.00	1.01
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	22.0	0.0	0.0	21.8	0.0				24.4	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.1	0.0				0.0	0.0	30.0
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	11.0	0.0	0.0	10.5	0.0				2.8	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.2	0.0	0.0	21.9	0.0				24.4	0.0	66.6
LnGrp LOS	A	C		A	C					C	A	F
Approach Vol, veh/h		1597	A		1571	A					1390	
Approach Delay, s/veh		23.2			21.9						57.8	
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		29.4		48.8		28.8						
Green Ext Time (p_c), s		0.0		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				33.3								
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	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	599	1	4	72	0	17
Future Vol, veh/h	599	1	4	72	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	908	2	10	176	0	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	910	0	1105 909
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	196 -
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	-	-	744	-	232 332
Stage 1	-	-	-	-	391 -
Stage 2	-	-	-	-	835 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	744	-	229 332
Mov Cap-2 Maneuver	-	-	-	-	229 -
Stage 1	-	-	-	-	385 -
Stage 2	-	-	-	-	835 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	332	-	-	744	-
HCM Lane V/C Ratio	0.072	-	-	0.013	-
HCM Control Delay (s)	16.7	-	-	9.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

**Intersection**

Int Delay, s/veh 0.9





















Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	1	879	2	7	103	4	1	0	18	7	0	0
Future Vol, veh/h	1	879	2	7	103	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	1072	2	13	187	7	1	0	26	12	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	195	0	0	1074	0	0	1300	1296	1077	1310	1294	200
Stage 1	-	-	-	-	-	-	1075	1075	-	218	218	-
Stage 2	-	-	-	-	-	-	225	221	-	1092	1076	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1372	-	-	645	-	-	138	161	265	135	162	838
Stage 1	-	-	-	-	-	-	265	295	-	782	721	-
Stage 2	-	-	-	-	-	-	775	719	-	259	294	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1371	-	-	645	-	-	135	157	264	119	158	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	157	-	119	158	-
Stage 1	-	-	-	-	-	-	264	294	-	780	706	-
Stage 2	-	-	-	-	-	-	754	704	-	232	293	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.7	21.1	38.6
HCM LOS			C	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	251	645	-	-	1371	-	119
HCM Lane V/C Ratio	0.111	0.02	-	-	0.001	-	0.101
HCM Control Delay (s)	21.1	10.7	-	-	7.6	0	38.6
HCM Lane LOS	C	B	-	-	A	A	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	0.3

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 3: Towne Centre Dr. & Eastgate Mall 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	508	209	167	293	48	328	109	95	453	999	477
Future Volume (veh/h)	74	508	209	167	293	48	328	109	95	453	999	477
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		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	83	571	235	176	308	51	405	135	117	596	1314	628
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	129	578	237	135	839	137	316	621	493	660	1032	452
Arrive On Green	0.04	0.24	0.24	0.08	0.28	0.28	0.09	0.34	0.34	0.19	0.44	0.44
Sat Flow, veh/h	3428	2414	991	1767	3021	494	3428	1851	1471	3428	2369	1037
Grp Volume(v), veh/h	83	417	389	176	178	181	405	128	124	596	947	995
Grp Sat Flow(s),veh/h/ln	1714	1763	1642	1767	1763	1752	1714	1763	1559	1714	1763	1644
Q Serve(g_s), s	3.0	29.6	29.7	9.6	10.2	10.5	11.6	6.5	7.2	21.4	54.8	54.8
Cycle Q Clear(g_c), s	3.0	29.6	29.7	9.6	10.2	10.5	11.6	6.5	7.2	21.4	54.8	54.8
Prop In Lane	1.00		0.60	1.00		0.28	1.00		0.94	1.00		0.63
Lane Grp Cap(c), veh/h	129	422	393	135	490	487	316	591	523	660	768	716
V/C Ratio(X)	0.64	0.99	0.99	1.31	0.36	0.37	1.28	0.22	0.24	0.90	1.23	1.39
Avail Cap(c_a), veh/h	188	422	393	135	490	487	316	591	523	837	768	716
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	59.7	47.7	47.7	58.1	36.5	36.6	57.1	30.0	30.2	49.6	35.5	35.5
Incr Delay (d2), s/veh	2.0	40.9	43.2	180.7	0.9	0.9	148.6	0.8	1.1	9.7	116.0	184.2
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	1.3	17.7	16.8	11.1	4.5	4.6	11.5	2.9	2.9	10.0	47.6	58.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	88.5	91.0	238.8	37.4	37.5	205.7	30.8	31.3	59.4	151.5	219.7
LnGrp LOS	E	F	F	F	D	D	F	C	C	E	F	F
Approach Vol, veh/h		889			535			657			2538	
Approach Delay, s/veh		87.1			103.7			138.7			156.6	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	35.8	16.0	60.0	9.1	40.7	28.6	47.4				
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	9.6	* 30	11.6	54.8	6.9	32.0	30.7	35.7				
Max Q Clear Time (g_c+I1), s	11.6	31.7	13.6	56.8	5.0	12.5	23.4	9.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.5	0.9	2.6				

Intersection Summary												
HCM 6th Ctrl Delay			134.5									
HCM 6th LOS			F									

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 4: Towne Centre Dr. & Executive Dr. 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	55	178	427	288	39	205	216	79	37	1254	158
Future Volume (veh/h)	57	55	178	427	288	39	205	216	79	37	1254	158
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	65	62	202	464	313	42	225	237	87	42	1425	180
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	83	365	317	239	920	122	199	1405	618	505	1142	143
Arrive On Green	0.05	0.21	0.21	0.14	0.30	0.30	0.07	0.40	0.40	0.03	0.36	0.36
Sat Flow, veh/h	1767	1763	1532	1767	3117	414	1767	3526	1551	1767	3150	394
Grp Volume(v), veh/h	65	62	202	464	176	179	225	237	87	42	791	814
Grp Sat Flow(s),veh/h/ln	1767	1763	1532	1767	1763	1768	1767	1763	1551	1767	1763	1781
Q Serve(g_s), s	3.1	2.5	10.3	11.6	6.7	6.8	5.6	3.7	3.1	1.3	31.1	31.1
Cycle Q Clear(g_c), s	3.1	2.5	10.3	11.6	6.7	6.8	5.6	3.7	3.1	1.3	31.1	31.1
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	83	365	317	239	520	522	199	1405	618	505	639	646
V/C Ratio(X)	0.78	0.17	0.64	1.94	0.34	0.34	1.13	0.17	0.14	0.08	1.24	1.26
Avail Cap(c_a), veh/h	146	658	572	239	754	757	199	1405	618	558	639	646
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	40.4	27.9	31.1	37.1	23.7	23.7	22.9	16.6	16.4	16.2	27.3	27.3
Incr Delay (d2), s/veh	5.8	0.2	2.4	438.4	0.7	0.7	102.6	0.3	0.5	0.0	120.2	129.0
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	1.5	1.1	3.9	34.0	2.8	2.9	8.1	1.5	1.1	0.5	33.7	35.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	28.2	33.4	475.5	24.3	24.4	125.4	16.9	16.9	16.3	147.5	156.3
LnGrp LOS	D	C	C	F	C	C	F	B	B	B	F	F
Approach Vol, veh/h		329			819			549			1647	
Approach Delay, s/veh		35.0			280.0			61.4			148.5	
Approach LOS		C			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	40.0	16.0	22.9	10.0	36.9	8.4	30.4				
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	5.1	* 32	11.6	32.0	5.6	31.1	7.1	* 37				
Max Q Clear Time (g_c+I1), s	3.3	5.7	13.6	12.3	7.6	33.1	5.1	8.8				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.7	0.0	0.0	0.0	3.7				

Intersection Summary												
HCM 6th Ctrl Delay			155.2									
HCM 6th LOS			F									

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 5: Towne Centre Dr. & Towne Centre Dwy. 09/16/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↷			↷
Traffic Volume (veh/h)	91	8	398	6	0	1351
Future Volume (veh/h)	91	8	398	6	0	1351
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	107	9	428	6	0	1468
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	145	129	2124	30	0	2104
Arrive On Green	0.08	0.08	0.60	0.60	0.00	0.60
Sat Flow, veh/h	1767	1572	3652	50	0	3711
Grp Volume(v), veh/h	107	9	212	222	0	1468
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1846	0	1763
Q Serve(g_s), s	1.8	0.2	1.7	1.7	0.0	8.8
Cycle Q Clear(g_c), s	1.8	0.2	1.7	1.7	0.0	8.8
Prop In Lane	1.00	1.00		0.03	0.00	
Lane Grp Cap(c), veh/h	145	129	1052	1102	0	2104
V/C Ratio(X)	0.74	0.07	0.20	0.20	0.00	0.70
Avail Cap(c_a), veh/h	1275	1134	1052	1102	0	2104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	12.9	2.8	2.8	0.0	4.3
Incr Delay (d2), s/veh	2.7	0.1	0.4	0.4	0.0	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	0.7	0.0	0.3	0.3	0.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	13.0	3.3	3.2	0.0	6.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	116		434			1468
Approach Delay, s/veh	16.2		3.2			6.2
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		3.7			10.8	3.8
Green Ext Time (p_c), s		2.9			6.2	0.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 6: Towne Centre Dr. & La Jolla Village Dr. 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1483	194	513	1856	349	226	65	654	1181	278	187
Future Volume (veh/h)	30	1483	194	513	1856	349	226	65	654	1181	278	187
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	34	1685	220	529	1913	360	240	69	696	1218	287	193
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	69	1408	560	368	1866	1651	287	882	985	791	1400	621
Arrive On Green	0.01	0.09	0.09	0.11	0.37	0.37	0.08	0.25	0.25	0.23	0.40	0.40
Sat Flow, veh/h	3428	5066	1541	3428	5066	2749	3428	3526	2751	3428	3526	1564
Grp Volume(v), veh/h	34	1685	220	529	1913	360	240	69	696	1218	287	193
Grp Sat Flow(s),veh/h/ln	1714	1689	1541	1714	1689	1374	1714	1763	1375	1714	1763	1564
Q Serve(g_s), s	1.5	41.7	18.1	16.1	55.3	9.1	10.3	2.2	32.6	34.6	8.0	12.7
Cycle Q Clear(g_c), s	1.5	41.7	18.1	16.1	55.3	9.1	10.3	2.2	32.6	34.6	8.0	12.7
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	69	1408	560	368	1866	1651	287	882	985	791	1400	621
V/C Ratio(X)	0.49	1.20	0.39	1.44	1.03	0.22	0.84	0.08	0.71	1.54	0.20	0.31
Avail Cap(c_a), veh/h	117	1408	560	368	1866	1651	393	917	1012	791	1400	621
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	73.7	68.1	45.7	66.9	47.4	13.9	67.7	43.0	41.5	57.7	29.7	31.1
Incr Delay (d2), s/veh	1.7	94.7	1.7	211.9	27.5	0.3	8.2	0.1	3.0	248.1	0.1	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	31.4	7.8	17.9	27.8	2.9	4.9	1.0	11.5	42.2	3.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	162.8	47.4	278.8	74.9	14.2	75.9	43.1	44.4	305.8	29.8	31.5
LnGrp LOS	E	F	D	F	F	B	E	D	D	F	C	C
Approach Vol, veh/h		1939			2802			1005			1698	
Approach Delay, s/veh		148.2			105.6			51.9			227.9	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	47.2	16.9	64.9	7.4	60.8	39.0	42.8				
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	40.5	17.2	56.1	5.1	* 52	34.6	* 39				
Max Q Clear Time (g_c+I1), s	18.1	43.7	12.3	14.7	3.5	57.3	36.6	34.6				
Green Ext Time (p_c), s	0.0	0.0	0.2	5.1	0.0	0.0	0.0	2.4				

Intersection Summary												
HCM 6th Ctrl Delay											137.3	
HCM 6th LOS											F	

Notes





















\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 7: Judicial Dr. & Eastgate Mall 09/16/2022

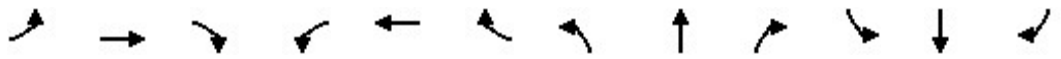
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	812	187	94	294	8	135	6	220	66	80	125
Future Volume (veh/h)	17	812	187	94	294	8	135	6	220	66	80	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		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	864	199	106	330	9	141	6	229	96	116	181
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	1027	236	100	1407	38	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	2843	655	1767	3502	95	1767	1856	1565	1767	643	1004
Grp Volume(v), veh/h	18	536	527	106	166	173	141	6	229	96	0	297
Grp Sat Flow(s),veh/h/ln	1767	1763	1735	1767	1763	1835	1767	1856	1565	1767	0	1648
Q Serve(g_s), s	0.9	25.1	25.1	5.1	5.6	5.6	5.6	0.2	10.7	4.9	0.0	13.9
Cycle Q Clear(g_c), s	0.9	25.1	25.1	5.1	5.6	5.6	5.6	0.2	10.7	4.9	0.0	13.9
Prop In Lane	1.00		0.38	1.00		0.05	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	28	637	626	100	708	737	110	567	478	100	0	494
V/C Ratio(X)	0.63	0.84	0.84	1.06	0.23	0.24	1.28	0.01	0.48	0.96	0.00	0.60
Avail Cap(c_a), veh/h	228	637	626	100	708	737	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	26.4	26.4	42.5	17.8	17.8	42.2	21.8	25.4	42.3	0.0	26.9
Incr Delay (d2), s/veh	8.3	12.7	13.0	106.6	0.8	0.7	179.6	0.0	3.4	75.9	0.0	5.3
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	0.5	12.3	12.2	5.2	2.4	2.5	7.9	0.1	4.3	4.2	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	39.1	39.3	149.1	18.6	18.5	221.8	21.8	28.8	118.2	0.0	32.2
LnGrp LOS	D	D	D	F	B	B	F	C	C	F	A	C
Approach Vol, veh/h		1081			445			376			393	
Approach Delay, s/veh		39.4			49.6			101.1			53.2	
Approach LOS		D			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	7.1	27.1	7.6	15.9	2.9	7.6	6.9	12.7				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.9	0.0	1.8	0.0	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.9									
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 Near-Term (Opening Day Year 2027) + Project PM  
 8: Judicial Dr. & Executive Dr. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	24	223	195	317	97	72	93	14	34	366	132
Future Volume (veh/h)	52	24	223	195	317	97	72	93	14	34	366	132
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	72	33	310	238	387	118	89	115	17	37	402	145
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	774	796	346	273	470	149	76	967	140	47	753	268
Arrive On Green	0.23	0.23	0.23	0.25	0.25	0.25	0.04	0.31	0.31	0.03	0.30	0.30
Sat Flow, veh/h	3428	3526	1532	1086	1867	591	1767	3079	445	1767	2532	901
Grp Volume(v), veh/h	72	33	310	395	0	348	89	65	67	37	278	269
Grp Sat Flow(s),veh/h/ln	1714	1763	1532	1801	0	1743	1767	1763	1761	1767	1763	1670
Q Serve(g_s), s	1.8	0.8	21.1	22.5	0.0	20.0	4.6	2.8	2.9	2.2	14.1	14.4
Cycle Q Clear(g_c), s	1.8	0.8	21.1	22.5	0.0	20.0	4.6	2.8	2.9	2.2	14.1	14.4
Prop In Lane	1.00		1.00	0.60		0.34	1.00		0.25	1.00		0.54
Lane Grp Cap(c), veh/h	774	796	346	454	0	439	76	554	553	47	524	497
V/C Ratio(X)	0.09	0.04	0.90	0.87	0.00	0.79	1.17	0.12	0.12	0.79	0.53	0.54
Avail Cap(c_a), veh/h	863	888	386	454	0	439	76	554	553	92	524	497
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	32.8	32.4	40.3	38.4	0.0	37.5	51.3	26.2	26.2	51.9	31.4	31.5
Incr Delay (d2), s/veh	0.1	0.0	21.6	19.9	0.0	13.7	157.8	0.4	0.4	10.7	3.8	4.2
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	0.7	0.3	9.9	12.3	0.0	10.1	5.4	1.2	1.3	1.1	6.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	32.5	61.8	58.3	0.0	51.2	209.1	26.6	26.7	62.6	35.2	35.7
LnGrp LOS	C	C	E	E	A	D	F	C	C	E	D	D
Approach Vol, veh/h		415			743			221			584	
Approach Delay, s/veh		54.5			55.0			100.1			37.2	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	39.0		29.1	9.0	37.2		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	4.6	31.9		27.0				
Max Q Clear Time (g_c+I1), s	4.2	4.9		23.1	6.6	16.4		24.5				
Green Ext Time (p_c), s	0.0	1.1		0.7	0.0	4.6		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

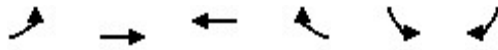
HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 9: Judicial Dr. & Judicial Drwy. 09/16/2022



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	105	1	4	334	1
Future Volume (veh/h)	9	0	8	1	0	3	34	105	1	4	334	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	130	1	5	380	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	2030	16	10	1925	5
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	3586	28	1767	3607	9
Grp Volume(v), veh/h	28	0	0	12	0	0	42	64	67	5	186	195
Grp Sat Flow(s),veh/h/ln	1524	0	0	1642	0	0	1767	1763	1850	1767	1763	1854
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.9	0.6	0.6	0.1	2.0	2.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.9	0.6	0.6	0.1	2.0	2.0
Prop In Lane	0.54		0.46	0.25		0.75	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	212	0	0	189	0	0	67	998	1048	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	0.20	0.20
Avail Cap(c_a), veh/h	1159	0	0	1155	0	0	319	998	1048	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	4.4	4.4
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	0.5	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	0.2	0.0	0.0	0.1	0.0	0.0	0.5	0.1	0.1	0.1	0.5	0.5
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	4.9	4.9
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		28			12			173			386	
Approach Delay, s/veh		17.4			17.1			9.2			5.6	
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	2.6		2.6	2.9	4.0		2.2				
Green Ext Time (p_c), s	0.0	0.6		0.1	0.0	1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				7.4								
HCM 6th LOS				A								

























HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 10: Eastgate Mall & Easter Wy. 09/16/2022






























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	476	754	57	35	51
Future Volume (veh/h)	72	476	754	57	35	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	81	535	811	61	54	78
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	483	1755	1654	124	78	112
Arrive On Green	0.50	0.50	0.50	0.50	0.12	0.12
Sat Flow, veh/h	630	3618	3416	250	656	948
Grp Volume(v), veh/h	81	535	430	442	133	0
Grp Sat Flow(s),veh/h/ln	630	1763	1763	1810	1617	0
Q Serve(g_s), s	2.6	2.4	4.3	4.3	2.1	0.0
Cycle Q Clear(g_c), s	6.9	2.4	4.3	4.3	2.1	0.0
Prop In Lane	1.00			0.14	0.41	0.59
Lane Grp Cap(c), veh/h	483	1755	878	901	191	0
V/C Ratio(X)	0.17	0.30	0.49	0.49	0.70	0.00
Avail Cap(c_a), veh/h	684	2880	1440	1479	1711	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	6.7	3.9	4.4	4.4	11.3	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.6	0.6	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	0.2	0.3	0.6	0.6	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.9	4.1	5.1	5.0	13.0	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		616	872		133	
Approach Delay, s/veh		4.4	5.0		13.0	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		18.5		8.0		18.5
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		8.9		4.1		6.3
Green Ext Time (p_c), s		4.2		0.2		6.9
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.5			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
11: Genesee Ave. & Eastgate Mall

Near-Term (Opening Day Year 2027) + Project PM  
09/16/2022























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	175	50	280	357	421	30	350	111	540	1253	86
Future Volume (veh/h)	15	175	50	280	357	421	30	350	111	540	1253	86
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		0.96	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	222	63	308	392	463	32	376	119	568	1319	91
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	394	320	331	714	580	41	1164	350	509	2068	143
Arrive On Green	0.02	0.21	0.21	0.19	0.38	0.38	0.01	0.10	0.10	0.30	0.86	0.86
Sat Flow, veh/h	1767	1856	1507	1767	1856	1507	1767	3839	1155	3428	4823	333
Grp Volume(v), veh/h	19	222	63	308	392	463	32	328	167	568	924	486
Grp Sat Flow(s),veh/h/ln	1767	1856	1507	1767	1856	1507	1767	1689	1618	1714	1689	1778
Q Serve(g_s), s	1.4	14.1	4.5	22.6	21.8	36.0	2.4	11.9	12.7	19.6	11.4	11.4
Cycle Q Clear(g_c), s	1.4	14.1	4.5	22.6	21.8	36.0	2.4	11.9	12.7	19.6	11.4	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.19
Lane Grp Cap(c), veh/h	27	394	320	331	714	580	41	1024	490	509	1448	762
V/C Ratio(X)	0.71	0.56	0.20	0.93	0.55	0.80	0.79	0.32	0.34	1.12	0.64	0.64
Avail Cap(c_a), veh/h	76	478	388	356	769	624	63	1024	490	509	1448	762
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	0.91	0.91	0.91	0.99	0.99	0.99	0.74	0.74	0.74
Uniform Delay (d), s/veh	64.7	46.5	42.7	52.8	31.7	36.1	65.2	46.8	47.1	46.4	6.2	6.2
Incr Delay (d2), s/veh	11.9	0.5	0.1	26.6	0.3	5.5	13.8	0.8	1.9	70.7	1.6	3.0
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	6.6	1.7	12.5	9.8	14.0	1.2	5.6	5.8	12.2	2.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	47.0	42.8	79.4	32.0	41.6	78.9	47.6	48.9	117.1	7.8	9.2
LnGrp LOS	E	D	D	E	C	D	E	D	D	F	A	A
Approach Vol, veh/h		304			1163			527			1978	
Approach Delay, s/veh		48.0			48.4			49.9			39.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	45.7	29.2	33.1	7.4	62.3	6.4	55.9				
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	19.6	32.4	26.6	* 34	4.7	47.3	5.7	54.7				
Max Q Clear Time (g_c+I1), s	21.6	14.7	24.6	16.1	4.4	13.4	3.4	38.0				
Green Ext Time (p_c), s	0.0	4.3	0.1	0.8	0.0	19.1	0.0	2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.1									
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 Near-Term (Opening Day Year 2027) + Project PM  
 12: Genesee Ave. & Executive Dr. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			  			  	
Traffic Volume (veh/h)	33	114	73	173	259	93	47	342	64	164	1385	120
Future Volume (veh/h)	33	114	73	173	259	93	47	342	64	164	1385	120
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	38	133	85	201	301	108	52	376	70	178	1505	130
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	49	296	175	253	474	166	67	2276	410	195	2853	246
Arrive On Green	0.03	0.14	0.14	0.07	0.19	0.19	0.04	0.53	0.53	0.22	1.00	1.00
Sat Flow, veh/h	1767	2102	1245	3428	2530	885	1767	4301	775	1767	4740	409
Grp Volume(v), veh/h	38	110	108	201	207	202	52	293	153	178	1072	563
Grp Sat Flow(s),veh/h/ln	1767	1763	1584	1714	1763	1652	1767	1689	1699	1767	1689	1772
Q Serve(g_s), s	2.8	7.5	8.3	7.6	14.3	14.9	3.9	5.9	6.2	13.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	7.5	8.3	7.6	14.3	14.9	3.9	5.9	6.2	13.0	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.54	1.00		0.46	1.00		0.23
Lane Grp Cap(c), veh/h	49	248	223	253	330	309	67	1787	899	195	2033	1067
V/C Ratio(X)	0.78	0.44	0.48	0.79	0.63	0.65	0.78	0.16	0.17	0.91	0.53	0.53
Avail Cap(c_a), veh/h	129	589	529	353	642	602	249	1787	899	195	2033	1067
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	0.72	0.72	0.72
Uniform Delay (d), s/veh	63.8	52.0	52.3	60.1	49.4	49.7	62.9	16.0	16.1	50.8	0.0	0.0
Incr Delay (d2), s/veh	9.6	0.5	0.6	5.4	0.7	0.9	6.8	0.2	0.4	31.6	0.7	1.3
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	1.4	3.4	3.4	3.5	6.4	6.3	1.9	2.4	2.5	6.8	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	52.4	52.9	65.5	50.2	50.5	69.8	16.2	16.5	82.4	0.7	1.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	A	A
Approach Vol, veh/h		256			610			498			1813	
Approach Delay, s/veh		55.7			55.3			21.9			8.9	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	75.4	14.1	23.5	9.4	85.0	8.0	29.6				
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	14.6	40.5	13.6	44.1	18.6	* 37	9.6	48.1				
Max Q Clear Time (g_c+I1), s	15.0	8.2	9.6	10.3	5.9	2.0	4.8	16.9				
Green Ext Time (p_c), s	0.0	3.9	0.1	0.9	0.0	20.4	0.0	1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.6									
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  
13: Genesee Ave. & Executive Square

Near-Term (Opening Day Year 2027) + Project 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	213	157	11	19	39	565	13	6	1937	14
Future Volume (veh/h)	37	2	213	157	11	19	39	565	13	6	1937	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	298	243	0	0	43	621	14	7	2129	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	243	0	431	371	195	0	73	2411	54	16	2289	16
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	5091	114	1767	5188	37
Grp Volume(v), veh/h	34	0	298	243	0	0	43	411	224	7	1385	759
Grp Sat Flow(s),veh/h/ln	1767	0	1566	1767	1856	0	1767	1689	1828	1767	1689	1847
Q Serve(g_s), s	1.1	0.0	5.9	4.3	0.0	0.0	1.6	4.8	4.8	0.3	25.4	25.5
Cycle Q Clear(g_c), s	1.1	0.0	5.9	4.3	0.0	0.0	1.6	4.8	4.8	0.3	25.4	25.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.06	1.00		0.02
Lane Grp Cap(c), veh/h	243	0	431	371	195	0	73	1599	866	16	1490	815
V/C Ratio(X)	0.14	0.00	0.69	0.66	0.00	0.00	0.59	0.26	0.26	0.43	0.93	0.93
Avail Cap(c_a), veh/h	486	0	861	972	510	0	456	1599	866	135	1490	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	26.9	28.2	0.0	0.0	30.8	10.3	10.3	32.3	17.3	17.3
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	11.7	18.6
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	0.5	0.0	2.2	1.8	0.0	0.0	0.8	1.7	1.9	0.2	11.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	28.9	30.1	0.0	0.0	38.1	10.7	11.1	49.6	29.0	35.9
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	C	D
Approach Vol, veh/h		332			243			678			2151	
Approach Delay, s/veh		28.5			30.1			12.6			31.5	
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		13.5	7.2	33.4		11.4				
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	6.8		7.9	3.6	27.5		6.3				
Green Ext Time (p_c), s	0.0	4.3		0.9	0.1	0.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 14: Genesee Ave. & La Jolla Village Dr. 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	764	183	468	1695	212	165	312	237	324	965	332
Future Volume (veh/h)	201	764	183	468	1695	212	165	312	237	324	965	332
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	207	788	189	482	1747	219	174	328	249	360	1072	369
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	253	1998	591	521	2395	931	219	1019	308	408	1299	391
Arrive On Green	0.07	0.39	0.39	0.30	0.95	0.95	0.06	0.20	0.20	0.12	0.26	0.26
Sat Flow, veh/h	3428	5066	1497	3428	5066	1572	3428	5066	1533	3428	5066	1523
Grp Volume(v), veh/h	207	788	189	482	1747	219	174	328	249	360	1072	369
Grp Sat Flow(s),veh/h/ln	1714	1689	1497	1714	1689	1572	1714	1689	1533	1714	1689	1523
Q Serve(g_s), s	8.9	16.7	13.1	20.4	9.1	1.2	7.5	8.3	23.2	15.5	29.9	35.7
Cycle Q Clear(g_c), s	8.9	16.7	13.1	20.4	9.1	1.2	7.5	8.3	23.2	15.5	29.9	35.7
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	253	1998	591	521	2395	931	219	1019	308	408	1299	391
V/C Ratio(X)	0.82	0.39	0.32	0.92	0.73	0.24	0.80	0.32	0.81	0.88	0.83	0.94
Avail Cap(c_a), veh/h	334	1998	591	585	2395	931	265	1019	308	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)	0.62	0.62	0.62	0.60	0.60	0.60	1.00	1.00	1.00	0.29	0.29	0.29
Uniform Delay (d), s/veh	68.5	32.6	31.5	51.4	2.4	1.3	69.3	51.2	57.1	65.0	52.6	54.7
Incr Delay (d2), s/veh	5.6	0.4	0.9	12.6	1.2	0.4	10.6	0.8	19.9	3.9	1.4	13.6
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	4.1	7.0	5.0	8.7	1.5	0.4	3.6	3.6	10.7	7.0	12.9	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	32.9	32.4	63.9	3.6	1.7	79.8	52.0	77.1	68.9	54.0	68.3
LnGrp LOS	E	C	C	E	A	A	E	D	E	E	D	E
Approach Vol, veh/h		1184			2448			751			1801	
Approach Delay, s/veh		40.0			15.3			66.8			59.9	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.2	64.7	14.0	44.2	15.5	76.4	22.3	35.9				
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	22.4	18.7	9.5	37.7	10.9	11.1	17.5	25.2				
Green Ext Time (p_c), s	0.4	17.8	0.1	0.8	0.1	46.1	0.4	1.2				

Intersection Summary												
HCM 6th Ctrl Delay			39.3									
HCM 6th LOS			D									

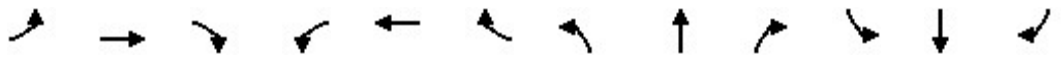
Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 15: Regents Rd. & Eastgate Mall 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	106	482	331	41	60	60	148	93	39	384	1
Future Volume (veh/h)	4	106	482	331	41	60	60	148	93	39	384	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.93	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	120	548	394	49	71	72	178	112	45	447	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	649	536	400	1007	884	92	830	344	58	771	2
Arrive On Green	0.01	0.35	0.35	0.23	0.57	0.57	0.05	0.24	0.24	0.03	0.21	0.21
Sat Flow, veh/h	1767	1856	1533	1767	1763	1548	1767	3526	1462	1767	3609	8
Grp Volume(v), veh/h	5	120	548	394	49	71	72	178	112	45	218	230
Grp Sat Flow(s),veh/h/ln	1767	1856	1533	1767	1763	1548	1767	1763	1462	1767	1763	1854
Q Serve(g_s), s	0.3	5.3	41.1	26.1	1.4	2.4	4.7	4.8	7.5	3.0	13.1	13.1
Cycle Q Clear(g_c), s	0.3	5.3	41.1	26.1	1.4	2.4	4.7	4.8	7.5	3.0	13.1	13.1
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	649	536	400	1007	884	92	830	344	58	377	396
V/C Ratio(X)	0.55	0.18	1.02	0.98	0.05	0.08	0.78	0.21	0.33	0.78	0.58	0.58
Avail Cap(c_a), veh/h	84	649	536	400	1007	884	129	830	344	134	377	396
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	58.3	26.6	38.2	45.2	11.1	11.3	55.1	36.2	37.2	56.4	41.5	41.5
Incr Delay (d2), s/veh	18.0	0.1	44.5	40.8	0.0	0.0	11.8	0.6	2.5	8.2	6.4	6.1
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	0.2	2.4	21.8	15.9	0.6	0.8	2.4	2.1	2.9	1.5	6.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	26.6	82.7	86.0	11.1	11.4	66.8	36.8	39.7	64.6	47.8	47.5
LnGrp LOS	E	C	F	F	B	B	E	D	D	E	D	D
Approach Vol, veh/h		673			514			362			493	
Approach Delay, s/veh		72.7			68.6			43.6			49.2	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	32.6	31.0	46.0	10.5	30.0	5.0	72.0				
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	8.9	25.1	26.6	41.1	8.6	25.1	5.6	62.1				
Max Q Clear Time (g_c+I1), s	5.0	9.5	28.1	43.1	6.7	15.1	2.3	4.4				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	2.7	0.0	0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			60.8									
HCM 6th LOS			E									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												



HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 16: Regents Rd. & Miramar St./Executive Dr. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↶↷		↶	↶↷	
Traffic Volume (veh/h)	7	7	23	289	7	37	20	249	106	38	1152	15
Future Volume (veh/h)	7	7	23	289	7	37	20	249	106	38	1152	15
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	10	10	34	338	0	43	24	296	126	40	1200	16
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	444	84	285	811	0	360	39	1146	474	59	1736	23
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	2600	0	1533	1767	2404	995	1767	3559	47
Grp Volume(v), veh/h	10	0	44	338	0	43	24	215	207	40	594	622
Grp Sat Flow(s),veh/h/ln	1340	0	1575	1300	0	1533	1767	1763	1636	1767	1763	1844
Q Serve(g_s), s	0.3	0.0	1.2	6.5	0.0	1.2	0.7	4.0	4.2	1.2	14.5	14.5
Cycle Q Clear(g_c), s	0.3	0.0	1.2	7.8	0.0	1.2	0.7	4.0	4.2	1.2	14.5	14.5
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.61	1.00		0.03
Lane Grp Cap(c), veh/h	444	0	369	811	0	360	39	841	780	59	860	899
V/C Ratio(X)	0.02	0.00	0.12	0.42	0.00	0.12	0.61	0.26	0.27	0.68	0.69	0.69
Avail Cap(c_a), veh/h	711	0	683	1329	0	665	165	841	780	165	860	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	16.8	19.8	0.0	16.8	26.9	8.7	8.7	26.6	11.0	11.0
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	4.5	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.8	0.0	0.4	0.4	1.4	1.4	0.6	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	16.8	20.2	0.0	16.9	32.5	9.4	9.5	31.7	15.5	15.4
LnGrp LOS	B	A	B	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		54			381			446			1256	
Approach Delay, s/veh		16.7			19.8			10.7			16.0	
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		17.9	5.6	32.0		17.9				
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	6.2		3.2	2.7	16.5		9.8				
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	5.7		1.3				

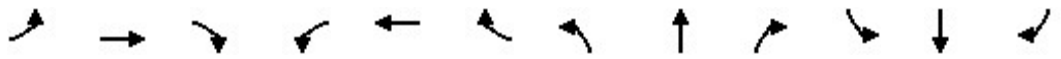
**Intersection Summary**

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

**Notes**

User approved volume balancing among the lanes for turning movement.
























HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 17: Regents Rd. & Regents Park Row 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	13	11	215	207	18	60	117	270	96	34	1304	48
Future Volume (veh/h)	13	11	215	207	18	60	117	270	96	34	1304	48
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	291	230	20	67	131	303	108	35	1344	49
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	496	26	512	300	127	426	131	1069	370	50	1310	48
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	1282	77	1488	1065	370	1238	1767	2517	871	1767	3460	126
Grp Volume(v), veh/h	18	0	306	230	0	87	131	210	201	35	684	709
Grp Sat Flow(s),veh/h/ln	1282	0	1565	1065	0	1608	1767	1763	1625	1767	1763	1823
Q Serve(g_s), s	0.7	0.0	11.2	12.9	0.0	2.6	5.2	5.4	5.7	1.4	26.5	26.5
Cycle Q Clear(g_c), s	3.3	0.0	11.2	24.1	0.0	2.6	5.2	5.4	5.7	1.4	26.5	26.5
Prop In Lane	1.00		0.95	1.00		0.77	1.00		0.54	1.00		0.07
Lane Grp Cap(c), veh/h	496	0	539	300	0	554	131	749	690	50	667	690
V/C Ratio(X)	0.04	0.00	0.57	0.77	0.00	0.16	1.00	0.28	0.29	0.70	1.02	1.03
Avail Cap(c_a), veh/h	496	0	539	300	0	554	131	749	690	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	0.77	0.77	0.77	0.75	0.75	0.75
Uniform Delay (d), s/veh	17.1	0.0	18.7	29.5	0.0	15.9	32.4	13.1	13.2	33.7	21.8	21.8
Incr Delay (d2), s/veh	0.0	0.0	0.9	10.3	0.0	0.0	68.2	0.7	0.8	4.9	36.5	36.9
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	0.2	0.0	3.9	4.7	0.0	0.9	4.6	2.1	2.1	0.6	16.6	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	19.6	39.8	0.0	16.0	100.6	13.9	14.1	38.7	58.3	58.7
LnGrp LOS	B	A	B	D	A	B	F	B	B	D	F	F
Approach Vol, veh/h		324			317			542			1428	
Approach Delay, s/veh		19.5			33.2			34.9			58.0	
Approach LOS		B			C			C			E	
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	7.7		13.2	7.2	28.5		26.1				
Green Ext Time (p_c), s	0.0	3.1		1.0	0.0	0.0		0.0				




















Intersection Summary		
HCM 6th Ctrl Delay		45.4
HCM 6th LOS		D

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 18: La Jolla Village Dr. & Regents Rd. 09/16/2022



































												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1013	189	383	2172	165	213	174	89	152	743	721
Future Volume (veh/h)	277	1013	189	383	2172	165	213	174	89	152	743	721
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	292	1066	199	387	2194	167	232	189	97	165	808	784
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	265	1798	335	402	2337	707	219	1184	507	188	1333	583
Arrive On Green	0.08	0.42	0.42	0.04	0.15	0.15	0.06	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	3428	4266	795	3428	5066	1532	3428	3526	1511	1767	3526	1543
Grp Volume(v), veh/h	292	844	421	387	2194	167	232	189	97	165	808	784
Grp Sat Flow(s),veh/h/ln	1714	1689	1685	1714	1689	1532	1714	1763	1511	1767	1763	1543
Q Serve(g_s), s	11.6	28.9	29.0	16.9	64.3	14.4	9.6	5.6	6.8	13.8	27.7	56.7
Cycle Q Clear(g_c), s	11.6	28.9	29.0	16.9	64.3	14.4	9.6	5.6	6.8	13.8	27.7	56.7
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	1423	710	402	2337	707	219	1184	507	188	1333	583
V/C Ratio(X)	1.10	0.59	0.59	0.96	0.94	0.24	1.06	0.16	0.19	0.88	0.61	1.34
Avail Cap(c_a), veh/h	265	1423	710	402	2337	707	219	1184	507	295	1333	583
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)	0.59	0.59	0.59	0.57	0.57	0.57	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.2	33.5	33.5	71.8	61.5	40.3	70.2	35.0	35.4	66.1	37.6	46.7
Incr Delay (d2), s/veh	72.9	1.1	2.2	24.6	5.6	0.4	76.7	0.1	0.2	1.2	0.2	155.8
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	7.8	12.1	12.3	9.2	30.5	6.0	6.6	2.5	2.6	6.3	12.1	46.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.1	34.6	35.7	96.4	67.1	40.8	146.9	35.0	35.6	67.3	37.8	202.4
LnGrp LOS	F	C	D	F	E	D	F	D	D	E	D	F
Approach Vol, veh/h		1557			2748			518			1757	
Approach Delay, s/veh		55.0			69.6			85.2			114.0	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	69.1	14.0	62.4	16.0	75.1	20.3	56.1				
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	17.6	* 47	9.6	* 57	11.6	52.6	25.0	40.9				
Max Q Clear Time (g_c+I1), s	18.9	31.0	11.6	58.7	13.6	66.3	15.8	8.8				
Green Ext Time (p_c), s	0.0	13.4	0.0	0.0	0.0	0.0	0.1	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			79.3									
HCM 6th LOS			E									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
19: Regents Rd. & Genesee Ave.

Near-Term (Opening Day Year 2027) + Project PM  
09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1659	243	28	731	0	124	0	70	0	0	0
Future Volume (veh/h)	11	1659	243	28	731	0	124	0	70	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	1746	256	30	795	0	138	0	78			
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	2689	812	38	2725	0	1145	0	525			
Arrive On Green	0.01	0.53	0.53	0.02	0.54	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	1746	256	30	795	0	138	0	78			
Grp Sat Flow(s),veh/h/ln	1781	1689	1529	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	0.9	32.6	12.5	2.2	11.4	0.0	3.7	0.0	4.6			
Cycle Q Clear(g_c), s	0.9	32.6	12.5	2.2	11.4	0.0	3.7	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	2689	812	38	2725	0	1145	0	525			
V/C Ratio(X)	0.50	0.65	0.32	0.79	0.29	0.00	0.12	0.00	0.15			
Avail Cap(c_a), veh/h	88	2689	812	115	2725	0	1145	0	525			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.39	0.39	0.39	0.89	0.89	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.7	22.2	17.4	64.3	16.7	0.0	30.5	0.0	30.8			
Incr Delay (d2), s/veh	6.1	0.5	0.4	11.6	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	0.4	12.8	4.5	1.1	4.4	0.0	1.6	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	22.6	17.8	75.9	16.8	0.0	30.7	0.0	31.4			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		2014			825			216				
Approach Delay, s/veh		22.3			18.9			31.0				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	7.2	75.8			6.3	76.7		49.0				
Change Period (Y+Rc), s	4.4	5.7			4.5	5.7		4.9				
Max Green Setting (Gmax), s	8.6	64.3			6.5	66.3		44.1				
Max Q Clear Time (g_c+I1), s	4.2	34.6			2.9	13.4		6.6				
Green Ext Time (p_c), s	0.0	25.6			0.0	9.6		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 20: Genesee Ave. & Campus Point Dr. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	86	945	205	189	535	73	395	13	379	566	100	593
Future Volume (veh/h)	86	945	205	189	535	73	395	13	379	566	100	593
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		0.96
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	99	1086	236	205	582	79	420	14	403	615	0	718
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	146	1944	593	255	2104	946	483	369	543	679	0	757
Arrive On Green	0.04	0.38	0.38	0.07	0.42	0.42	0.14	0.20	0.20	0.19	0.00	0.25
Sat Flow, veh/h	3428	5066	1545	3428	5066	1549	3428	1856	2731	3534	0	3026
Grp Volume(v), veh/h	99	1086	236	205	582	79	420	14	403	615	0	718
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1549	1714	1856	1366	1767	0	1513
Q Serve(g_s), s	3.8	22.2	14.7	7.8	10.0	2.8	15.8	0.8	18.3	22.5	0.0	30.8
Cycle Q Clear(g_c), s	3.8	22.2	14.7	7.8	10.0	2.8	15.8	0.8	18.3	22.5	0.0	30.8
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	146	1944	593	255	2104	946	483	369	543	679	0	757
V/C Ratio(X)	0.68	0.56	0.40	0.81	0.28	0.08	0.87	0.04	0.74	0.91	0.00	0.95
Avail Cap(c_a), veh/h	213	1944	593	275	2104	946	909	514	757	859	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.3	31.9	29.6	60.2	25.5	10.7	55.5	42.7	49.7	52.1	0.0	48.6
Incr Delay (d2), s/veh	2.0	1.1	1.9	13.1	0.3	0.2	1.9	0.0	1.3	9.8	0.0	20.2
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	1.7	9.3	5.8	3.8	4.1	1.0	7.0	0.4	6.4	10.9	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	33.0	31.5	73.3	25.8	10.9	57.5	42.7	51.0	62.0	0.0	68.9
LnGrp LOS	E	C	C	E	C	B	E	D	D	E	A	E
Approach Vol, veh/h		1421			866			837			1333	
Approach Delay, s/veh		34.9			35.7			54.1			65.7	
Approach LOS		C			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	60.5	23.5	37.9	14.2	56.4	30.3	31.2				
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	8.2	35.2	35.0	33.7	10.6	32.8	32.1	36.6				
Max Q Clear Time (g_c+I1), s	5.8	12.0	17.8	32.8	9.8	24.2	24.5	20.3				
Green Ext Time (p_c), s	0.0	5.6	0.8	0.3	0.0	6.1	0.9	0.9				

Intersection Summary												
HCM 6th Ctrl Delay			47.9									
HCM 6th LOS			D									




























Notes  
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 21: Scripps Hospital Drwy. & Genesee Ave. 11/01/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↙	↑↑↑		↙	↑↑↑	↗	↙↗		↗
Traffic Volume (veh/h)	0	0	63	1316	0	3	1006	117	326	0	135
Future Volume (veh/h)	0	0	63	1316	0	3	1006	117	326	0	135
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		
Adj Sat Flow, veh/h/ln			1856	1856	0	1870	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h			64	1329	0	3	1027	119	340	141	141
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			81	3864	0	7	3654	1105	407	187	187
Arrive On Green			0.05	0.76	0.00	0.00	0.72	0.72	0.12	0.12	0.12
Sat Flow, veh/h			1767	5233	0	1781	5066	1532	3428	1572	1572
Grp Volume(v), veh/h			64	1329	0	3	1027	119	340	141	141
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			4.7	11.1	0.0	0.2	9.4	3.1	12.8	11.5	11.5
Cycle Q Clear(g_c), s			4.7	11.1	0.0	0.2	9.4	3.1	12.8	11.5	11.5
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			81	3864	0	7	3654	1105	407	187	187
V/C Ratio(X)			0.79	0.34	0.00	0.43	0.28	0.11	0.83	0.75	0.75
Avail Cap(c_a), veh/h			88	3864	0	74	3654	1105	990	454	454
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)			0.83	0.83	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh			62.3	5.0	0.0	65.6	6.4	5.6	56.9	56.3	56.3
Incr Delay (d2), s/veh			26.0	0.2	0.0	34.8	0.2	0.2	1.7	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			2.7	3.6	0.0	0.2	3.2	1.0	5.7	9.8	9.8
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			88.3	5.2	0.0	100.4	6.6	5.7	58.6	58.6	58.6
LnGrp LOS			F	A	A	F	A	A	E	E	E
Approach Vol, veh/h				1393			1149		481		
Approach Delay, s/veh				9.1			6.8		58.6		
Approach LOS				A			A		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.0	106.4		20.6	10.5	100.9					
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7					
Max Green Setting (Gmax), s	5.5	73.3		38.1	6.6	72.3					
Max Q Clear Time (g_c+I1), s	2.2	13.1		14.8	6.7	11.4					
Green Ext Time (p_c), s	0.0	30.7		0.9	0.0	15.8					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.1								
HCM 6th LOS			B								













HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 22: I-5 NB Ramps & Genesee Ave. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 			 			
Traffic Volume (veh/h)	894	1004	0	0	685	954	279	0	200	0	0	0
Future Volume (veh/h)	894	1004	0	0	685	954	279	0	200	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	951	1068	0	0	721	1004	321	0	230			
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	1004	3304	0	0	2267	815	707	0	629			
Arrive On Green	0.59	1.00	0.00	0.00	0.30	0.30	0.20	0.00	0.20			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	951	1068	0	0	721	1004	321	0	230			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	23.2	0.0	0.0	0.0	6.7	27.2	7.2	0.0	5.7			
Cycle Q Clear(g_c), s	23.2	0.0	0.0	0.0	6.7	27.2	7.2	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1004	3304	0	0	2267	815	707	0	629			
V/C Ratio(X)	0.95	0.32	0.00	0.00	0.32	1.23	0.45	0.00	0.37			
Avail Cap(c_a), veh/h	1059	3304	0	0	2267	815	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)	0.72	0.72	0.00	0.00	0.92	0.92	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.0	0.0	0.0	0.0	24.3	31.4	31.7	0.0	31.1			
Incr Delay (d2), s/veh	12.7	0.2	0.0	0.0	0.3	114.1	2.1	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	6.7	0.1	0.0	0.0	2.4	21.4	3.2	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.2	0.0	0.0	24.6	145.5	33.8	0.0	32.7			
LnGrp LOS	C	A	A	A	C	F	C	A	C			
Approach Vol, veh/h		2019			1725			551				
Approach Delay, s/veh		14.6			95.0			33.3				
Approach LOS		B			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.9			31.5	34.4		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			25.2	29.2		9.2				
Green Ext Time (p_c), s		10.2			1.1	0.0		1.5				

Intersection Summary		
HCM 6th Ctrl Delay		49.3
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 Near-Term (Opening Day Year 2027) + Project PM  
 23: Genesee Ave. & I-5 SB Ramps 09/16/2022






























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↖↗	↑↑↑					↘	↖	↗↘
Traffic Volume (veh/h)	0	1417	503	253	673	0	0	0	0	562	6	686
Future Volume (veh/h)	0	1417	503	253	673	0	0	0	0	562	6	686
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	1476	524	275	732	0				658	0	798
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	2914	1047	358	2758	0				1088	0	954
Arrive On Green	0.00	0.39	0.39	0.10	0.54	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	7867	2701	3428	5233	0				3534	0	3098
Grp Volume(v), veh/h	0	1476	524	275	732	0				658	0	798
Grp Sat Flow(s),veh/h/ln	0	1503	1350	1714	1689	0				1767	0	1549
Q Serve(g_s), s	0.0	13.5	13.3	7.0	6.9	0.0				14.3	0.0	21.6
Cycle Q Clear(g_c), s	0.0	13.5	13.3	7.0	6.9	0.0				14.3	0.0	21.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2914	1047	358	2758	0				1088	0	954
V/C Ratio(X)	0.00	0.51	0.50	0.77	0.27	0.00				0.60	0.00	0.84
Avail Cap(c_a), veh/h	0	2914	1047	507	2758	0				1253	0	1098
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	0.94	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.0	20.9	39.2	10.9	0.0				26.5	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.6	1.7	4.3	0.2	0.0				0.6	0.0	5.2
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	4.7	4.3	3.1	2.5	0.0				5.9	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.6	22.6	43.5	11.1	0.0				27.1	0.0	34.2
LnGrp LOS	A	C	C	D	B	A				C	A	C
Approach Vol, veh/h		2000			1007						1456	
Approach Delay, s/veh		21.9			20.0						31.0	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.1	42.1		33.8		56.2						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 13	26.8		31.9		44.8						
Max Q Clear Time (g_c+I1), s	9.0	15.5		23.6		8.9						
Green Ext Time (p_c), s	0.4	8.6		4.1		5.9						

Intersection Summary		
HCM 6th Ctrl Delay		24.4
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 Near-Term (Opening Day Year 2027) + Project PM  
 24: Lebon Dr. & La Jolla Village Dr. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	
Traffic Volume (veh/h)	39	1342	419	439	2486	17	452	12	120	4	3	5
Future Volume (veh/h)	39	1342	419	439	2486	17	452	12	120	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	1459	455	457	2590	18	481	0	137	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	2130	926	502	2784	19	638	0	567	120	96	178
Arrive On Green	0.03	0.42	0.42	0.15	0.54	0.54	0.18	0.00	0.18	0.12	0.12	0.12
Sat Flow, veh/h	1767	5066	1529	3428	5189	36	3534	0	3145	1003	802	1482
Grp Volume(v), veh/h	42	1459	455	457	1684	924	481	0	137	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	35.2	25.4	19.7	69.2	69.5	19.4	0.0	5.6	0.7	0.0	0.6
Cycle Q Clear(g_c), s	3.5	35.2	25.4	19.7	69.2	69.5	19.4	0.0	5.6	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	2130	926	502	1811	991	638	0	567	217	0	178
V/C Ratio(X)	0.78	0.69	0.49	0.91	0.93	0.93	0.75	0.00	0.24	0.04	0.00	0.04
Avail Cap(c_a), veh/h	64	2130	926	549	1811	991	825	0	734	217	0	178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	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	35.4	17.0	63.0	32.2	32.2	58.3	0.0	52.7	58.4	0.0	58.4
Incr Delay (d2), s/veh	6.6	0.3	0.3	2.2	1.1	2.1	8.1	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	14.6	13.9	8.8	27.9	30.9	9.4	0.0	2.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	35.7	17.3	65.2	33.3	34.3	66.4	0.0	53.7	58.7	0.0	58.8
LnGrp LOS	E	D	B	E	C	C	E	A	D	E	A	E
Approach Vol, veh/h		1956			3065			618				16
Approach Delay, s/veh		32.3			38.4			63.6				58.7
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.4	68.8		22.9	9.0	86.2		32.0				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	24.0	* 54		18.0	5.4	71.7		35.0				
Max Q Clear Time (g_c+I1), s	21.7	37.2		2.7	5.5	71.5		21.4				
Green Ext Time (p_c), s	0.3	15.3		0.0	0.0	0.2		5.7				

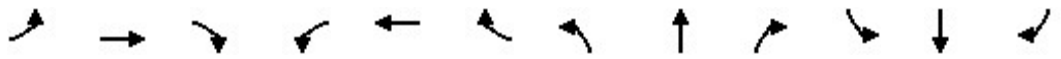
Intersection Summary

HCM 6th Ctrl Delay	39.1
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 Near-Term (Opening Day Year 2027) + Project PM  
 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd. 09/16/2022















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↖		↖			
Traffic Volume (veh/h)	0	1104	1295	0	1979	0	561	0	175	0	0	0
Future Volume (veh/h)	0	1104	1295	0	1979	0	561	0	175	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	1162	1363	0	2151	0	623	0	194			
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	3502	1401	0	4413	0	733	0	591			
Arrive On Green	0.00	1.00	1.00	0.00	0.69	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1162	1363	0	2151	0	623	0	194			
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	95.4	0.0	21.6	0.0	24.1	0.0	8.2			
Cycle Q Clear(g_c), s	0.0	0.0	95.4	0.0	21.6	0.0	24.1	0.0	8.2			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3502	1401	0	4413	0	733	0	591			
V/C Ratio(X)	0.00	0.33	0.97	0.00	0.49	0.00	0.85	0.00	0.33			
Avail Cap(c_a), veh/h	0	3502	1401	0	4413	0	1823	0	1472			
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	0.44	0.44	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	9.9	0.0	52.1	0.0	45.9			
Incr Delay (d2), s/veh	0.0	0.1	10.8	0.0	0.1	0.0	2.9	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	30.4	0.0	7.3	0.0	10.7	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	10.8	0.0	10.0	0.0	55.0	0.0	46.2			
LnGrp LOS	A	A	B	A	A	A	E	A	D			
Approach Vol, veh/h		2525			2151			817				
Approach Delay, s/veh		5.9			10.0			52.9				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		102.9			102.9			35.1				
Change Period (Y+Rc), s		7.5			7.5			5.6				
Max Green Setting (Gmax), s		51.5			51.5			73.4				
Max Q Clear Time (g_c+I1), s		97.4			23.6			26.1				
Green Ext Time (p_c), s		0.0			20.4			3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

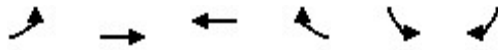
HCM 6th Signalized Intersection Summary  
26: La Jolla Village Dr. & I-805 SB Ramps

Near-Term (Opening Day Year 2027) + Project PM

09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2336	0	0	1933	622	0	0	0	190	0	808
Future Volume (veh/h)	0	2336	0	0	1933	622	0	0	0	190	0	808
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	2433	0	0	1993	383				211	0	287
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	3929	0	0	3929	1423				444	0	359
Arrive On Green	0.00	0.78	0.00	0.00	0.78	0.78				0.13	0.00	0.13
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2433	0	0	1993	383				211	0	287
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	28.6	0.0	0.0	20.1	4.2				7.9	0.0	13.9
Cycle Q Clear(g_c), s	0.0	28.6	0.0	0.0	20.1	4.2				7.9	0.0	13.9
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3929	0	0	3929	1423				444	0	359
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.51	0.27				0.48	0.00	0.80
Avail Cap(c_a), veh/h	0	3929	0	0	3929	1423				1227	0	991
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	0.53	0.53				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	0.0	0.0	5.7	0.8				55.7	0.0	58.3
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.2	0.2				0.8	0.0	4.2
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	9.2	0.0	0.0	6.3	3.0				3.5	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.4	0.0	0.0	6.0	1.1				56.5	0.0	62.5
LnGrp LOS	A	A	A	A	A	A				E	A	E
Approach Vol, veh/h		2433			2376						498	
Approach Delay, s/veh		7.4			5.2						60.0	
Approach LOS		A			A						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		114.5		23.5		114.5						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		75.5		49.4		75.5						
Max Q Clear Time (g_c+I1), s		30.6		15.9		22.1						
Green Ext Time (p_c), s		33.1		2.0		31.5						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 27: Eastgate Mall & Eastgate Dr. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑	↩		↘	↘
Traffic Volume (veh/h)	24	1180	184	12	57	18
Future Volume (veh/h)	24	1180	184	12	57	18
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	28	1372	216	14	89	28
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	39	1268	1055	68	258	81
Arrive On Green	0.02	0.68	0.61	0.61	0.20	0.20
Sat Flow, veh/h	1767	1856	1723	112	1295	408
Grp Volume(v), veh/h	28	1372	0	230	118	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1835	1717	0
Q Serve(g_s), s	1.4	61.7	0.0	5.0	5.3	0.0
Cycle Q Clear(g_c), s	1.4	61.7	0.0	5.0	5.3	0.0
Prop In Lane	1.00			0.06	0.75	0.24
Lane Grp Cap(c), veh/h	39	1268	0	1123	342	0
V/C Ratio(X)	0.71	1.08	0.00	0.20	0.34	0.00
Avail Cap(c_a), veh/h	90	1268	0	1123	342	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	14.3	0.0	7.8	31.1	0.0
Incr Delay (d2), s/veh	20.7	50.6	0.0	0.4	2.7	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	0.8	38.1	0.0	1.9	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.6	64.9	0.0	8.2	33.8	0.0
LnGrp LOS	E	F	A	A	C	A
Approach Vol, veh/h		1400	230		118	
Approach Delay, s/veh		64.9	8.2		33.8	
Approach LOS		E	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.4		22.9	6.4	61.0
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.0	4.6	52.4
Max Q Clear Time (g_c+I1), s		63.7		7.3	3.4	7.0
Green Ext Time (p_c), s		0.0		0.2	0.0	1.5

**Intersection Summary**

HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E

**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.

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑	↔		↔	
Traffic Vol, veh/h	3	566	173	73	83	8
Future Vol, veh/h	3	566	173	73	83	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	674	216	91	89	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	308	0	-	0	945 263
Stage 1	-	-	-	-	263 -
Stage 2	-	-	-	-	682 -
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	1247	-	-	-	289 773
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1246	-	-	-	288 772
Mov Cap-2 Maneuver	-	-	-	-	288 -
Stage 1	-	-	-	-	776 -
Stage 2	-	-	-	-	500 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1246	-	-	-	305
HCM Lane V/C Ratio	0.003	-	-	-	0.321
HCM Control Delay (s)	7.9	-	-	-	22.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection						
Int Delay, s/veh	1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	259	49	19	642	37	22
Future Vol, veh/h	259	49	19	642	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	282	53	23	764	47	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	339	0	714 286
Stage 1	-	-	-	-	286 -
Stage 2	-	-	-	-	428 -
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	-	-	1212	-	380 749
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	623 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1207	-	371 746
Mov Cap-2 Maneuver	-	-	-	-	371 -
Stage 1	-	-	-	-	742 -
Stage 2	-	-	-	-	623 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.2	14.4
HCM LOS			B

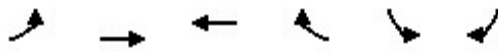
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1207	-	457
HCM Lane V/C Ratio	-	-	0.019	-	0.163
HCM Control Delay (s)	-	-	8	-	14.4
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 30: Miramar Rd. & Eastgate Mall 09/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	2171	0	2	2857	204	0	0	0	993	0	304
Future Volume (veh/h)	139	2171	0	2	2857	204	0	0	0	993	0	304
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	158	2467	0	2	3007	162				1103	0	338
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	208	2572	0	4	2867	706				895	0	410
Arrive On Green	0.06	0.51	0.00	0.00	0.45	0.45				0.26	0.00	0.26
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	158	2467	0	2	3007	162				1103	0	338
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	3.0	30.8	0.0	0.1	29.6	4.2				17.2	0.0	13.3
Cycle Q Clear(g_c), s	3.0	30.8	0.0	0.1	29.6	4.2				17.2	0.0	13.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	208	2572	0	4	2867	706				895	0	410
V/C Ratio(X)	0.76	0.96	0.00	0.51	1.05	0.23				1.23	0.00	0.82
Avail Cap(c_a), veh/h	208	2572	0	108	2867	706				895	0	410
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	30.5	15.6	0.0	32.8	18.2	11.1				24.3	0.0	22.9
Incr Delay (d2), s/veh	13.5	10.5	0.0	34.1	31.4	0.8				114.5	0.0	13.6
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	1.6	12.3	0.0	0.1	15.6	4.7				20.7	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	26.1	0.0	66.9	49.6	11.9				138.8	0.0	36.5
LnGrp LOS	D	C	A	E	F	B				F	A	D
Approach Vol, veh/h		2625			3171						1441	
Approach Delay, s/veh		27.1			47.6						114.8	
Approach LOS		C			D						F	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.5	39.8		21.6	8.4	35.9						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	4.0	28.7		17.2	4.0	* 30						
Max Q Clear Time (g_c+I1), s	2.1	32.8		19.2	5.0	31.6						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0						

Intersection Summary												
HCM 6th Ctrl Delay				53.6								
HCM 6th LOS				D								

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	39	2795	3226	75	77	91
Future Volume (veh/h)	39	2795	3226	75	77	91
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	1900	1900
Adj Flow Rate, veh/h	44	3140	3708	86	83	98
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	44	3869	3603	1093	192	226
Arrive On Green	0.02	0.76	0.71	0.71	0.25	0.25
Sat Flow, veh/h	1767	5233	5233	1537	754	890
Grp Volume(v), veh/h	44	3140	3708	86	182	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1653	0
Q Serve(g_s), s	4.0	61.6	113.8	2.7	14.8	0.0
Cycle Q Clear(g_c), s	4.0	61.6	113.8	2.7	14.8	0.0
Prop In Lane	1.00			1.00	0.46	0.54
Lane Grp Cap(c), veh/h	44	3869	3603	1093	420	0
V/C Ratio(X)	1.00	0.81	1.03	0.08	0.43	0.00
Avail Cap(c_a), veh/h	44	3869	3603	1093	420	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	78.0	11.7	23.1	7.1	50.0	0.0
Incr Delay (d2), s/veh	39.5	0.2	14.6	0.0	3.2	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	2.3	21.0	46.2	0.9	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	117.5	11.9	37.7	7.1	53.2	0.0
LnGrp LOS	F	B	F	A	D	A
Approach Vol, veh/h		3184	3794		182	
Approach Delay, s/veh		13.4	37.0		53.2	
Approach LOS		B	D		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		128.4		45.6	8.4	120.0
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		108.6		40.7	4.0	* 1E2
Max Q Clear Time (g_c+I1), s		63.6		16.8	6.0	115.8
Green Ext Time (p_c), s		44.3		0.3	0.0	0.0

**Intersection Summary**

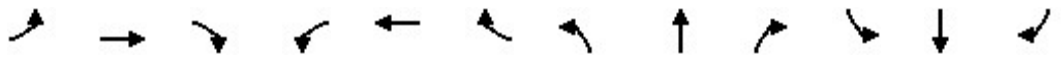
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

**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 Near-Term (Opening Day Year 2027) + Project PM  
 32: Miramar Rd. & Miramar Pl. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘	↕	↗
Traffic Volume (veh/h)	27	2839	0	8	3339	54	0	0	0	111	0	60
Future Volume (veh/h)	27	2839	0	8	3339	54	0	0	0	111	0	60
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	3190	0	8	3478	56				158	0	49
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	3482	56				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	5133	82				3534	0	1572
Grp Volume(v), veh/h	30	3190	0	8	2281	1253				158	0	49
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1838				1767	0	1572
Q Serve(g_s), s	2.7	0.0	0.0	0.7	107.1	108.5				5.9	0.0	4.1
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.7	107.1	108.5				5.9	0.0	4.1
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	0.91	0.00	0.48	1.00	1.01				0.22	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)	0.43	0.43	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	78.9	25.5	25.7				52.8	0.0	52.0
Incr Delay (d2), s/veh	13.8	2.2	0.0	1.9	4.7	8.9				0.7	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	0.7	0.0	0.3	41.6	47.3				2.7	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.0	2.2	0.0	80.8	30.2	34.7				53.4	0.0	53.0
LnGrp LOS	F	A	A	F	C	F				D	A	D
Approach Vol, veh/h		3220			3542						207	
Approach Delay, s/veh		3.0			31.9						53.3	
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		7.9	4.7	110.5						
Green Ext Time (p_c), s	0.0	102.5		0.7	0.0	0.0						






























Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

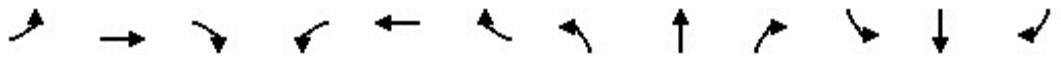
HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 33: Miramar Rd. & Camino Santa Fe 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  						 	 
Traffic Volume (veh/h)	1189	2055	60	35	1452	74	50	33	7	110	3	1159
Future Volume (veh/h)	1189	2055	60	35	1452	74	50	33	7	110	3	1159
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	1239	2141	59	38	1578	75	70	46	-1	130	0	941
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	983	2823	78	74	1446	69	426	448	0	134	0	1021
Arrive On Green	0.29	0.56	0.56	0.02	0.29	0.29	0.24	0.24	0.00	0.04	0.00	0.04
Sat Flow, veh/h	3428	5066	139	3428	4950	235	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	1239	1425	775	38	1076	577	70	45	0	130	0	941
Grp Sat Flow(s),veh/h/ln	1714	1689	1828	1714	1689	1808	1767	1856	0	1767	0	1572
Q Serve(g_s), s	41.6	46.9	47.2	1.6	42.4	42.4	4.5	2.7	0.0	5.3	0.0	5.5
Cycle Q Clear(g_c), s	41.6	46.9	47.2	1.6	42.4	42.4	4.5	2.7	0.0	5.3	0.0	5.5
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	983	1882	1019	74	987	528	426	448	0	134	0	1021
V/C Ratio(X)	1.26	0.76	0.76	0.51	1.09	1.09	0.16	0.10	0.00	0.97	0.00	0.92
Avail Cap(c_a), veh/h	983	1882	1019	118	987	528	426	448	0	134	0	1021
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	51.7	24.6	24.7	70.2	51.4	51.4	43.5	42.8	0.0	69.7	0.0	47.2
Incr Delay (d2), s/veh	125.5	2.9	5.3	2.0	56.7	66.3	0.8	0.4	0.0	70.2	0.0	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.0	19.2	21.6	0.7	25.7	28.9	2.1	1.3	0.0	3.7	0.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.3	27.5	30.0	72.3	108.0	117.7	44.3	43.3	0.0	139.9	0.0	61.9
LnGrp LOS	F	C	C	E	F	F	D	D	A	F	A	E
Approach Vol, veh/h		3439			1691			115			1071	
Approach Delay, s/veh		82.0			110.5			43.9			71.4	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	86.7		11.0	46.0	48.2		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	78.9		5.5	41.6	* 42		35.0				
Max Q Clear Time (g_c+I1), s	3.6	49.2		7.5	43.6	44.4		6.5				
Green Ext Time (p_c), s	0.0	26.9		0.0	0.0	0.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay				87.2								
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 Near-Term (Opening Day Year 2027) + Project PM  
 34: Miramar Rd. & Commerce Ave. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	2035	20	32	1216	43	50	9	49	81	5	88
Future Volume (veh/h)	86	2035	20	32	1216	43	50	9	49	81	5	88
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	90	2120	21	36	1382	49	53	10	52	105	6	114
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	130	3245	32	46	3091	110	128	32	105	293	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	5171	51	1767	5019	178	380	127	418	995	62	1571
Grp Volume(v), veh/h	90	1384	757	36	930	501	115	0	0	111	0	114
Grp Sat Flow(s),veh/h/ln	1714	1689	1845	1767	1689	1820	925	0	0	1057	0	1571
Q Serve(g_s), s	4.1	41.4	41.5	3.3	38.6	38.6	8.9	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	4.1	41.4	41.5	3.3	38.6	38.6	25.9	0.0	0.0	16.9	0.0	9.4
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	130	2119	1158	46	2079	1121	265	0	0	309	0	394
V/C Ratio(X)	0.69	0.65	0.65	0.78	0.45	0.45	0.43	0.00	0.00	0.36	0.00	0.29
Avail Cap(c_a), veh/h	227	2119	1158	117	2079	1121	265	0	0	309	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(l)	0.51	0.51	0.51	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.0	18.8	18.8	78.8	39.9	39.9	57.9	0.0	0.0	51.2	0.0	48.4
Incr Delay (d2), s/veh	1.3	0.8	1.5	9.0	0.6	1.2	5.1	0.0	0.0	3.2	0.0	1.9
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	1.9	16.3	18.0	1.6	17.8	19.4	4.7	0.0	0.0	4.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	19.6	20.3	87.9	40.5	41.1	63.0	0.0	0.0	54.5	0.0	50.3
LnGrp LOS	E	B	C	F	D	D	E	A	A	D	A	D
Approach Vol, veh/h		2231			1467			115				225
Approach Delay, s/veh		22.2			41.9			63.0				52.3
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	10.5	104.5		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	43.5		18.9	6.1	40.6		27.9				
Green Ext Time (p_c), s	0.0	42.4		1.4	0.0	31.1		0.4				

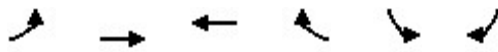
Intersection Summary

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 Near-Term (Opening Day Year 2027) + Project PM  
 35: Miramar Rd. & Production Ave. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗↗↗	↖↖↖		↘	↗
Traffic Volume (veh/h)	53	2097	1215	28	51	80
Future Volume (veh/h)	53	2097	1215	28	51	80
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	58	2304	1293	30	73	114
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	74	3486	3150	73	432	384
Arrive On Green	0.03	0.46	0.62	0.62	0.24	0.24
Sat Flow, veh/h	1767	5233	5257	118	1767	1572
Grp Volume(v), veh/h	58	2304	858	465	73	114
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1831	1767	1572
Q Serve(g_s), s	5.2	56.4	20.8	20.8	5.2	9.4
Cycle Q Clear(g_c), s	5.2	56.4	20.8	20.8	5.2	9.4
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	74	3486	2090	1133	432	384
V/C Ratio(X)	0.78	0.66	0.41	0.41	0.17	0.30
Avail Cap(c_a), veh/h	150	3486	2090	1133	432	384
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	77.0	28.6	15.6	15.6	47.6	49.2
Incr Delay (d2), s/veh	4.5	0.7	0.5	1.0	0.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	24.5	8.2	9.1	2.4	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.5	29.3	16.1	16.6	48.5	51.2
LnGrp LOS	F	C	B	B	D	D
Approach Vol, veh/h		2362	1323		187	
Approach Delay, s/veh		30.6	16.3		50.1	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.0		44.0	11.1	104.9
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		58.4		11.4	7.2	22.8
Green Ext Time (p_c), s		48.8		0.3	0.0	43.4

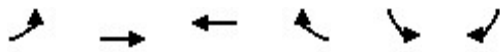
**Intersection Summary**

HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

**Notes**

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 36: Miramar Rd. & Distribution Ave. 09/16/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↖
Traffic Volume (veh/h)	81	2085	1141	75	80	104
Future Volume (veh/h)	81	2085	1141	75	80	104
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	91	2343	1214	80	91	118
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	113	3552	2956	195	415	370
Arrive On Green	0.06	0.70	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5014	319	1767	1572
Grp Volume(v), veh/h	91	2343	846	448	91	118
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1789	1767	1572
Q Serve(g_s), s	8.1	41.1	20.9	20.9	6.6	9.9
Cycle Q Clear(g_c), s	8.1	41.1	20.9	20.9	6.6	9.9
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	113	3552	2060	1091	415	370
V/C Ratio(X)	0.81	0.66	0.41	0.41	0.22	0.32
Avail Cap(c_a), veh/h	261	3552	2060	1091	415	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	73.9	13.3	16.2	16.2	49.4	50.6
Incr Delay (d2), s/veh	3.6	0.7	0.5	1.0	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	15.3	8.3	8.9	3.1	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.6	14.0	16.8	17.2	50.6	52.9
LnGrp LOS	E	B	B	B	D	D
Approach Vol, veh/h		2434	1294		209	
Approach Delay, s/veh		16.4	16.9		51.9	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		42.0	14.6	103.4
Change Period (Y+Rc), s		5.8		4.4	4.4	* 5.8
Max Green Setting (Gmax), s		112.2		37.6	23.6	* 85
Max Q Clear Time (g_c+I1), s		43.1		11.9	10.1	22.9
Green Ext Time (p_c), s		60.1		0.3	0.1	26.7

























**Intersection Summary**

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

**Notes**

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.






















HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 37: Miramar Rd. & Miramar Wy. 09/16/2022

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations								  			  		
Traffic Volume (veh/h)	47	0	10	51	0	4	36	2033	75	15	1125	37	
Future Volume (veh/h)	47	0	10	51	0	4	36	2033	75	15	1125	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	66	0	14	62	0	5	38	2140	79	15	1160	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	286	0	61	355	0	315	49	2312	85	21	2242	73	
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	1427	0	303	1767	0	1572	1767	5015	185	1767	5033	165	
Grp Volume(v), veh/h	80	0	0	62	0	5	38	1439	780	15	778	420	
Grp Sat Flow(s),veh/h/ln	1730	0	0	1767	0	1572	1767	1689	1822	1767	1689	1821	
Q Serve(g_s), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	64.0	64.6	1.4	26.6	26.6	
Cycle Q Clear(g_c), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	64.0	64.6	1.4	26.6	26.6	
Prop In Lane	0.82		0.17	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	840	21	1504	811	
V/C Ratio(X)	0.23	0.00	0.00	0.17	0.00	0.02	0.78	0.92	0.93	0.70	0.52	0.52	
Avail Cap(c_a), veh/h	347	0	0	355	0	315	103	1557	840	47	1504	811	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.72	0.72	0.72	0.95	0.95	0.95	
Uniform Delay (d), s/veh	53.6	0.0	0.0	53.0	0.0	51.3	77.3	40.5	40.6	78.7	32.0	32.0	
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	0.0	0.1	17.0	8.2	14.0	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	2.9	0.0	0.0	2.2	0.0	0.2	1.8	28.2	32.0	0.8	11.3	12.4	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	55.1	0.0	0.0	54.1	0.0	51.4	94.3	48.7	54.7	110.8	33.2	34.2	
LnGrp LOS	E	A	A	D	A	D	F	D	D	F	C	C	
Approach Vol, veh/h		80			67			2257			1213		
Approach Delay, s/veh		55.1			53.9			51.5			34.5		
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	4.3	71.4		32.1	9.3	* 67		32.1					
Max Q Clear Time (g_c+I1), s	3.4	66.6		8.2	5.4	28.6		6.7					
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	10.5		0.2					

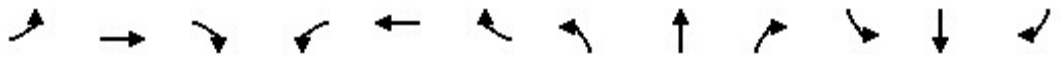
Intersection Summary												
HCM 6th Ctrl Delay				45.9								
HCM 6th LOS				D								

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 38: Miramar Rd. & Carroll Rd. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	467	0	164	0	0	0	93	1812	0	4	1013	133
Future Volume (veh/h)	467	0	164	0	0	0	93	1812	0	4	1013	133
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	576	0	121				99	1928	0	4	1044	137
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	661	0	293				119	3614	0	7	3293	999
Arrive On Green	0.19	0.00	0.19				0.07	0.71	0.00	0.00	0.65	0.65
Sat Flow, veh/h	3534	0	1567				1767	5233	0	1781	5066	1537
Grp Volume(v), veh/h	576	0	121				99	1928	0	4	1044	137
Grp Sat Flow(s),veh/h/ln	1767	0	1567				1767	1689	0	1781	1689	1537
Q Serve(g_s), s	25.3	0.0	10.9				8.9	28.2	0.0	0.4	14.5	5.5
Cycle Q Clear(g_c), s	25.3	0.0	10.9				8.9	28.2	0.0	0.4	14.5	5.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	661	0	293				119	3614	0	7	3293	999
V/C Ratio(X)	0.87	0.00	0.41				0.83	0.53	0.00	0.55	0.32	0.14
Avail Cap(c_a), veh/h	1085	0	481				216	3614	0	73	3293	999
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.26	0.26	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	63.2	0.0	57.3				73.7	10.6	0.0	79.5	12.3	10.8
Incr Delay (d2), s/veh	4.6	0.0	0.9				1.5	0.1	0.0	21.1	0.2	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	11.9	0.0	9.8				4.1	10.3	0.0	0.2	5.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	58.2				75.2	10.8	0.0	100.6	12.6	11.0
LnGrp LOS	E	A	E				E	B	A	F	B	B
Approach Vol, veh/h		697						2027			1185	
Approach Delay, s/veh		66.1						13.9			12.7	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	120.1		34.8	15.2	110.0						
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	30.2		27.3	10.9	16.5						
Green Ext Time (p_c), s	0.0	43.0		2.6	0.1	17.6						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									
<b>Notes</b>												
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 Near-Term (Opening Day Year 2027) + Project PM  
 39: Miramar Rd. & Empire St. 09/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘		↘
Traffic Volume (veh/h)	13	2300	0	1	1019	18	0	0	0	20	0	22
Future Volume (veh/h)	13	2300	0	1	1019	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	2323	0	1	1051	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	3239	59				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	4609	83				1590	0	1415
Grp Volume(v), veh/h	13	2323	0	1	693	377				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	47.8	0.0	0.1	14.0	14.1				1.8	0.0	2.3
Cycle Q Clear(g_c), s	1.3	47.8	0.0	0.1	14.0	14.1				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	1162				318	0	283
V/C Ratio(X)	0.74	0.71	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	1162				318	0	283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.00	0.96	0.96	0.96				1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	13.5	0.0	79.9	9.2	9.2				51.9	0.0	52.1
Incr Delay (d2), s/veh	16.9	1.1	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	15.9	0.0	0.1	4.7	5.3				0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.8	14.6	0.0	238.0	9.5	9.9				52.3	0.0	52.7
LnGrp LOS	F	B	A	F	A	A				D	A	D
Approach Vol, veh/h		2336			1071							47
Approach Delay, s/veh		15.0			9.9							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	49.8		4.3	3.3	16.1						
Green Ext Time (p_c), s	0.0	53.1		0.1	0.0	22.9						

Intersection Summary























HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes
























\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 40: Miramar Rd. & Dowdy St. 09/16/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	175	0	112	0	0	0	94	2237	0	4	906	53
Future Volume (veh/h)	175	0	112	0	0	0	94	2237	0	4	906	53
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	254	0	162				104	2486	0	4	944	55
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	279	0	358				124	3750	0	7	3295	192
Arrive On Green	0.16	0.00	0.16				0.07	0.74	0.00	0.00	0.67	0.67
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4889	284
Grp Volume(v), veh/h	254	0	162				104	2486	0	4	651	348
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1797
Q Serve(g_s), s	22.6	0.0	14.2				9.3	40.1	0.0	0.4	12.5	12.5
Cycle Q Clear(g_c), s	22.6	0.0	14.2				9.3	40.1	0.0	0.4	12.5	12.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	279	0	358				124	3750	0	7	2276	1211
V/C Ratio(X)	0.91	0.00	0.45				0.84	0.66	0.00	0.55	0.29	0.29
Avail Cap(c_a), veh/h	432	0	495				216	3750	0	62	2276	1211
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				0.65	0.65	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.3	0.0	53.2				73.5	10.6	0.0	79.5	10.5	10.5
Incr Delay (d2), s/veh	12.4	0.0	0.3				3.7	0.6	0.0	20.9	0.3	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	11.2	0.0	12.8				4.4	14.3	0.0	0.2	4.8	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	0.0	53.5				77.1	11.2	0.0	100.4	10.8	11.1
LnGrp LOS	E	A	D				E	B	A	F	B	B
Approach Vol, veh/h		416						2590			1003	
Approach Delay, s/veh		68.9						13.9			11.3	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	124.8		30.1	15.7	114.2						
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+l1), s	2.4	42.1		24.6	11.3	14.5						
Green Ext Time (p_c), s	0.0	48.0		0.6	0.1	12.3						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.9									
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 Near-Term (Opening Day Year 2027) + Project PM  
 41: Miramar Rd. & Cabot Dr. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	110	2309	0	23	922	94	0	0	0	118	0	64
Future Volume (veh/h)	110	2309	0	23	922	94	0	0	0	118	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	116	2431	0	25	991	101				104	43	73
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	137	3412	0	32	2861	291				377	133	225
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	4661	474				1767	623	1057
Grp Volume(v), veh/h	116	2431	0	25	717	375				104	0	116
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1757				1767	0	1680
Q Serve(g_s), s	10.4	48.2	0.0	2.2	16.7	16.7				7.9	0.0	9.3
Cycle Q Clear(g_c), s	10.4	48.2	0.0	2.2	16.7	16.7				7.9	0.0	9.3
Prop In Lane	1.00		0.00	1.00		0.27				1.00		0.63
Lane Grp Cap(c), veh/h	137	3412	0	32	2073	1079				377	0	358
V/C Ratio(X)	0.85	0.71	0.00	0.79	0.35	0.35				0.28	0.00	0.32
Avail Cap(c_a), veh/h	239	3412	0	85	2073	1079				377	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	16.4	0.0	78.3	15.1	15.2				52.6	0.0	53.2
Incr Delay (d2), s/veh	3.8	0.9	0.0	14.8	0.5	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	4.9	18.4	0.0	1.2	6.6	7.1				3.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	17.3	0.0	93.1	15.6	16.0				54.4	0.0	55.6
LnGrp LOS	E	B	A	F	B	B				D	A	E
Approach Vol, veh/h		2547			1117						220	
Approach Delay, s/veh		20.0			17.5						55.1	
Approach LOS		B			B						E	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.2	113.8		39.0	16.8	104.2						
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	50.2		11.3	12.4	18.7						
Green Ext Time (p_c), s	0.0	46.7		0.5	0.1	18.6						

Intersection Summary		
HCM 6th Ctrl Delay		21.3
HCM 6th LOS		C

Notes  
 User approved volume balancing among the lanes for turning movement.

**Intersection**

Int Delay, s/veh 2.9

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	617	76	14	122	0
Future Vol, veh/h	0	617	76	14	122	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	671	83	15	133	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	98	0	-	0	762	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	671	-
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	1495	-	-	-	373	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1495	-	-	-	373	967
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	508	-

**Approach** EB WB SB

HCM Control Delay, s 0 0 19.9

HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1495	-	-	-	373
HCM Lane V/C Ratio	-	-	-	-	0.356
HCM Control Delay (s)	0	-	-	-	19.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.6

**Intersection**

Int Delay, s/veh 3.2

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	739	90	14	122	0
Future Vol, veh/h	0	739	90	14	122	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	803	98	15	133	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	113	0	-	0	909	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	803	-
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	1476	-	-	-	305	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	305	948
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	441	-

**Approach** EB WB SB

























HCM Control Delay, s 0 0 25.6

HCM LOS D

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1476	-	-	-	305
HCM Lane V/C Ratio	-	-	-	-	0.435
HCM Control Delay (s)	0	-	-	-	25.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.1













HCM 6th Signalized Intersection Summary Near-Term (Opening Day Year 2027) + Project PM  
 44: I-5 NB Ramps & La Jolla Village Dr. 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	1419	815	0	2364	513	255	0	325	0	0	0
Future Volume (veh/h)	0	1419	815	0	2364	513	255	0	325	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	1919	0	0	2656	0	277	0	353			
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	1919	0	0	2656	0	277	0	353			
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	25.1	0.0	9.9	0.0	9.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	25.1	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	0.63		1.12	0.00	1.76			
Avail Cap(c_a), veh/h	0	4668		0	4248		248	0	200			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.15	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	4.1	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	92.3	0.0	363.4			
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	0.0	0.0	0.0	6.6	0.0	7.5	0.0	13.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	4.1	0.0	156.4	0.0	427.4			
LnGrp LOS	A	A		A	A		F	A	F			
Approach Vol, veh/h		1919	A		2656	A		630				
Approach Delay, s/veh		0.0			4.1			308.3				
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				27.1		11.9				
Green Ext Time (p_c), s		15.6				22.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		39.4
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 Near-Term (Opening Day Year 2027) + Project PM  
 45: La Jolla Village Dr. & I-5 SB Ramps 09/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2148	559	0	1949	682	0	0	0	502	0	154
Future Volume (veh/h)	0	2148	559	0	1949	682	0	0	0	502	0	154
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	2261	0	0	2215	0				584	0	179
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	2261	0	0	2215	0				584	0	179
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	24.0	0.0	0.0	23.1	0.0				16.8	0.0	8.3
Cycle Q Clear(g_c), s	0.0	24.0	0.0	0.0	23.1	0.0				16.8	0.0	8.3
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	0.57		0.00	0.56					1.39	0.00	0.53
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	5.8	0.0				60.6	0.0	56.9
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0				188.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	0.0	0.0	7.2	0.0				18.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.5	0.0	0.0	5.9	0.0				249.4	0.0	57.6
LnGrp LOS	A	A		A	A					F	A	E
Approach Vol, veh/h		2261	A		2215	A					763	
Approach Delay, s/veh		6.5			5.9						204.4	
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		26.0		18.8		25.1						
Green Ext Time (p_c), s		16.7		0.0		13.2						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

---

**Appendix K: Calculations for Horizon Year 2050 Volumes**

Provided on the following page

Projection of Year 2050 Volumes for Street Segments

Road	Segment	Volume (SANDAG S14 2016)	Volume (SANDAG S14 2050)	Compound Growth (2016 - 2050)	Pre-Existing Volumes	Year 2022 Volumes	Year 2050 Volumes
Towne Centre Drive	Western Terminus - Westerra Court	1,400	1,900	0.90%	9,322	9,322	11,677
Towne Centre Drive	Westerra Court - Eastgate Mini Park	1,400	1,900	0.90%	9,322	9,322	11,677
Towne Centre Drive	Eastgate Mini Park - Towne Centre Court	1,400	1,900	0.90%	9,322	9,322	11,677
Towne Centre Drive	Towne Centre Court - 9665 Towne Centre Drive	8,700	8,900	0.07%	9,322	9,251	9,424
Eastgate Mall	Regents Road - Genesee Avenue	5,600	8,000	1.05%	5,760	6,560	8,497
Eastgate Mall	Genesee Avenue - 450 feet eas of Easter Way	17,600	18,700	0.18%	14,346	14,935	15,681
Eastgate Mall	I-805 Overpass - Operation Boulevard	13,600	16,300	0.53%	10,705	11,798	13,562
Eastgate Mall	Operation Boulevard - Olson Drive	13,600	14,400	0.17%	13,396	14,764	15,460
Eastgate Mall	Olson Drive - Autoport Mall	16,400	20,300	0.63%	13,396	14,712	17,305
Eastgate Mall	Autoport Mall - Miramar Road	16,400	20,300	0.63%	13,396	14,712	17,305
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	34,200	33,100	-0.10%	58,884	57,583	56,033
Miramar Road	Commerce Avenue - Production Avenue	33,500	31,600	-0.17%	58,884	57,322	54,568
Miramar Road	Production Avenue - Distribution Avenue	34,200	31,700	-0.22%	54,165	52,405	49,133
Miramar Road	Distribution Avenue - Miramar Way	33,600	31,300	-0.21%	51,816	50,308	47,373
Miramar Road	Miramar Way - Carroll Road	32,100	29,700	-0.23%	51,816	50,238	47,027
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	69,300	76,300	0.28%	60,760	64,559	69,682
Towne Centre Drive	9655 Towne Centre Drive - Eastgate Mall	8,700	8,900	0.07%	9,322	9,251	9,424
Towne Centre Drive	Eastgate Mall - Executive Drive	10,400	12,900	0.64%	14,016	15,588	18,362
Towne Centre Drive	Executive Drive - Towne Centre Driveway	13,200	18,300	0.97%	20,187	22,311	28,342
Towne Centre Drive	Towne Centre Driveway - La Jolla Village Drive	13,200	18,300	0.97%	20,187	22,311	28,342
Towne Centre Drive	S/O La Jolla Village Drive	24,100	24,700	0.07%	17,753	18,367	18,739
Judicial Drive	Eastgate Mall - Executive Drive	5,100	8,900	1.65%	5,140	5,532	8,090
Judicial Drive	Executive Drive - Judicial Driveway	6,800	11,500	1.56%	7,984	9,289	13,340
Judicial Drive	Judicial Driveway - Golden Haven Drive / Brook Lane	8,200	13,600	1.50%	8,327	9,568	13,584
Judicial Drive	Golden Haven Drive / Brook Lane - Sydney Court	3,600	7,200	2.06%	8,327	9,227	14,548
Judicial Drive	Sydney Court - Illumina Way	3,600	11,500	3.47%	8,327	9,227	18,205
Judicial Drive	Illumina Way - Nobel Drive	16,600	23,900	1.08%	12,247	13,518	17,597
Judicial Drive	N/O Eastgate Mall	2,000	2,300	0.41%	2,000	2,267	2,528
Nobel Drive	Judicial Drive - I-805 SB On-Ramp	21,100	32,200	1.25%	24,125	26,704	36,058
Nobel Drive	I-805 SB On-Ramp - I-805 NB Off-Ramp	24,200	34,300	1.03%	18,323	18,912	24,372
Nobel Drive	W/O Judicial Drive	7,900	12,400	1.33%	16,400	17,553	24,113
Nobel Drive	NB Off-Ramp - Avenue of Flags	22,300	26,500	0.51%	23,133	23,364	26,693
Eastgate Mall	Easter Way - Towne Centre Drive	17,200	20,300	0.49%	14,210	15,174	17,250
Eastgate Mall	Towne Centre Drive - I-805 Overpass	10,300	12,900	0.66%	12,426	13,699	16,247
Genesee Avenue	W/O I-5 SB Ramps	67,500	66,500	-0.04%	35,124	34,638	34,212
Genesee Avenue	I-5 SB Ramps - I-5 NB Ramps	55,900	57,100	0.06%	49,051	48,846	49,701
Genesee Avenue	I-5 NB Ramps - Scripps Hospital Driveway	49,100	49,500	0.02%	33,360	32,643	32,861
Genesee Avenue	Scripps Hospital Driveway - Campus Point Drive	42,300	43,800	0.10%	33,360	32,966	33,913
Genesee Avenue	Campus Point Drive - Regents Road	36,600	38,400	0.14%	27,413	28,536	29,665
Genesee Avenue	Regents Road - Eastgate Mall	29,000	32,100	0.30%	26,588	28,116	30,471
Genesee Avenue	Eastgate Mall - Executive Drive	16,100	19,900	0.63%	24,921	29,135	34,235
Genesee Avenue	Executive Drive - Executive Square	14,600	20,500	1.00%	29,457	37,460	47,983
Genesee Avenue	Executive Square - La Jolla Village Drive	18,000	23,700	0.81%	29,457	35,948	44,125
Genesee Avenue	S/O La Jolla Village Drive	26,400	30,200	0.40%	22,052	23,676	26,303
La Jolla Village Drive	Villa La Jolla Dr. - I-5 SB Ramps	55,800	57,700	0.10%	66,007	66,467	68,301
La Jolla Village Drive	I-5 SB Ramps - I-5 NB Ramps	47,900	49,100	0.07%	57,165	57,032	58,195
La Jolla Village Drive	I-5 NB Ramps - Lebon Drive	45,200	49,100	0.24%	52,162	52,803	56,406
La Jolla Village Drive	Lebon Drive - Regents Road	37,700	46,600	0.63%	45,322	47,058	55,297
La Jolla Village Drive	Regents Road - Genesee Avenue	33,200	34,700	0.13%	33,741	34,701	35,965
La Jolla Village Drive	Genesee Avenue - Executive Way	26,700	29,500	0.29%	42,876	45,285	49,010
La Jolla Village Drive	Executive Way - Towne Centre Drive	37,400	40,700	0.25%	43,960	46,637	49,889
Executive Drive	Regents Road - Genesee Avenue	5,900	9,800	1.50%	4,499	5,897	8,380
Executive Drive	Genesee Avenue - Executive Way	7,100	9,600	0.89%	8,808	10,324	12,900
Executive Drive	Executive Way - Towne Centre Drive	3,400	5,500	1.42%	5,914	7,808	10,923
Executive Drive	Towne Centre Drive - Judicial Drive	8,000	13,100	1.46%	7,897	8,818	12,425
Executive Drive	E/O Judicial Drive	3,700	7,700	2.18%	3,700	4,233	6,816
Regents Road	Genesee Avenue - Health Sciences Drive	7,500	7,400	-0.04%	6,260	6,714	6,640
Regents Road	Health Sciences Drive - Eastgate Mall	8,900	13,800	1.30%	6,260	8,011	10,923
Regents Road	Eastgate Mall - Executive Drive	11,800	16,100	0.92%	14,835	17,070	21,458
Regents Road	Executive Drive - Regents Park Row	10,500	13,600	0.76%	17,757	20,670	25,090
Regents Road	Regents Park Row - La Jolla Village Drive	10,500	13,600	0.76%	17,757	20,670	25,090
Regents Road	S/O La Jolla Village Drive	13,600	13,800	0.04%	16,517	16,854	17,057
Campus Point Drive	N/O Genesee Avenue	9,200	12,800	0.98%	2,577	2,652	3,377
Campus Point Drive	S/O Genesee Avenue	10,700	15,500	1.10%	18,694	19,276	25,191
Miramar Road	I-805 NB Ramps - I-805 SB Ramps	50,100	53,000	0.17%	53,630	56,544	59,166
Miramar Road	I-805 NB Ramps - Nobel Drive	43,600	43,200	-0.03%	49,065	50,315	49,933
Miramar Road	Nobel Drive - Eastgate Mall	64,100	66,800	0.12%	49,065	49,830	51,524
Miramar Road	Eastgate Mall - Miramar Mall	74,600	78,500	0.15%	67,748	70,715	73,685
Miramar Road	Miramar Mall - Miramar Place	64,900	69,300	0.19%	67,748	71,077	74,920
Miramar Road	Miramar Place - Camino Santa Fe / Frost Mar Place	69,200	73,000	0.16%	67,748	70,946	74,072
Miramar Road	Carroll Road - Alesmith Court	44,800	38,100	-0.48%	50,944	47,255	40,966
Miramar Road	Alesmith Court - Dowdy Drive	46,400	39,900	-0.44%	50,944	47,431	41,549
Miramar Road	Dowdy Drive - Cabot Drive	49,000	42,500	-0.42%	50,944	47,109	41,599
Miramar Road	Cabot Drive - Camino Ruiz	52,800	43,400	-0.57%	50,944	47,342	39,720
Miramar Road	E/O Camino Ruiz	64,400	58,000	-0.31%	64,376	60,777	55,546
Miramar Mall	N/O Miramar Road	9,700	9,200	-0.16%	9,700	9,767	9,342
Brook Lane	E/O Judicial Drive	5,300	7,400	0.99%	5,300	6,900	8,806
Golden Haven Drive	Renaissance Avenue - Judicial Drive	5,200	6,900	0.84%	6,712	8,218	10,140
Easter Way	N/O Eastgate Mall	2,800	3,800	0.90%	2,800	3,000	3,758
Lebon Drive	La Jolla Village Drive - University Center Lane	18,200	17,600	-0.10%	9,212	9,330	9,073
Scripps Hospital Driveway	S/O Genesee Avenue	16,200	14,800	-0.27%	16,200	15,333	14,193
I-5 NB On-Ramp	N/O Genesee Avenue	23,300	21,900	-0.18%	23,300	22,167	21,037
I-5 NB Off-Ramp	S/O Genesee Avenue	17,500	15,700	-0.32%	17,500	15,433	14,056
I-5 SB Off-Ramp	N/O Genesee Avenue	25,600	20,300	-0.68%	25,600	23,000	18,621
I-5 SB On-Ramp	S/O Genesee Avenue	17,500	15,600	-0.34%	17,500	15,100	13,673
I-5 NB On-Ramp	N/O La Jolla Village Drive	9,200	9,800	0.19%	9,200	9,333	9,819
I-5 NB On-Ramp	S/O La Jolla Village Drive	13,000	13,100	0.02%	13,000	13,133	13,216
I-5 NB Off-Ramp	S/O La Jolla Village Drive	9,000	9,500	0.16%	9,000	9,200	9,610
I-5 SB On-Ramp	N/O La Jolla Village Drive	4,600	5,500	0.53%	4,600	5,133	5,890
I-5 SB On-Ramp	S/O La Jolla Village Drive	5,600	6,400	0.39%	5,600	5,533	6,143
I-5 SB Off-Ramp	N/O La Jolla Village Drive	16,600	17,100	0.09%	16,600	17,600	18,030
I-805 SB On-Ramp	S/O Nobel Drive	17,900	18,700	0.13%	17,900	18,300	18,959
I-805 NB Off-Ramp	S/O Nobel Drive	12,700	13,600	0.20%	12,700	13,167	13,910
I-805 SB Off-Ramp	N/O La Jolla Village Drive	17,000	16,300	-0.12%	17,000	17,933	17,312
I-805 SB On-Ramp	N/O La Jolla Village Drive	3,000	3,300	0.28%	3,000	3,133	3,379
I-805 SB On-Ramp	S/O La Jolla Village Drive	15,500	17,200	0.31%	15,500	16,300	17,699
I-805 NB On-Ramp	N/O Miramar Road	11,500	11,400	-0.03%	11,500	11,967	11,881
I-805 NB On-Ramp	S/O Miramar Road	4,800	4,700	-0.06%	4,800	5,133	5,044
I-805 NB Off-Ramp	S/O Miramar Road	20,000	20,300	0.04%	20,000	20,667	20,920
Miramar Place	N/O Miramar Road	4,300	3,700	-0.44%	4,300	4,367	3,828
Camino Santa Fe	N/O Miramar Road	35,000	39,700	0.37%	21,494	23,022	25,415
Commerce Avenue	N/O Miramar Road	1,900	1,700	-0.33%	1,900	1,700	1,545
Production Avenue	N/O Miramar Road	2,100	1,700	-0.62%	2,353	2,204	1,822
Distribution Avenue	N/O Miramar Road	2,800	2,400	-0.45%	2,931	2,838	2,479
Miramar Way	S/O Miramar Road	3,400	2,900	-0.47%	3,400	3,400	2,956
Carroll Road	N/O Miramar Road	13,200	9,500	-0.96%	9,755	8,770	6,406
Dowdy Drive	N/O Miramar Road	9,900	8,300	-0.52%	9,900	9,300	7,953
Cabot Drive	N/O Miramar Road	5,900	4,800	-0.61%	5,900	5,500	4,568
Camino Ruiz	N/O Miramar Road	22,500	22,500	0.00%	27,016	24,615	24,615

Notes:

SANDAG S14 TFC Year 2016 Volumes  
 SANDAG S14 TFC Year 2050 Volumes

Linear Growth = [(2050 ADT / 2016 ADT) - 1] / N  
 N = Number of Years

1 = Linear Growth (2016 -2050) was calculated by applying the growth formula, where N equals 34 years

2 = Year 2021 Volumes are based on volume projections from comparing SANDAG TFC Series 14 Year 2016 and SANDAG TFC Series 14 Year 2025

\*Street segments highlighted in gray represent those street segments that are not part of the Project Study Area but have been evaluated for volume projections to Year 2050 conditions in order to estimate the peak hour volumes of all of the Project Study Area intersection turning movements. Note the following:

- A) The source of the Existing (Year 2021) volumes is based on the projection of Existing count data dating back to Year 2015, 2016, 2017, 2018, and SANDAG TFC Series 14 Year 2016 volumes.
- B) The original counts have been sourced primarily from the USAI count database of counts collected during Year 2016, Year 2017, and Year 2020.
- C) Street segments for which no counts were available from the USAI database have been sourced from the University CPU Existing Conditions Summary (04/2018) and the draft Mira Mesa CPU Existing Conditions Summary (06/2019).
- D) Street segments for which no volumes were available from neither USAI count database nor the University CPU ECS and draft Mira Mesa CPU ECS have been projected through the calculation of a growth factor sourced from the comparison of the SANDAG TFC Series 14 Year 2016 and Year 2025 models and applied directly to the sourced SANDAG TFC Series 14 Year 2016 volumes.
- E) For the full street segment volume calculations for Existing Year 2022 conditions, refer to Appendix F.



# Buildout

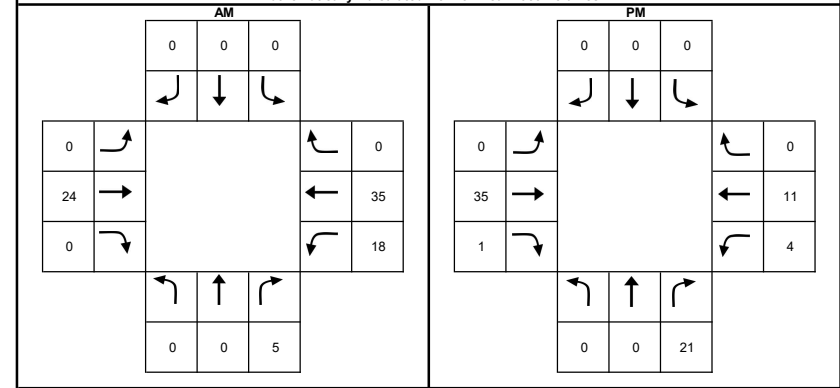
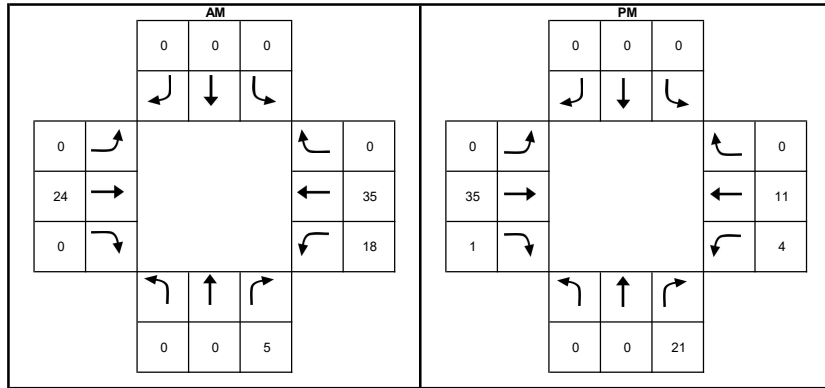
## Intersection 1

Analyst: JM  
 Intersection: Towne Centre Drive / Westerra Court  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	9,322	11,677	125%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	4	17	9,322	11,677	125%	5	21	5	21	4	17
SLT	0	0	9,322	11,677	125%	0	0	0	0	0	0
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	0	0	9,322	11,677	125%	0	0	0	0	0	0
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	19	28	9,322	11,677	125%	24	35	24	35	19	28
ERT	0	1	0	0	100%	0	1	0	1	0	1
WLT	18	4	0	0	100%	18	4	18	4	18	4
WTH	28	9	9,322	11,677	125%	35	11	35	11	28	9
WRT	0	0	0	0	100%	0	0	0	0	0	0

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

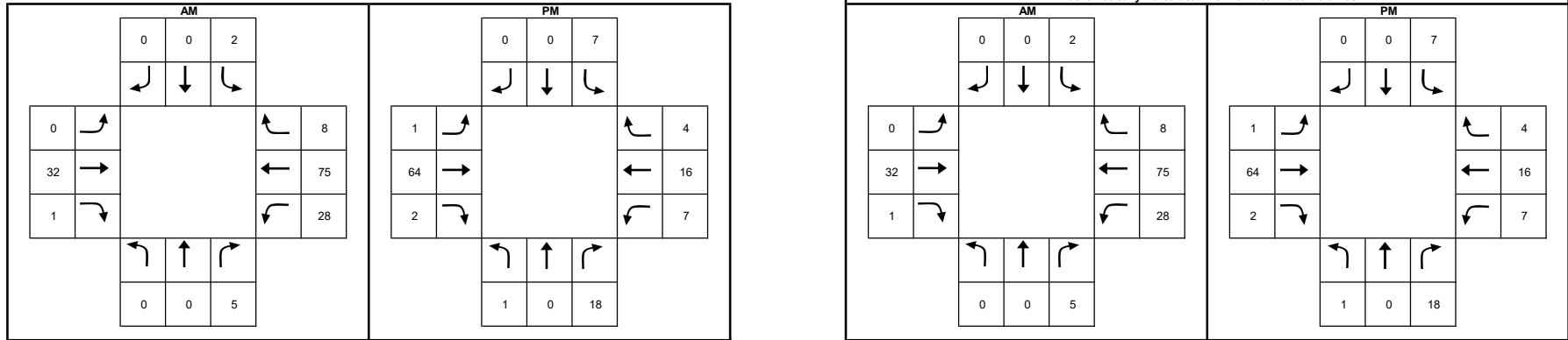
## Intersection 2

Analyst: JM  
 Intersection: Towne Centre Drive / Towne Centre Court  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	1	9,322	11,677	125%	0	1	0	1	0	1
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	5	18	9,251	9,424	102%	5	18	5	18	5	18
SLT	2	7	9,251	9,424	102%	2	7	2	7	2	7
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	0	0	9,322	11,677	125%	0	0	0	0	0	0
ELT	0	1	0	0	100%	0	1	0	1	0	1
ETH	31	63	9,251	9,424	102%	32	64	32	64	31	64
ERT	1	2	0	0	100%	1	2	1	2	1	2
WLT	28	7	0	0	100%	28	7	28	7	28	7
WTH	60	13	9,322	11,677	125%	75	16	75	16	61	13
WRT	8	4	0	0	100%	8	4	8	4	8	4

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

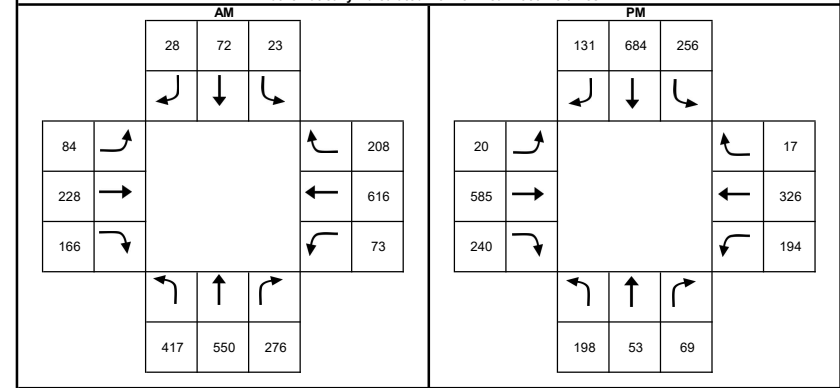
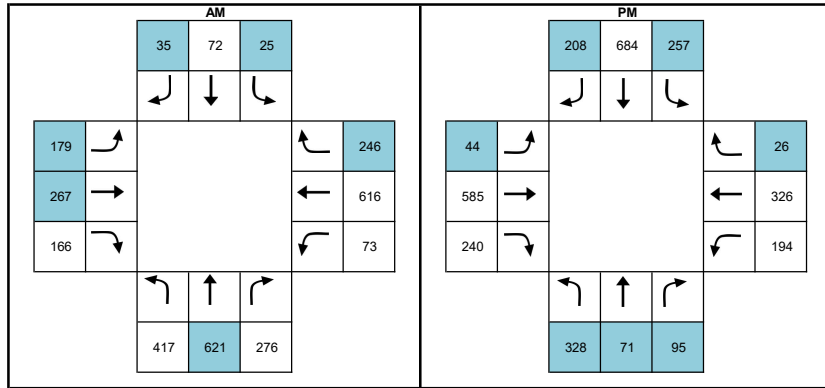
## Intersection 3

Analyst: JM  
 Intersection: Towne Centre Drive / Eastgate Mall  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	367	174	15,174	17,250	114%	417	328	417	198	390	328
NTH	540	52	9,251	9,424	102%	621	71	550	53	621	71
NRT	233	58	13,699	16,247	119%	276	95	276	69	241	95
SLT	19	216	13,699	16,247	119%	25	257	23	256	25	257
STH	61	581	15,588	18,362	118%	72	684	72	684	70	657
SRT	25	115	15,174	17,250	114%	35	208	28	131	35	208
ELT	82	20	9,251	9,424	102%	179	44	84	20	179	44
ETH	192	493	13,699	16,247	119%	267	585	228	585	267	508
ERT	141	204	15,588	18,362	118%	166	240	166	240	166	209
WLT	62	165	15,588	18,362	118%	73	194	73	194	63	167
WTH	542	287	15,174	17,250	114%	616	326	616	326	549	293
WRT	204	17	9,251	9,424	102%	246	26	208	17	246	26

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

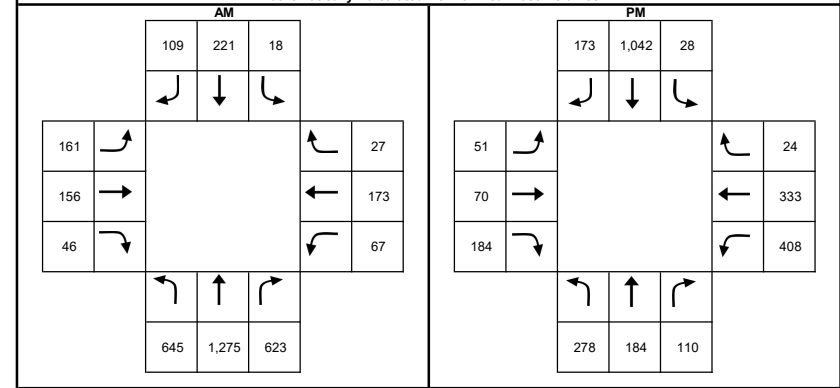
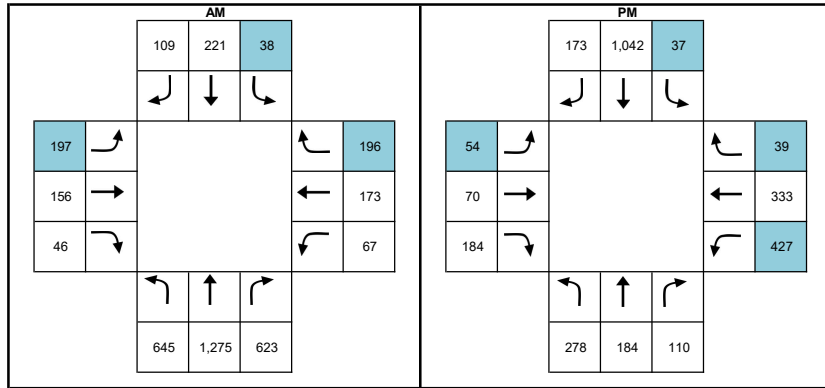
## Intersection 4

Analyst: JM  
 Intersection: Towne Centre Drive / Executive Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	461	199	7,808	10,923	140%	645	278	645	278	498	205
NTH	1,082	156	15,588	18,362	118%	1275	184	1275	184	1,268	181
NRT	442	78	8,818	12,425	141%	623	110	623	110	448	79
SLT	13	20	8,818	12,425	141%	38	37	18	28	38	37
STH	174	820	22,311	28,342	127%	221	1042	221	1042	189	936
SRT	78	124	7,808	10,923	140%	109	173	109	173	83	134
ELT	137	43	15,588	18,362	118%	197	54	161	51	197	54
ETH	111	50	8,818	12,425	141%	156	70	156	70	112	55
ERT	36	145	22,311	28,342	127%	46	184	46	184	39	178
WLT	53	321	7,808	10,923	140%	67	427	67	408	66	427
WTH	124	238	15,588	18,362	118%	173	333	173	333	132	288
WRT	23	20	15,588	18,362	118%	196	39	27	24	196	39

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

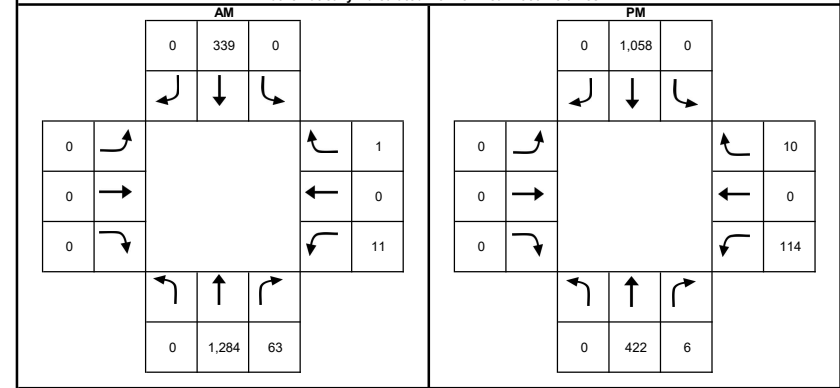
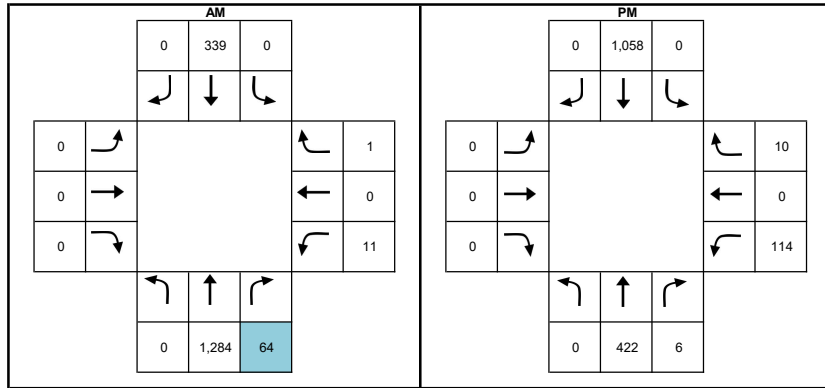
## Intersection 5

Analyst: JM  
 Intersection: Towne Centre Drive / Towne Centre Driveway  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	0	0	100%	0	0	0	0	0	0
NTH	1,011	332	22,311	28,342	127%	1284	422	1284	422	1,227	363
NRT	63	6	0	0	100%	64	6	63	6	64	6
SLT	0	0	0	0	100%	0	0	0	0	0	0
STH	267	833	22,311	28,342	127%	339	1058	339	1058	292	1,033
SRT	0	0	0	0	100%	0	0	0	0	0	0
ELT	0	0	22,311	28,342	127%	0	0	0	0	0	0
ETH	0	0	0	0	100%	0	0	0	0	0	0
ERT	0	0	22,311	28,342	127%	0	0	0	0	0	0
WLT	9	90	22,311	28,342	127%	11	114	11	114	9	91
WTH	0	0	0	0	100%	0	0	0	0	0	0
WRT	1	8	22,311	28,342	127%	1	10	1	10	1	8

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

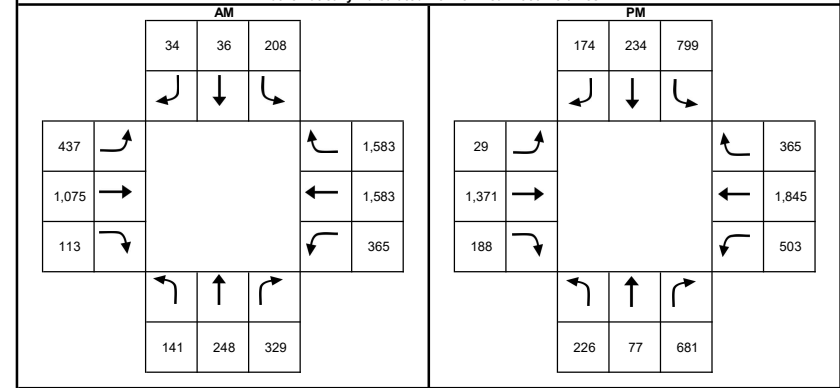
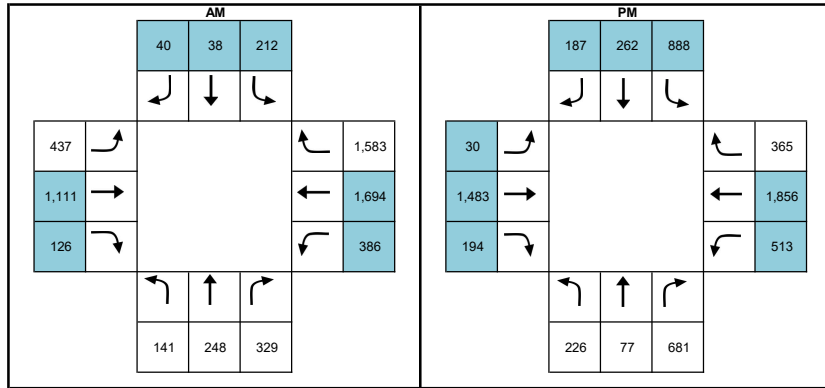
## Intersection 6

Analyst: JM  
 Intersection: Towne Centre Drive / La Jolla Village Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	132	211	46,637	49,889	107%	141	226	141	226	140	226
NTH	195	61	22,311	28,342	127%	248	77	248	77	210	63
NRT	305	631	64,559	69,682	108%	329	681	329	681	316	654
SLT	193	740	64,559	69,682	108%	212	888	208	799	212	888
STH	35	229	18,367	18,739	102%	38	262	36	234	38	262
SRT	32	163	46,637	49,889	107%	40	187	34	174	40	187
ELT	344	23	22,311	28,342	127%	437	30	437	29	366	30
ETH	996	1,270	64,559	69,682	108%	1,111	1,483	1,075	1,371	1,111	1,483
ERT	111	184	18,367	18,739	102%	126	194	113	188	126	194
WLT	358	493	18,367	18,739	102%	386	513	365	503	386	513
WTH	1,480	1,725	46,637	49,889	107%	1,694	1,856	1,583	1,845	1,694	1,856
WRT	1,246	287	22,311	28,342	127%	1,583	365	1,583	365	1,444	317

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

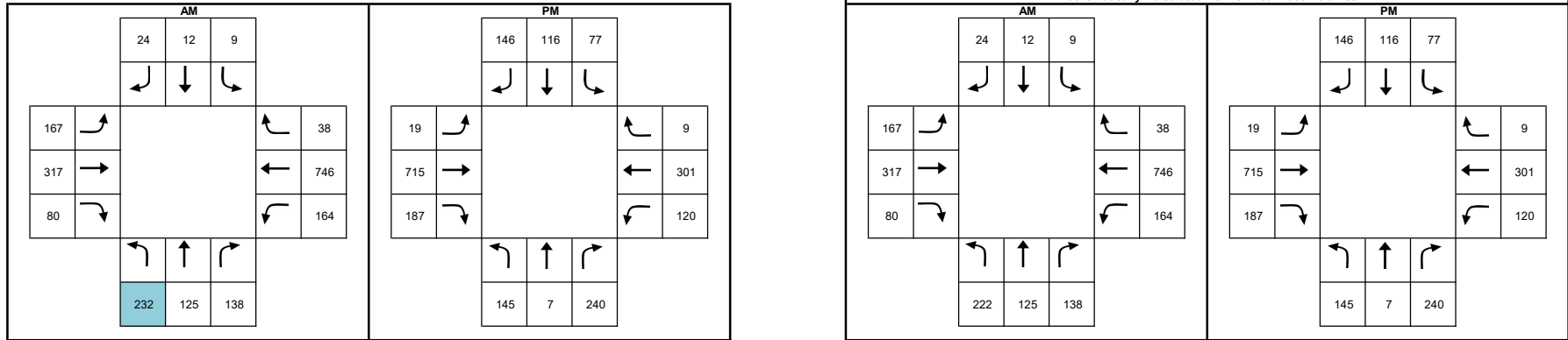
## Intersection 7

Analyst: JM  
 Intersection: Judicial Drive / Eastgate Mall  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	187	122	13,699	16,247	119%	232	145	222	145	232	129
NTH	112	6	2,267	2,528	112%	125	7	125	7	113	6
NRT	116	202	13,699	16,247	119%	138	240	138	240	124	220
SLT	8	65	13,699	16,247	119%	9	77	9	77	8	66
STH	8	79	5,532	8,090	146%	12	116	12	116	8	80
SRT	20	123	13,699	16,247	119%	24	146	24	146	20	125
ELT	150	17	2,267	2,528	112%	167	19	167	19	152	17
ETH	267	603	13,699	16,247	119%	317	715	317	715	287	673
ERT	55	128	5,532	8,090	146%	80	187	80	187	56	130
WLT	112	82	5,532	8,090	146%	164	120	164	120	145	94
WTH	629	254	13,699	16,247	119%	746	301	746	301	674	279
WRT	34	8	2,267	2,528	112%	38	9	38	9	34	8

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

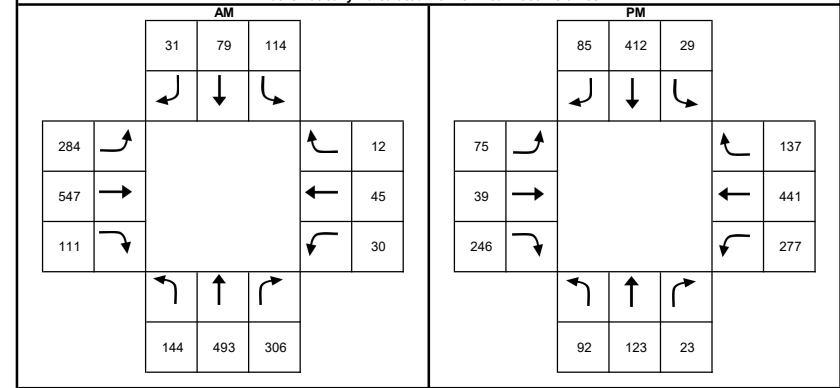
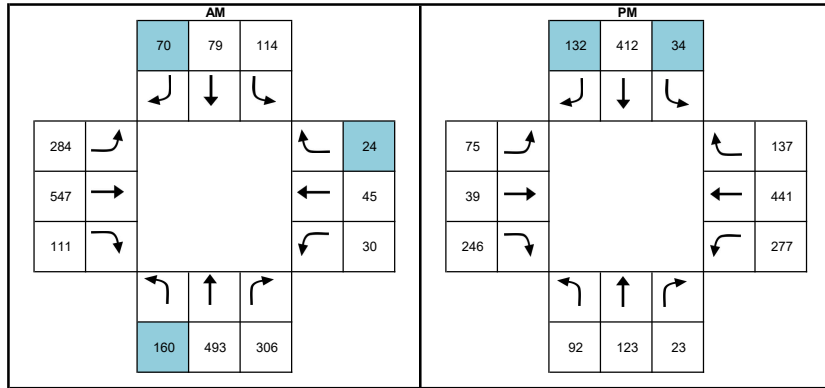
## Intersection 8

Analyst: JM  
 Intersection: Judicial Drive / Executive Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	102	65	8,818	12,425	141%	160	92	144	92	160	72
NTH	337	84	5,532	8,090	146%	493	123	493	123	367	88
NRT	190	14	4,233	6,816	161%	306	23	306	23	192	14
SLT	71	18	4,233	6,816	161%	114	34	114	29	74	34
STH	55	287	9,289	13,340	144%	79	412	79	412	59	317
SRT	22	60	8,818	12,425	141%	70	132	31	85	70	132
ELT	194	51	5,532	8,090	146%	284	75	284	75	196	52
ETH	340	24	4,233	6,816	161%	547	39	547	39	344	24
ERT	77	171	9,289	13,340	144%	111	246	111	246	84	223
WLT	21	193	9,289	13,340	144%	30	277	30	277	21	195
WTH	32	313	8,818	12,425	141%	45	441	45	441	32	317
WRT	8	94	5,532	8,090	146%	24	137	12	137	24	97

Mathematically Calculated Horizon Year 2050 Volumes





# Buildout

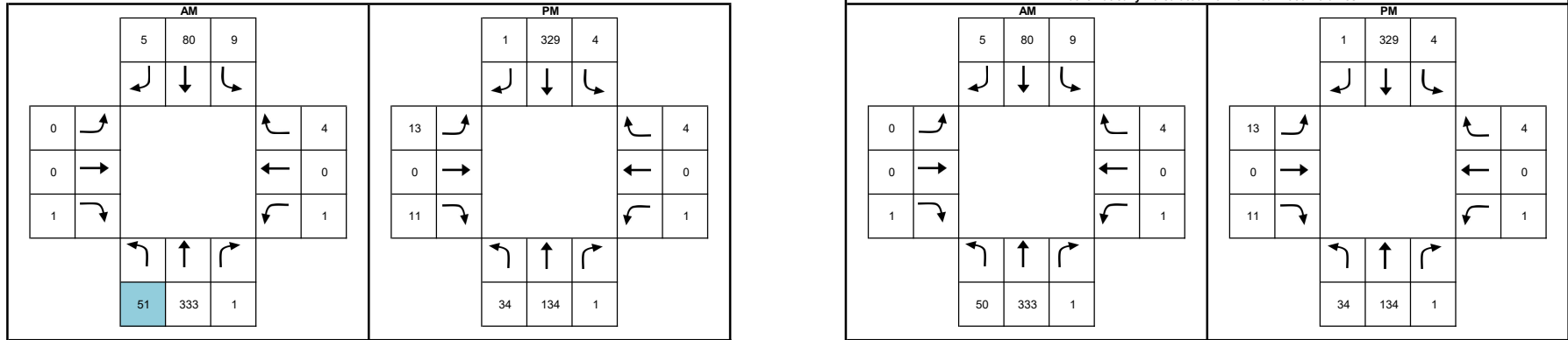
## Intersection 9

Analyst: JM  
 Intersection: Judicial Drive / Judicial Driveway  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	50	34	0	0	100%	51	34	50	34	51	34
NTH	232	93	9,289	13,340	144%	333	134	333	134	292	100
NRT	1	1	0	0	100%	1	1	1	1	1	1
SLT	9	4	0	0	100%	9	4	9	4	9	4
STH	56	232	9,568	13,584	142%	80	329	80	329	63	285
SRT	5	1	0	0	100%	5	1	5	1	5	1
ELT	0	9	9,289	13,340	144%	0	13	0	13	0	9
ETH	0	0	0	0	100%	0	0	0	0	0	0
ERT	1	8	9,568	13,584	142%	1	11	1	11	1	8
WLT	1	1	9,568	13,584	142%	1	1	1	1	1	1
WTH	0	0	0	0	100%	0	0	0	0	0	0
WRT	3	3	9,289	13,340	144%	4	4	4	4	3	3

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

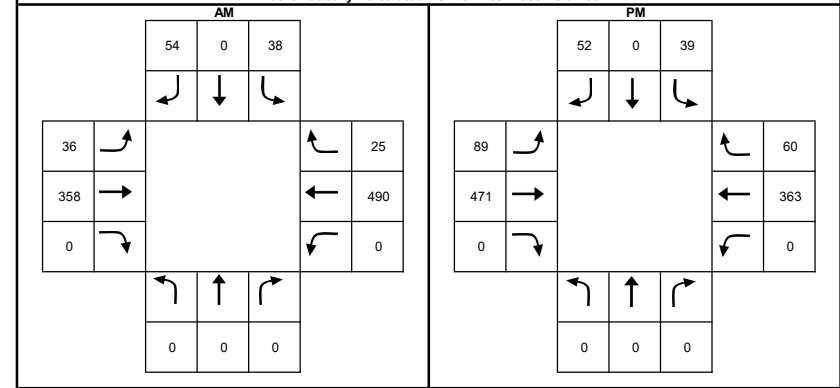
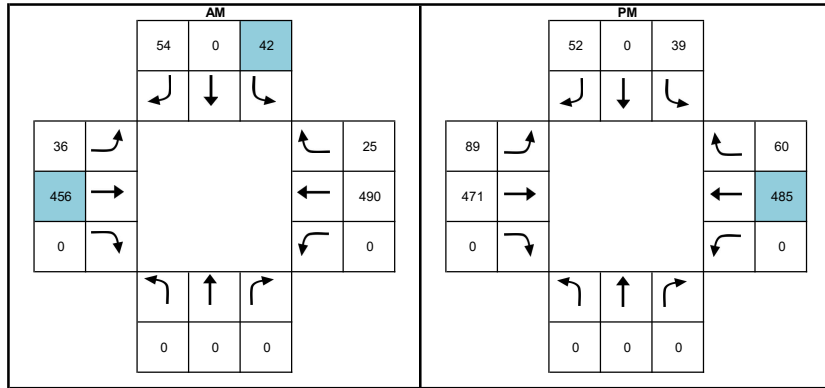
## Intersection 10

Analyst: JM  
 Intersection: Eastgate Mall / Easter Way  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	14,935	15,681	105%	0	0	0	0	0	0
NTH	0	0	3,000	3,758	125%	0	0	0	0	0	0
NRT	0	0	15,174	17,250	114%	0	0	0	0	0	0
SLT	33	34	15,174	17,250	114%	42	39	38	39	42	35
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	51	50	14,935	15,681	105%	54	52	54	52	52	51
ELT	29	71	3,000	3,758	125%	36	89	36	89	29	72
ETH	315	414	15,174	17,250	114%	456	471	358	471	456	446
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	467	346	14,935	15,681	105%	490	485	490	363	488	485
WRT	20	48	3,000	3,758	125%	25	60	25	60	21	57

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

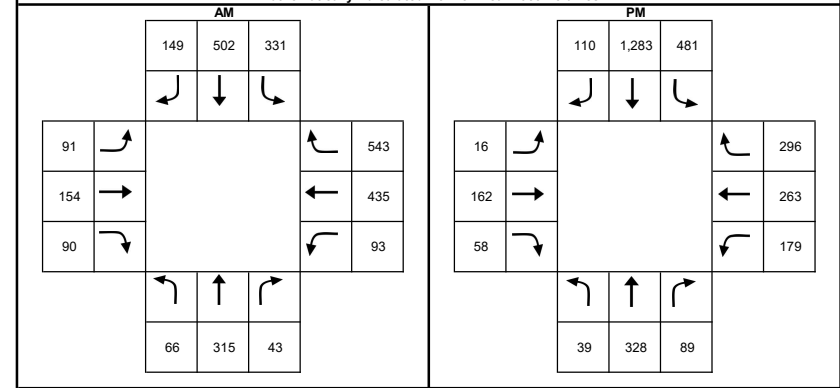
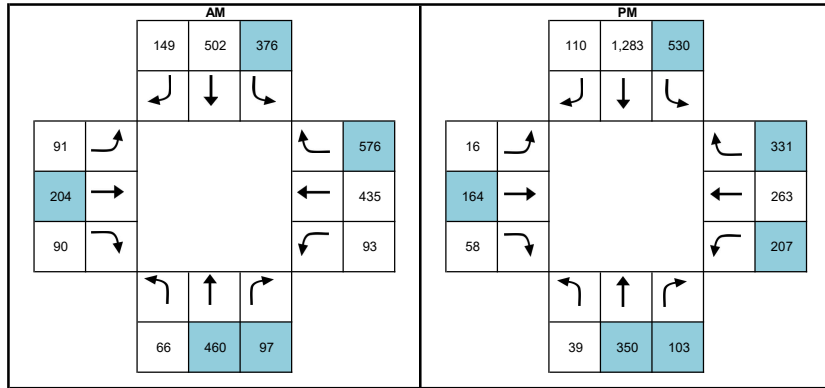
## Intersection 11

Analyst: JM  
 Intersection: Eastgate Mall / Genesee Avenue  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	51	30	6,560	8,497	130%	66	39	66	39	52	30
NTH	291	303	28,116	30,471	108%	460	350	315	328	460	350
NRT	41	85	14,935	15,681	105%	97	103	43	89	97	103
SLT	315	458	14,935	15,681	105%	376	530	331	481	376	530
STH	427	1,092	29,135	34,235	118%	502	1,283	502	1,283	481	1,253
SRT	115	85	6,560	8,497	130%	149	110	149	110	116	86
ELT	84	15	28,116	30,471	108%	91	16	91	16	85	15
ETH	147	154	14,935	15,681	105%	204	164	154	162	204	164
ERT	77	49	29,135	34,235	118%	90	58	90	58	78	50
WLT	79	152	29,135	34,235	118%	93	207	93	179	92	207
WTH	336	203	6,560	8,497	130%	435	263	435	263	346	259
WRT	501	273	28,116	30,471	108%	576	331	543	296	576	331

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

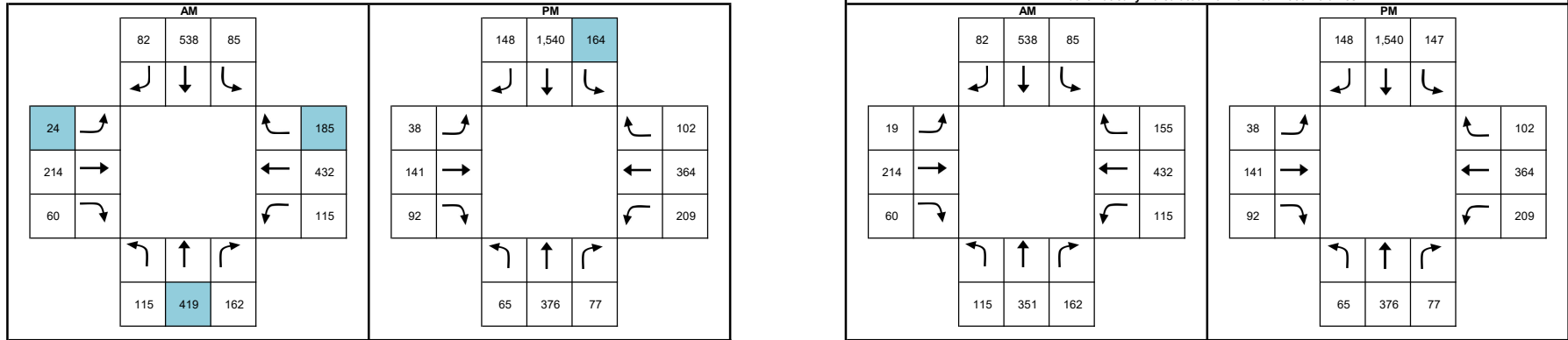
## Intersection 12

Analyst: JM  
 Intersection: Genesee Avenue / Executive Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	81	46	5,897	8,380	142%	115	65	115	65	82	47
NTH	299	320	29,135	34,235	118%	419	376	351	376	419	335
NRT	130	62	10,324	12,900	125%	162	77	162	77	132	63
SLT	68	118	10,324	12,900	125%	85	164	85	147	75	164
STH	420	1,202	37,460	47,983	128%	538	1540	538	1540	437	1,320
SRT	58	104	5,897	8,380	142%	82	148	82	148	59	112
ELT	16	32	29,135	34,235	118%	24	38	19	38	24	32
ETH	171	113	10,324	12,900	125%	214	141	214	141	173	114
ERT	47	72	37,460	47,983	128%	60	92	60	92	48	73
WLT	90	163	37,460	47,983	128%	115	209	115	209	91	165
WTH	304	256	5,897	8,380	142%	432	364	432	364	308	259
WRT	132	87	29,135	34,235	118%	185	102	155	102	185	93

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

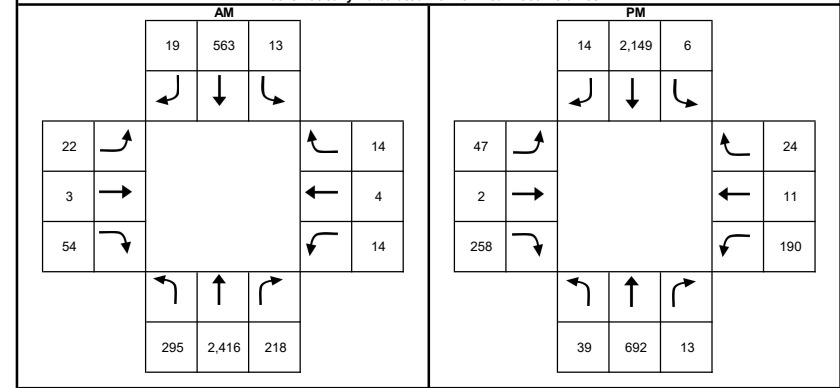
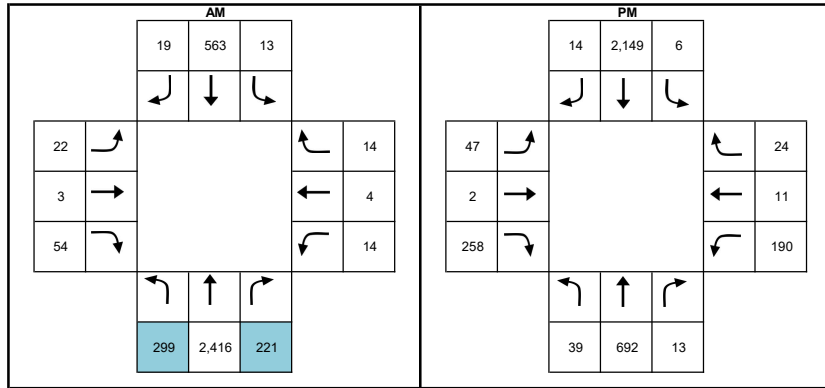
## Intersection 13

Analyst: JM  
 Intersection: Genesee Avenue / Executive Square  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	295	39	0	0	100%	299	39	295	39	299	39
NTH	1,886	540	37,460	47,983	128%	2416	692	2416	692	2,014	557
NRT	218	13	0	0	100%	221	13	218	13	221	13
SLT	13	6	0	0	100%	13	6	13	6	13	6
STH	459	1,751	35,948	44,125	123%	563	2149	563	2149	476	1,864
SRT	19	14	0	0	100%	19	14	19	14	19	14
ELT	17	37	37,460	47,983	128%	22	47	22	47	17	37
ETH	3	2	0	0	100%	3	2	3	2	3	2
ERT	44	210	35,948	44,125	123%	54	258	54	258	45	213
WLT	11	155	35,948	44,125	123%	14	190	14	190	11	157
WTH	4	11	0	0	100%	4	11	4	11	4	11
WRT	11	19	37,460	47,983	128%	14	24	14	24	11	19

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

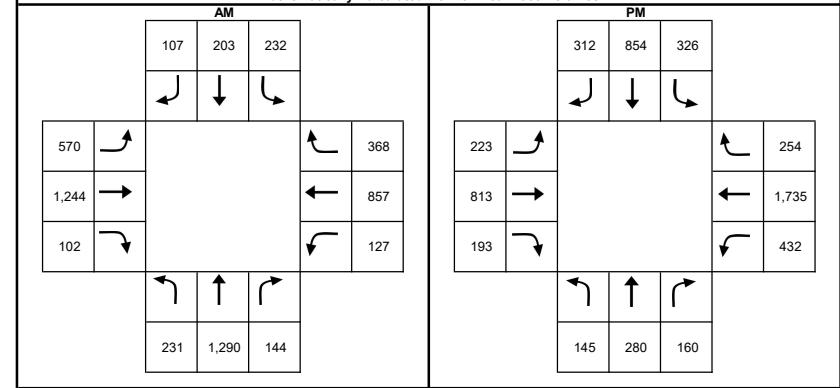
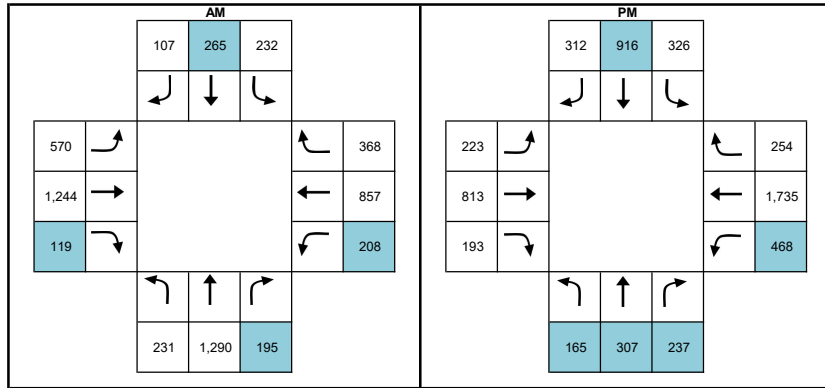
## Intersection 14

Analyst: JM  
 Intersection: La Jolla Village Drive / Genesee Avenue  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	223	140	34,701	35,965	104%	231	165	231	145	231	165
NTH	1,051	228	35,948	44,125	123%	1290	307	1290	280	1,195	307
NRT	133	148	45,285	49,010	108%	195	237	144	160	195	237
SLT	214	301	45,285	49,010	108%	232	326	232	326	219	324
STH	183	769	23,676	26,303	111%	265	916	203	854	265	916
SRT	103	301	34,701	35,965	104%	107	312	107	312	104	308
ELT	464	182	35,948	44,125	123%	570	223	570	223	488	198
ETH	1,149	751	45,285	49,010	108%	1244	813	1244	813	1,171	764
ERT	92	174	23,676	26,303	111%	119	193	102	193	119	183
WLT	114	389	23,676	26,303	111%	208	468	127	432	208	468
WTH	827	1,674	34,701	35,965	104%	857	1,735	857	1,735	837	1,695
WRT	300	207	35,948	44,125	123%	368	254	368	254	325	212

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

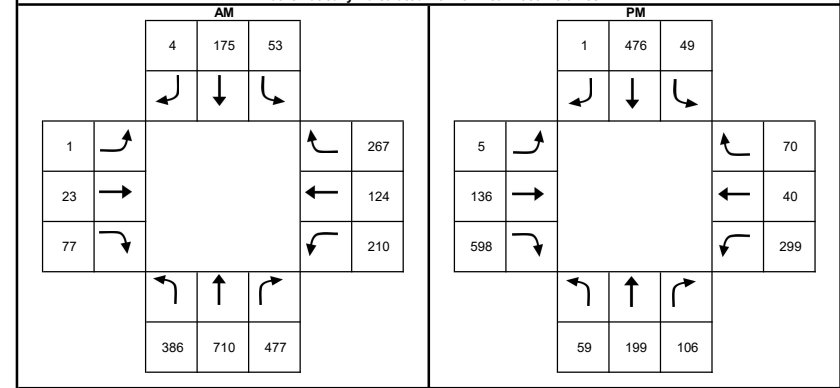
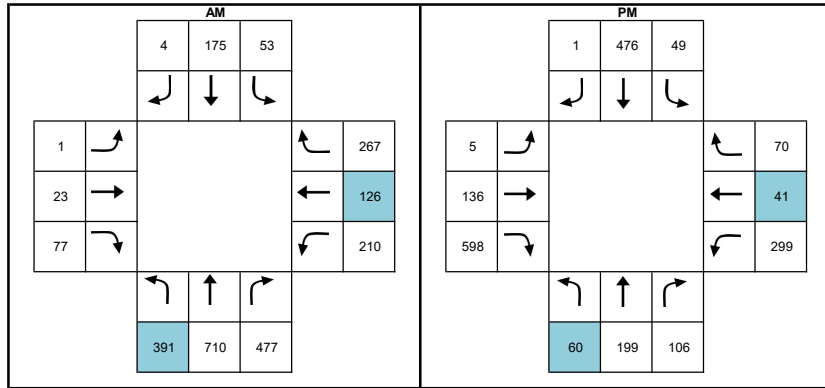
## Intersection 15

Analyst: JM  
 Intersection: Regents Road / Eastgate Mall  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	386	59	0	0	100%	391	60	386	59	391	60
NTH	521	146	8,011	10,923	136%	710	199	710	199	528	148
NRT	368	82	6,560	8,497	130%	477	106	477	106	373	83
SLT	41	38	6,560	8,497	130%	53	49	53	49	42	38
STH	139	379	17,070	21,458	126%	175	476	175	476	141	384
SRT	4	1	0	0	100%	4	1	4	1	4	1
ELT	1	4	8,011	10,923	136%	1	5	1	5	1	4
ETH	18	105	6,560	8,497	130%	23	136	23	136	18	106
ERT	61	476	17,070	21,458	126%	77	598	77	598	62	482
WLT	167	238	17,070	21,458	126%	210	299	210	299	169	241
WTH	124	40	0	0	100%	126	41	124	40	126	41
WRT	196	51	8,011	10,923	136%	267	70	267	70	198	52

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

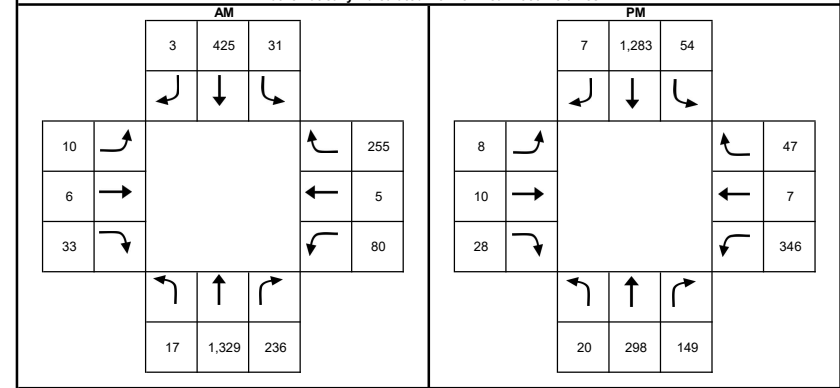
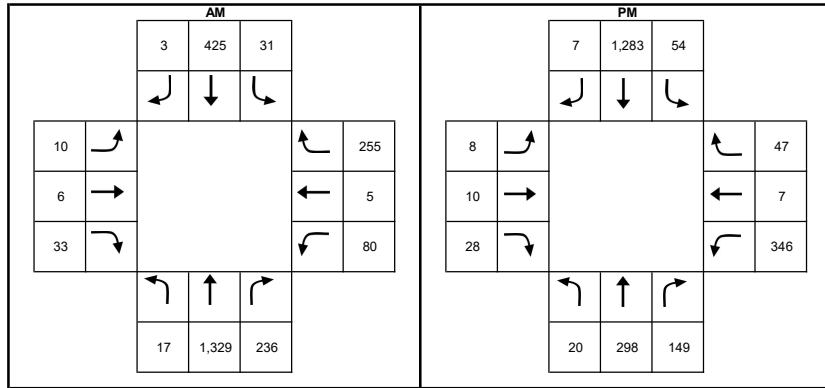
## Intersection 16

Analyst: JM  
 Intersection: Regents Road / Executive Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	17	20	0	0	100%	17	20	17	20	17	20
NTH	1,057	237	17,070	21,458	126%	1329	298	1329	298	1,070	240
NRT	166	105	5,897	8,380	142%	236	149	236	149	168	106
SLT	22	38	5,897	8,380	142%	31	54	31	54	22	38
STH	350	1,057	20,670	25,090	121%	425	1283	425	1283	354	1,070
SRT	3	7	0	0	100%	3	7	3	7	3	7
ELT	8	6	17,070	21,458	126%	10	8	10	8	8	6
ETH	4	7	5,897	8,380	142%	6	10	6	10	4	7
ERT	27	23	20,670	25,090	121%	33	28	33	28	27	23
WLT	66	285	20,670	25,090	121%	80	346	80	346	67	289
WTH	5	7	0	0	100%	5	7	5	7	5	7
WRT	203	37	17,070	21,458	126%	255	47	255	47	206	37

Mathematically Calculated Horizon Year 2050 Volumes





# Buildout

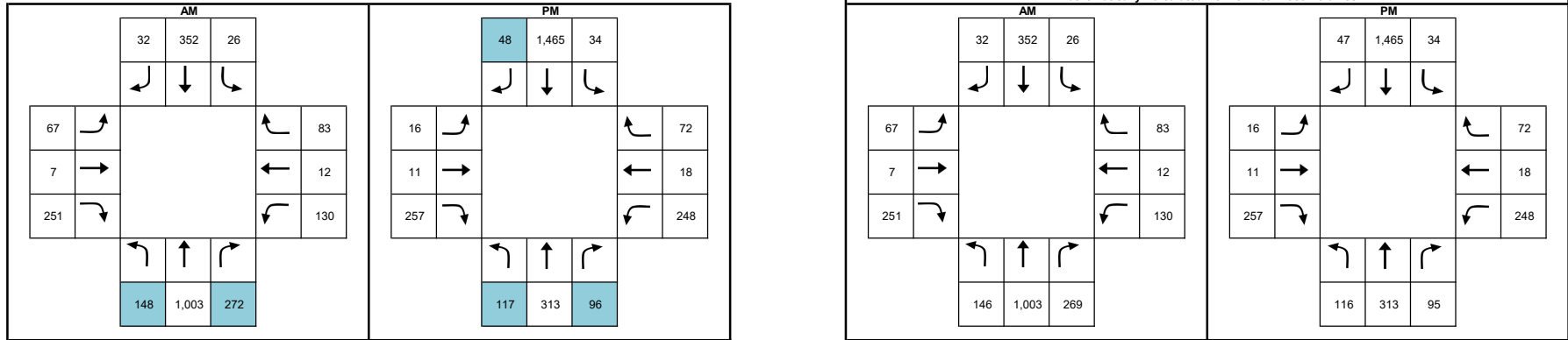
## Intersection 17

Analyst: JM  
 Intersection: Regents Road / Regents Park Row  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	146	116	0	0	100%	148	117	146	116	148	117
NTH	826	258	20,670	25,090	121%	1003	313	1003	313	836	261
NRT	269	95	0	0	100%	272	96	269	95	272	96
SLT	26	34	0	0	100%	26	34	26	34	26	34
STH	290	1,207	20,670	25,090	121%	352	1465	352	1465	294	1,222
SRT	32	47	0	0	100%	32	48	32	47	32	48
ELT	55	13	20,670	25,090	121%	67	16	67	16	56	13
ETH	7	11	0	0	100%	7	11	7	11	7	11
ERT	207	212	20,670	25,090	121%	251	257	251	257	210	215
WLT	107	204	20,670	25,090	121%	130	248	130	248	108	207
WTH	12	18	0	0	100%	12	18	12	18	12	18
WRT	68	59	20,670	25,090	121%	83	72	83	72	69	60

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

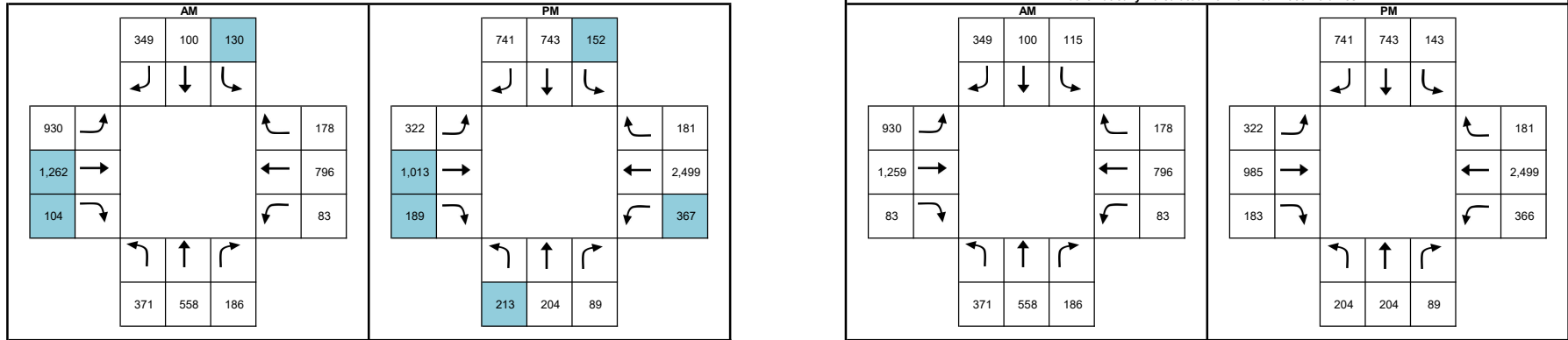
## Intersection 18

Analyst: JM  
 Intersection: Regents Road / La Jolla Village Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	316	174	47,058	55,297	118%	371	213	371	204	370	213
NTH	460	168	20,670	25,090	121%	558	204	558	204	474	174
NRT	179	86	34,701	35,965	104%	186	89	186	89	181	87
SLT	111	138	34,701	35,965	104%	130	152	115	143	130	152
STH	99	734	16,854	17,057	101%	100	743	100	743	100	743
SRT	297	631	47,058	55,297	118%	349	741	349	741	301	639
ELT	766	265	20,670	25,090	121%	930	322	930	322	776	268
ETH	1,215	950	34,701	35,965	104%	1,262	1,013	1,259	985	1,262	1,013
ERT	82	181	16,854	17,057	101%	104	189	83	183	104	189
WLT	82	362	16,854	17,057	101%	83	367	83	366	83	367
WTH	677	2,127	47,058	55,297	118%	796	2,499	796	2,499	689	2,172
WRT	147	149	20,670	25,090	121%	178	181	178	181	152	165

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

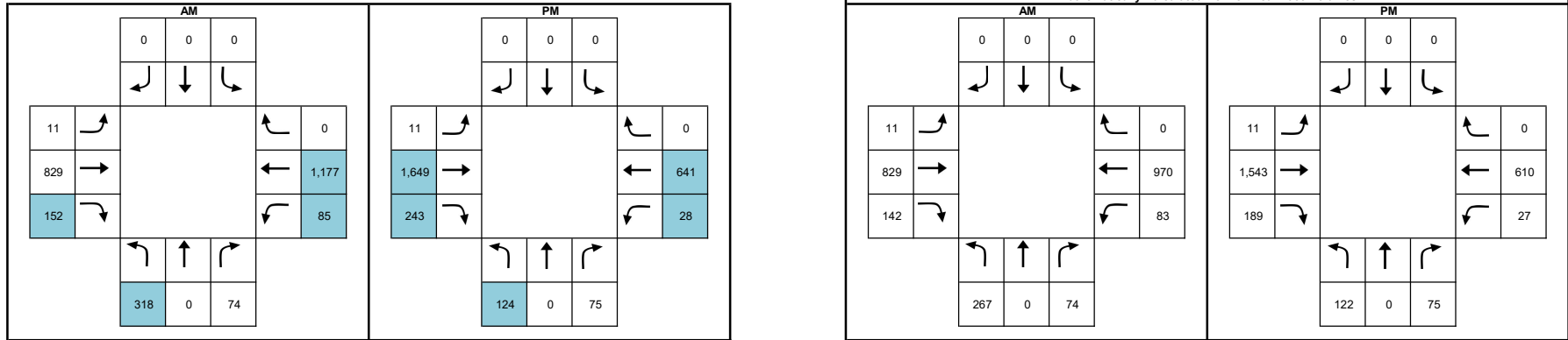
## Intersection 19

Analyst: JM  
 Intersection: Regents Road / Genesee Avenue  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	257	117	28,536	29,665	104%	318	124	267	122	318	124
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	68	69	28,116	30,471	108%	74	75	74	75	71	70
SLT	0	0	28,116	30,471	108%	0	0	0	0	0	0
STH	0	0	6,714	6,640	99%	0	0	0	0	0	0
SRT	0	0	28,536	29,665	104%	0	0	0	0	0	0
ELT	11	11	0	0	100%	11	11	11	11	11	11
ETH	765	1,424	28,116	30,471	108%	829	1,649	829	1,543	826	1,649
ERT	144	191	6,714	6,640	99%	152	243	142	189	152	243
WLT	84	27	6,714	6,640	99%	85	28	83	27	85	28
WTH	933	587	28,536	29,665	104%	1,177	641	970	610	1,177	641
WRT	0	0	0	0	100%	0	0	0	0	0	0

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

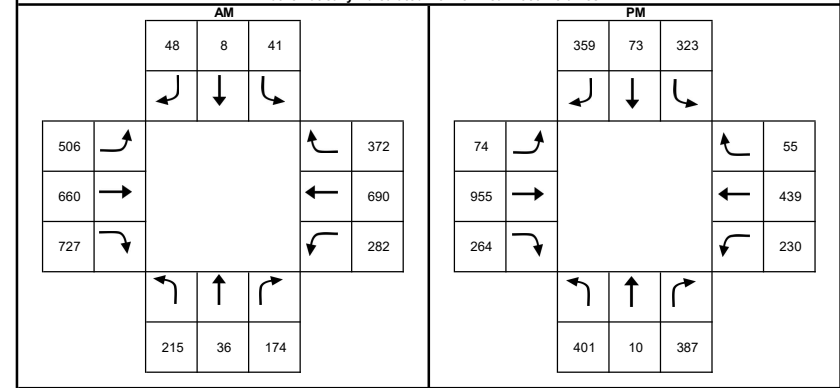
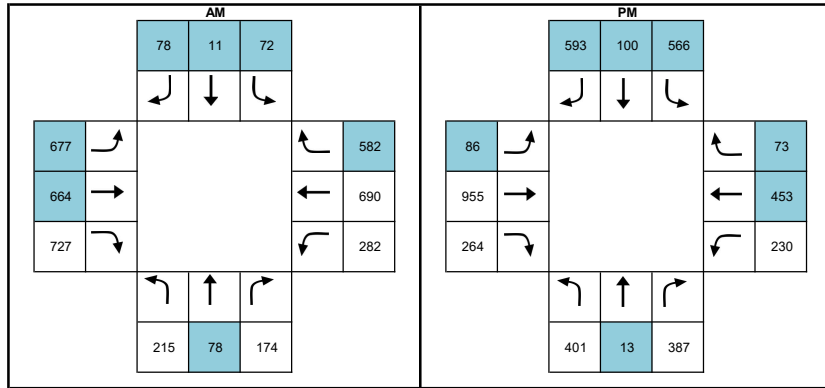
## Intersection 20

Analyst: JM  
 Intersection: Genesee Avenue / Campus Point Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	209	390	32,966	33,913	103%	215	401	215	401	212	395
NTH	28	8	2,652	3,377	127%	78	13	36	10	78	13
NRT	167	372	28,536	29,665	104%	174	387	174	387	172	378
SLT	39	311	28,536	29,665	104%	72	566	41	323	72	566
STH	6	56	19,276	25,191	131%	11	100	8	73	11	100
SRT	47	349	32,966	33,913	103%	78	593	48	359	78	593
ELT	397	58	2,652	3,377	127%	677	86	506	74	677	86
ETH	635	919	28,536	29,665	104%	664	955	660	955	664	936
ERT	556	202	19,276	25,191	131%	727	264	727	264	563	205
WLT	216	176	19,276	25,191	131%	282	230	282	230	219	181
WTH	671	427	32,966	33,913	103%	690	453	690	439	681	453
WRT	292	43	2,652	3,377	127%	582	73	372	55	582	73

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

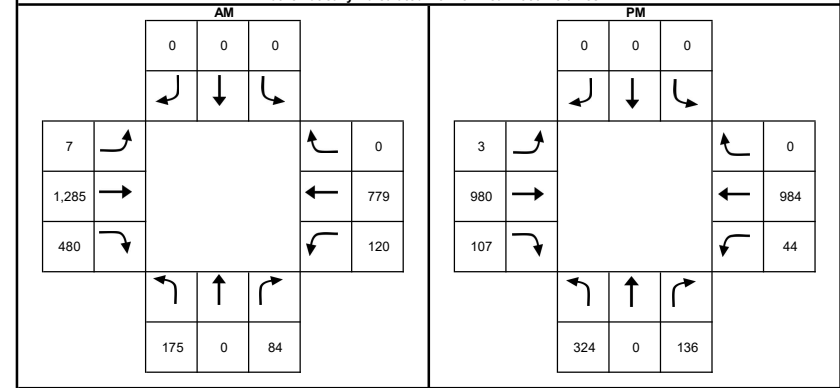
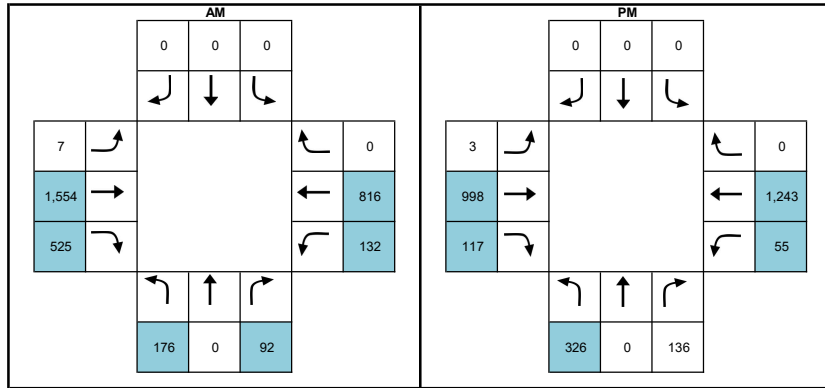
## Intersection 21

Analyst: JM  
 Intersection: Genesee Avenue / Scripps Hospital Driveway  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	174	322	32,643	32,861	101%	176	326	175	324	176	326
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	82	132	32,966	33,913	103%	92	136	84	136	92	134
SLT	0	0	32,966	33,913	103%	0	0	0	0	0	0
STH	0	0	15,333	14,193	93%	0	0	0	0	0	0
SRT	0	0	32,643	32,861	101%	0	0	0	0	0	0
ELT	7	3	0	0	100%	7	3	7	3	7	3
ETH	1,249	953	32,966	33,913	103%	1,554	998	1,285	980	1,554	998
ERT	519	116	15,333	14,193	93%	525	117	480	107	525	117
WLT	130	48	15,333	14,193	93%	132	55	120	44	132	55
WTH	774	977	32,643	32,861	101%	816	1,243	779	984	816	1,243
WRT	0	0	0	0	100%	0	0	0	0	0	0

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

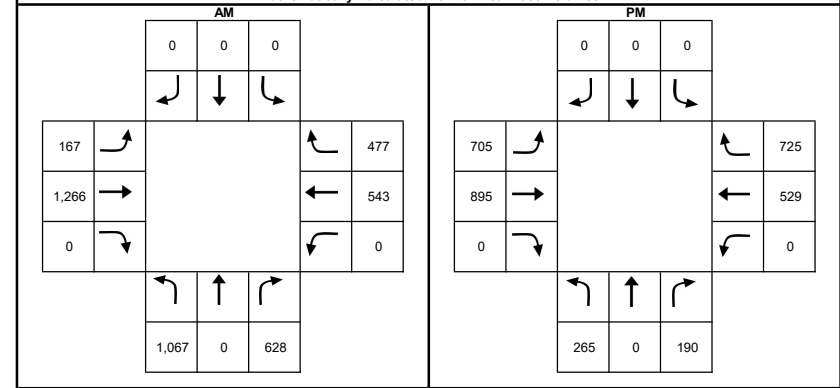
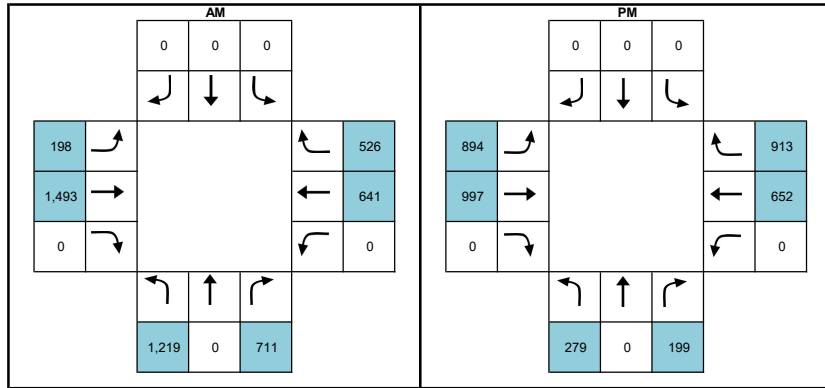
## Intersection 22

Analyst: JM  
 Intersection: Genesee Avenue / I-5 NB Ramps  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	1,049	260	48,846	49,701	102%	1219	279	1067	265	1,219	279
NTH	0	0	22,167	21,037	95%	0	0	0	0	0	0
NRT	624	189	32,643	32,861	101%	711	199	628	190	711	199
SLT	0	0	32,643	32,861	101%	0	0	0	0	0	0
STH	0	0	15,433	14,056	91%	0	0	0	0	0	0
SRT	0	0	48,846	49,701	102%	0	0	0	0	0	0
ELT	176	743	22,167	21,037	95%	198	894	167	705	198	894
ETH	1,258	889	32,643	32,861	101%	1493	997	1266	895	1,493	997
ERT	0	0	15,433	14,056	91%	0	0	0	0	0	0
WLT	0	0	15,433	14,056	91%	0	0	0	0	0	0
WTH	534	520	48,846	49,701	102%	641	652	543	529	641	652
WRT	503	764	22,167	21,037	95%	526	913	477	725	526	913

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

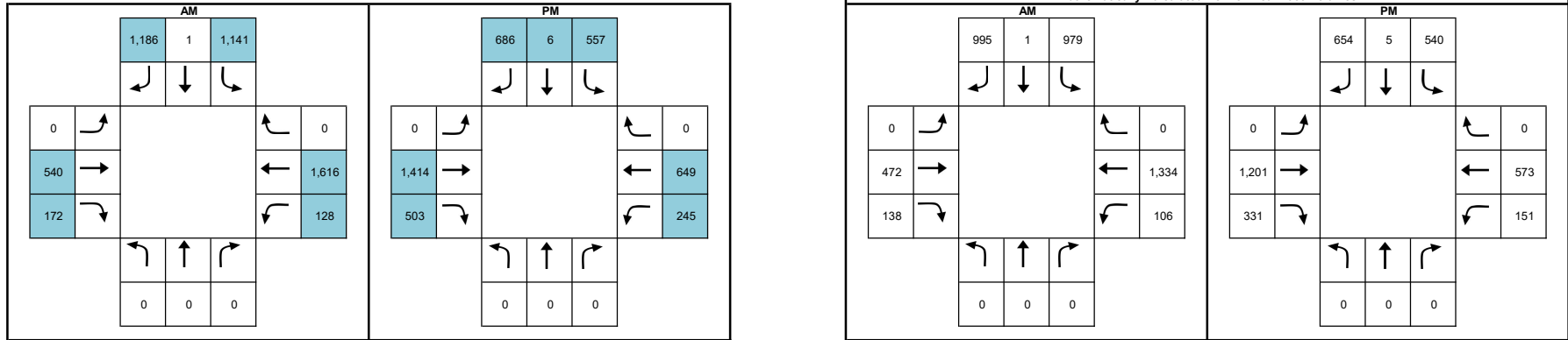
## Intersection 23

Analyst: JM  
 Intersection: Genesee Avenue / I-5 SB Ramps  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	34,638	34,212	99%	0	0	0	0	0	0
NTH	0	0	23,000	18,621	81%	0	0	0	0	0	0
NRT	0	0	48,846	49,701	102%	0	0	0	0	0	0
SLT	962	531	48,846	49,701	102%	1141	557	979	540	1,141	557
STH	1	6	15,100	13,673	91%	1	6	1	5	1	6
SRT	1,007	662	34,638	34,212	99%	1186	686	995	654	1,186	686
ELT	0	0	23,000	18,621	81%	0	0	0	0	0	0
ETH	464	1,180	48,846	49,701	102%	540	1414	472	1201	540	1,414
ERT	152	365	15,100	13,673	91%	172	503	138	331	172	503
WLT	117	167	15,100	13,673	91%	128	245	106	151	128	245
WTH	1,351	580	34,638	34,212	99%	1616	649	1334	573	1,616	649
WRT	0	0	23,000	18,621	81%	0	0	0	0	0	0

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

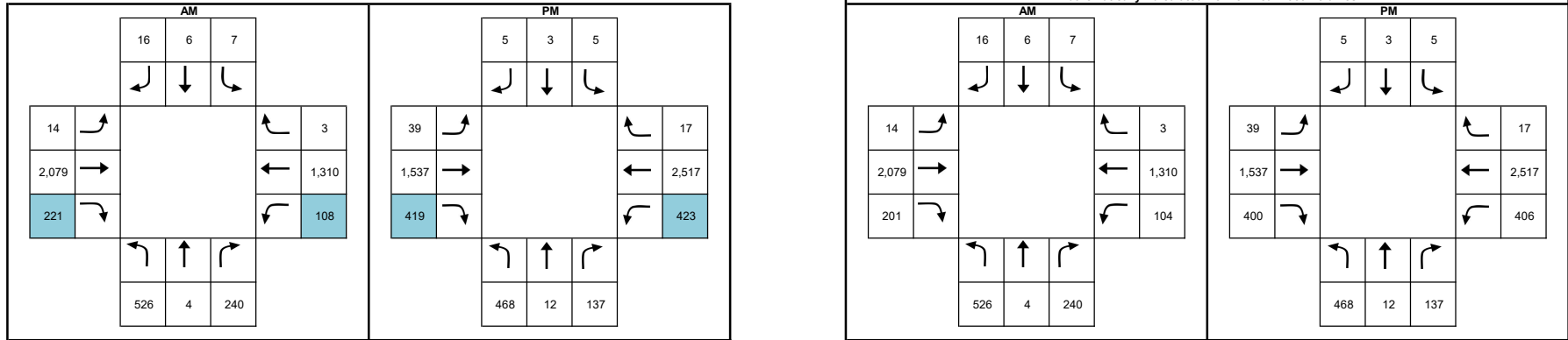
## Intersection 24

Analyst: JM  
 Intersection: La Jolla Village Drive / Lebon Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	492	438	52,803	56,406	107%	526	468	526	468	500	452
NTH	4	12	0	0	100%	4	12	4	12	4	12
NRT	204	117	47,058	55,297	118%	240	137	240	137	207	118
SLT	6	4	47,058	55,297	118%	7	5	7	5	6	4
STH	6	3	9,330	9,073	97%	6	3	6	3	6	3
SRT	15	5	52,803	56,406	107%	16	5	16	5	15	5
ELT	14	39	0	0	100%	14	39	14	39	14	39
ETH	1,769	1,308	47,058	55,297	118%	2079	1537	2079	1537	1,833	1,335
ERT	207	411	9,330	9,073	97%	221	419	201	400	221	419
WLT	107	418	9,330	9,073	97%	108	423	104	406	108	423
WTH	1,226	2,356	52,803	56,406	107%	1310	2517	1310	2517	1,249	2,421
WRT	3	17	0	0	100%	3	17	3	17	3	17

Mathematically Calculated Horizon Year 2050 Volumes





# Buildout

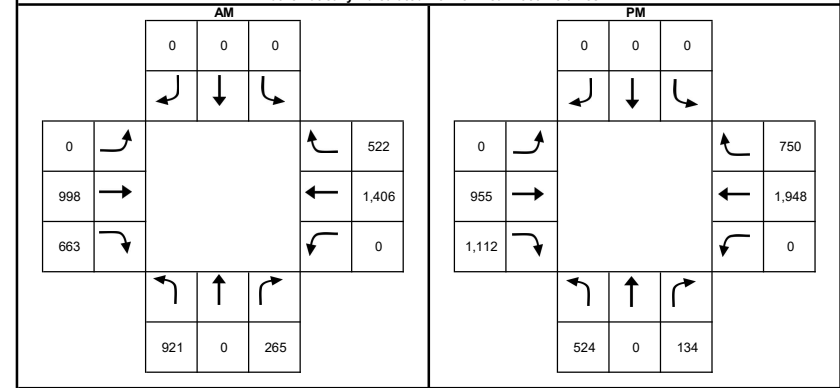
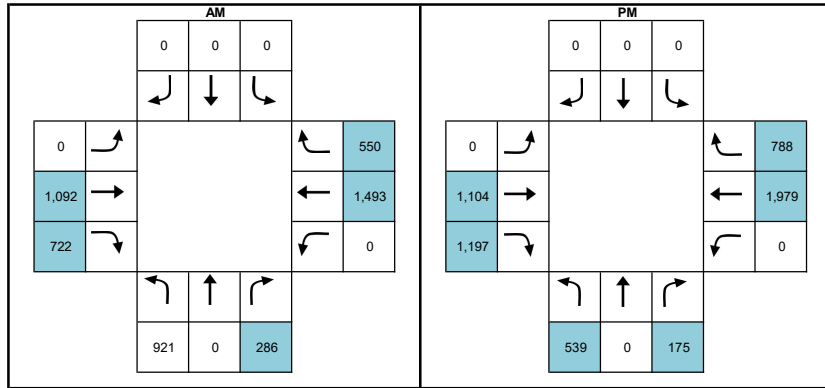
## Intersection 25

Analyst: JM  
 Intersection: Miramar Road / I-805 NB Ramps  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	880	501	56,544	59,166	105%	921	539	921	524	916	539
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	267	135	50,315	49,933	99%	286	175	265	134	286	175
SLT	0	0	50,315	49,933	99%	0	0	0	0	0	0
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	0	0	56,544	59,166	105%	0	0	0	0	0	0
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	1,006	962	50,315	49,933	99%	1092	1104	998	955	1,092	1,104
ERT	675	1,132	5,133	5,044	98%	722	1,197	663	1,112	722	1,197
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	1,344	1,862	56,544	59,166	105%	1493	1979	1406	1948	1,493	1,979
WRT	526	755	11,967	11,881	99%	550	788	522	750	550	788

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

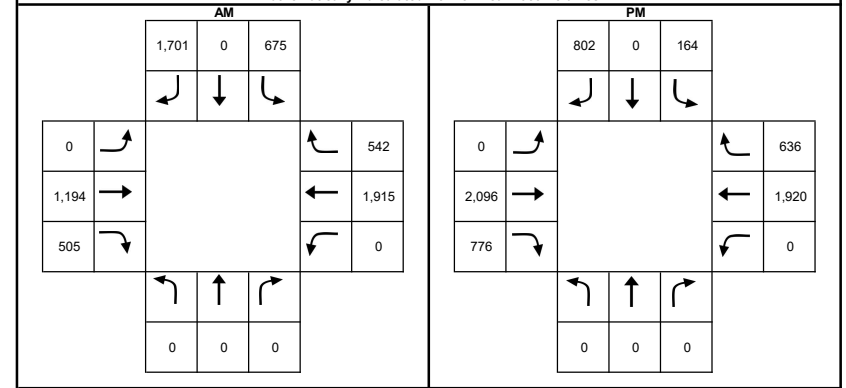
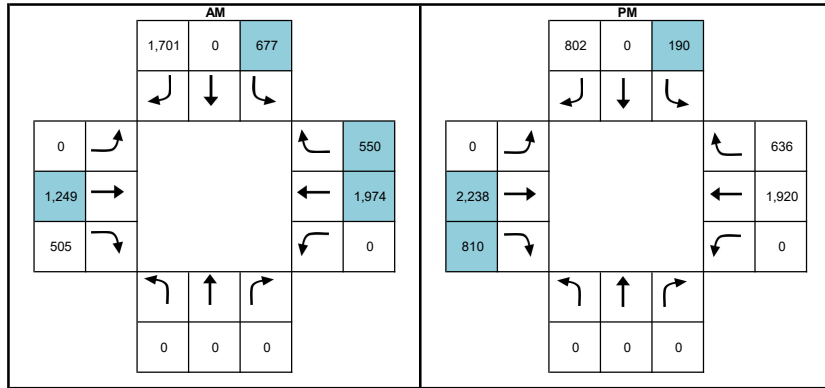
## Intersection 26

Analyst: JM  
 Intersection: La Jolla Village Drive / Miramar Road / I-805 SB Rar  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	64,559	69,682	108%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	56,544	59,166	105%	0	0	0	0	0	0
SLT	645	157	56,544	59,166	105%	677	190	675	164	677	190
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	1,576	743	64,559	69,682	108%	1701	802	1701	802	1,694	797
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	1,141	2,003	56,544	59,166	105%	1249	2238	1194	2096	1,249	2,238
ERT	465	715	16,300	17,699	109%	505	810	505	776	498	810
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	1,774	1,779	64,559	69,682	108%	1974	1920	1915	1920	1,974	1,911
WRT	503	590	3,133	3,379	108%	550	636	542	636	550	622

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

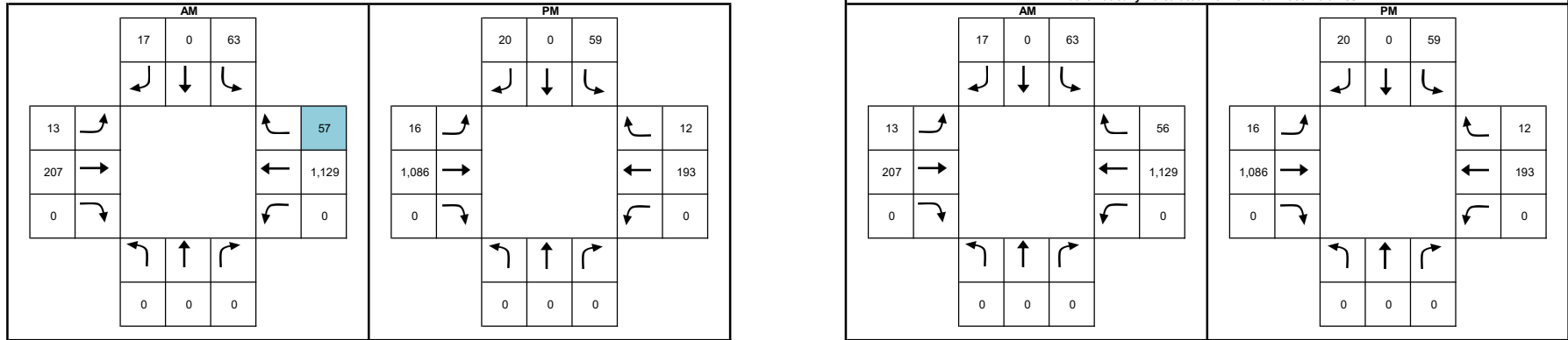
## Intersection 27

Analyst: JM  
 Intersection: Eastgate Mall / Eastgate Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	11,798	13,562	115%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	14,764	15,460	105%	0	0	0	0	0	0
SLT	60	56	14,764	15,460	105%	63	59	63	59	61	57
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	15	17	11,798	13,562	115%	17	20	17	20	15	17
ELT	13	16	0	0	100%	13	16	13	16	13	16
ETH	198	1,037	14,764	15,460	105%	207	1,086	207	1,086	200	1,050
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	982	168	11,798	13,562	115%	1,129	193	1,129	193	994	170
WRT	56	12	0	0	100%	57	12	56	12	57	12

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

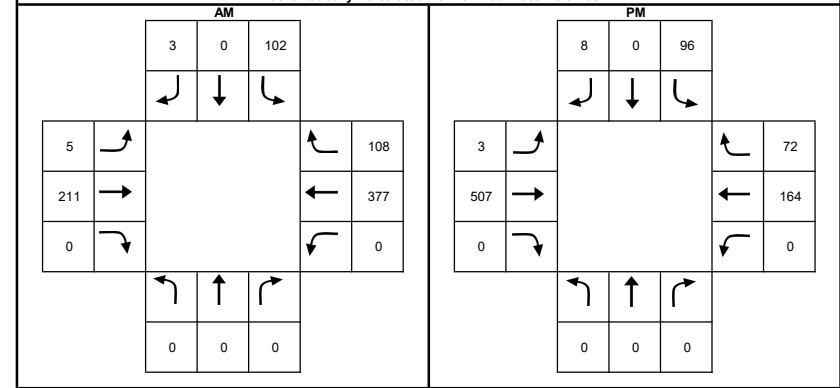
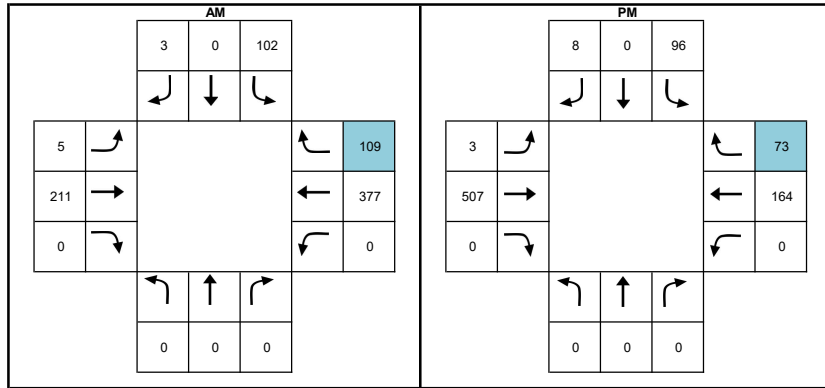
## Intersection 28

Analyst: JM  
 Intersection: Eastgate Mall / Olson Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	14,764	15,460	105%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	14,712	17,305	118%	0	0	0	0	0	0
SLT	87	82	14,712	17,305	118%	102	96	102	96	88	83
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	3	8	14,764	15,460	105%	3	8	3	8	3	8
ELT	5	3	0	0	100%	5	3	5	3	5	3
ETH	179	431	14,712	17,305	118%	211	507	211	507	181	436
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	360	157	14,764	15,460	105%	377	164	377	164	365	159
WRT	108	72	0	0	100%	109	73	108	72	109	73

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

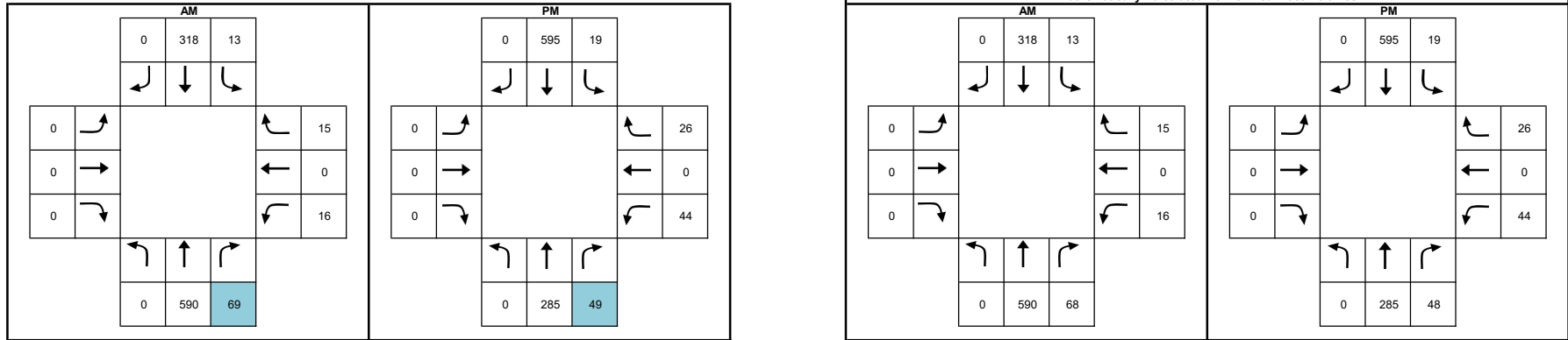
## Intersection 29

Analyst: JM  
 Intersection: Eastgate Mall / Autoport Mall  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	0	0	100%	0	0	0	0	0	0
NTH	502	242	14,712	17,305	118%	590	285	590	285	508	245
NRT	68	48	0	0	100%	69	49	68	48	69	49
SLT	13	19	0	0	100%	13	19	13	19	13	19
STH	270	506	14,712	17,305	118%	318	595	318	595	273	512
SRT	0	0	0	0	100%	0	0	0	0	0	0
ELT	0	0	14,712	17,305	118%	0	0	0	0	0	0
ETH	0	0	0	0	100%	0	0	0	0	0	0
ERT	0	0	14,712	17,305	118%	0	0	0	0	0	0
WLT	14	37	14,712	17,305	118%	16	44	16	44	14	37
WTH	0	0	0	0	100%	0	0	0	0	0	0
WRT	13	22	14,712	17,305	118%	15	26	15	26	13	22

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

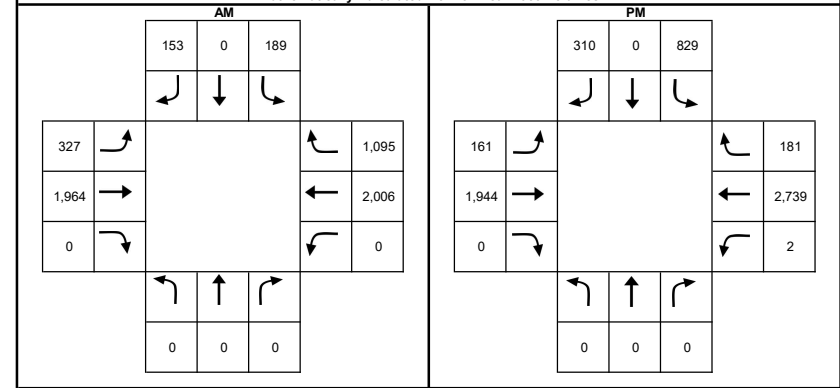
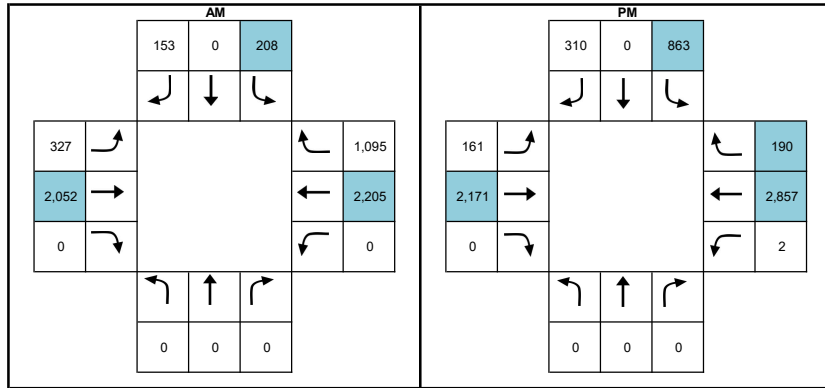
## Intersection 30

Analyst: JM  
 Intersection: Miramar Road / Eastgate Mall  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	49,830	51,524	103%	0	0	0	0	0	0
NTH	0	0	14,712	17,305	118%	0	0	0	0	0	0
NRT	0	0	70,715	73,685	104%	0	0	0	0	0	0
SLT	181	796	70,715	73,685	104%	208	863	189	829	208	863
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	148	300	49,830	51,524	103%	153	310	153	310	150	304
ELT	278	137	14,712	17,305	118%	327	161	327	161	281	139
ETH	1,885	1,866	70,715	73,685	104%	2,052	2,171	1,964	1,944	2,052	2,171
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	2	0	0	100%	0	2	0	2	0	2
WTH	1,940	2,649	49,830	51,524	103%	2,205	2,857	2,006	2,739	2,205	2,857
WRT	931	154	14,712	17,305	118%	1,095	190	1,095	181	994	190

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

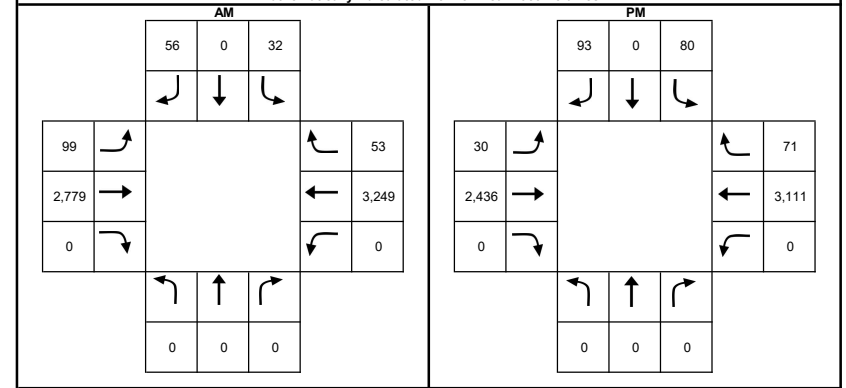
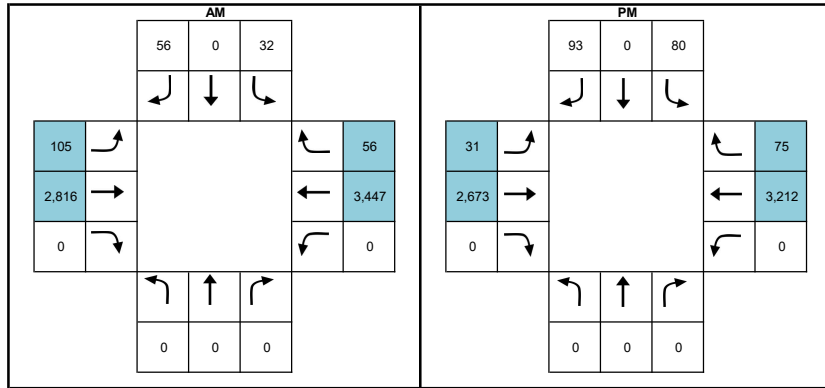
## Intersection 31

Analyst: JM  
 Intersection: Miramar Road / Miramar Mall  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	70,715	73,685	104%	0	0	0	0	0	0
NTH	0	0	9,767	9,342	96%	0	0	0	0	0	0
NRT	0	0	71,077	74,920	105%	0	0	0	0	0	0
SLT	30	76	71,077	74,920	105%	32	80	32	80	30	77
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	54	89	70,715	73,685	104%	56	93	56	93	55	90
ELT	104	31	9,767	9,342	96%	105	31	99	30	105	31
ETH	2,636	2,311	71,077	74,920	105%	2816	2673	2779	2436	2,816	2,673
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	3,118	2,986	70,715	73,685	104%	3447	3212	3249	3111	3,447	3,212
WRT	55	74	9,767	9,342	96%	56	75	53	71	56	75

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

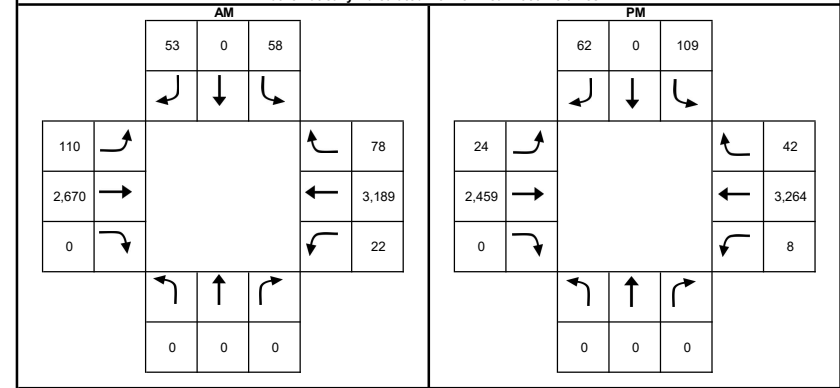
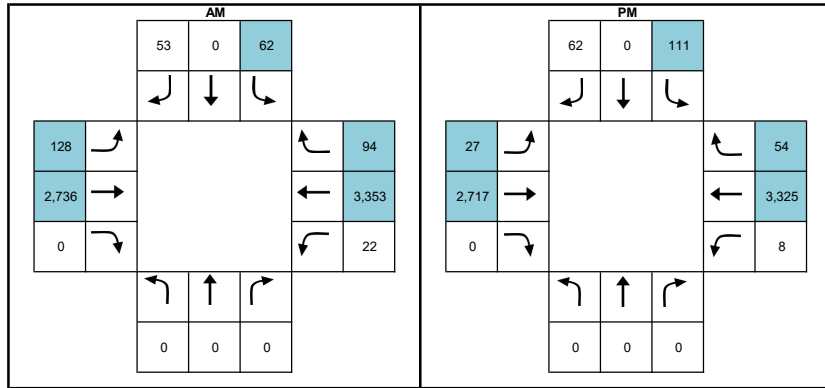
## Intersection 32

Analyst: JM  
 Intersection: Miramar Road / Miramar Place  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	71,077	74,920	105%	0	0	0	0	0	0
NTH	0	0	4,367	3,828	88%	0	0	0	0	0	0
NRT	0	0	70,946	74,072	104%	0	0	0	0	0	0
SLT	56	104	70,946	74,072	104%	62	111	58	109	62	111
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	50	59	71,077	74,920	105%	53	62	53	62	51	60
ELT	126	27	4,367	3,828	88%	128	27	110	24	128	27
ETH	2,557	2,355	70,946	74,072	104%	2736	2717	2670	2459	2,736	2,717
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	22	8	0	0	100%	22	8	22	8	22	8
WTH	3,025	3,097	71,077	74,920	105%	3353	3325	3189	3264	3,353	3,325
WRT	89	48	4,367	3,828	88%	94	54	78	42	94	54

Mathematically Calculated Horizon Year 2050 Volumes





# Buildout

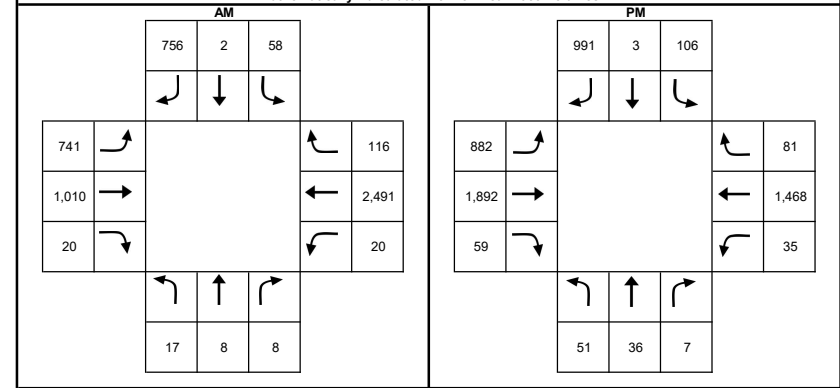
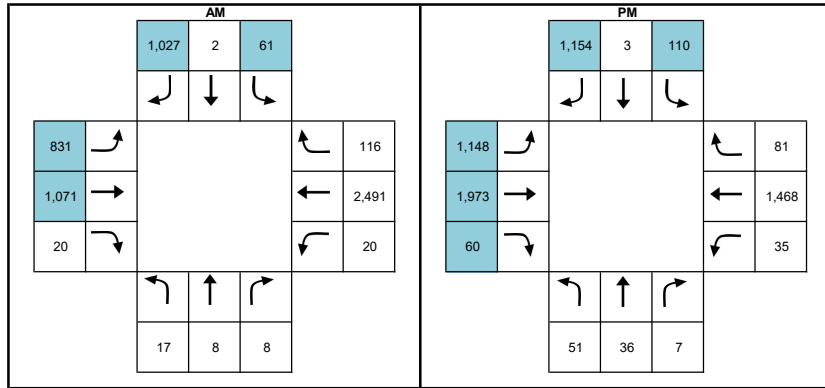
## Intersection 33

Analyst: JM  
 Intersection: Miramar Road / Camino Santa Fe / Frost Mar Place  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	16	49	70,946	74,072	104%	17	51	17	51	16	50
NTH	7	33	23,022	25,415	110%	8	36	8	36	7	33
NRT	8	7	57,583	56,033	97%	8	7	8	7	8	7
SLT	60	109	57,583	56,033	97%	61	110	58	106	61	110
STH	2	3	0	0	100%	2	3	2	3	2	3
SRT	724	949	70,946	74,072	104%	1027	1154	756	991	1,027	1,154
ELT	671	799	23,022	25,415	110%	831	1148	741	882	831	1,148
ETH	1,038	1,944	57,583	56,033	97%	1071	1973	1010	1892	1,071	1,973
ERT	20	59	0	0	100%	20	60	20	59	20	60
WLT	20	35	0	0	100%	20	35	20	35	20	35
WTH	2,386	1,406	70,946	74,072	104%	2491	1468	2491	1468	2,418	1,443
WRT	105	73	23,022	25,415	110%	116	81	116	81	106	74

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

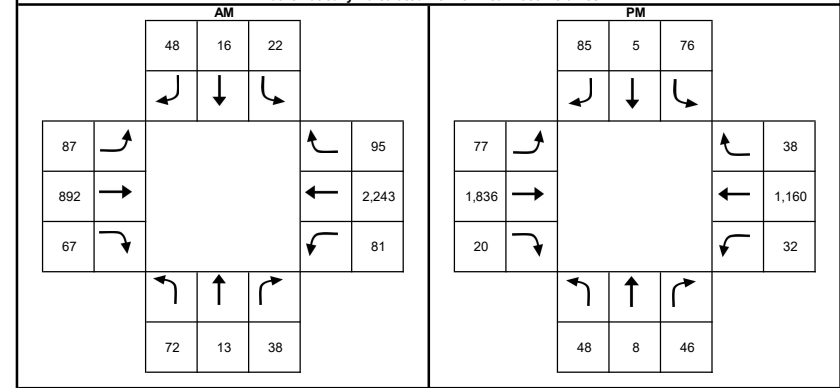
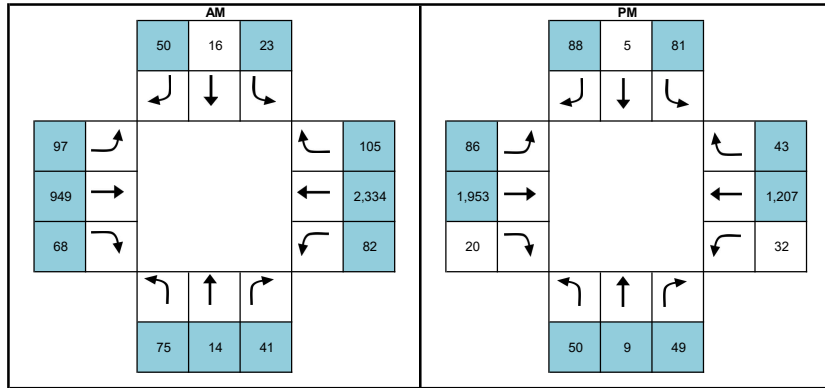
## Intersection 34

Analyst: JM  
 Intersection: Miramar Road / Commerce Avenue  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	74	49	57,583	56,033	97%	75	50	72	48	75	50
NTH	14	9	1,700	1,545	91%	14	9	13	8	14	9
NRT	40	48	57,322	54,568	95%	41	49	38	46	41	49
SLT	23	80	57,322	54,568	95%	23	81	22	76	23	81
STH	16	5	0	0	100%	16	5	16	5	16	5
SRT	49	87	57,583	56,033	97%	50	88	48	85	50	88
ELT	96	85	1,700	1,545	91%	97	86	87	77	97	86
ETH	937	1,929	57,322	54,568	95%	949	1953	892	1836	949	1,953
ERT	67	20	0	0	100%	68	20	67	20	68	20
WLT	81	32	0	0	100%	82	32	81	32	82	32
WTH	2,305	1,192	57,583	56,033	97%	2334	1207	2243	1160	2,334	1,207
WRT	104	42	1,700	1,545	91%	105	43	95	38	105	43

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

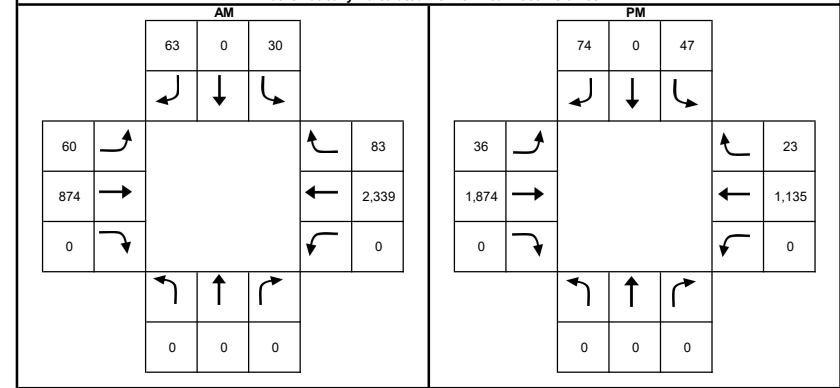
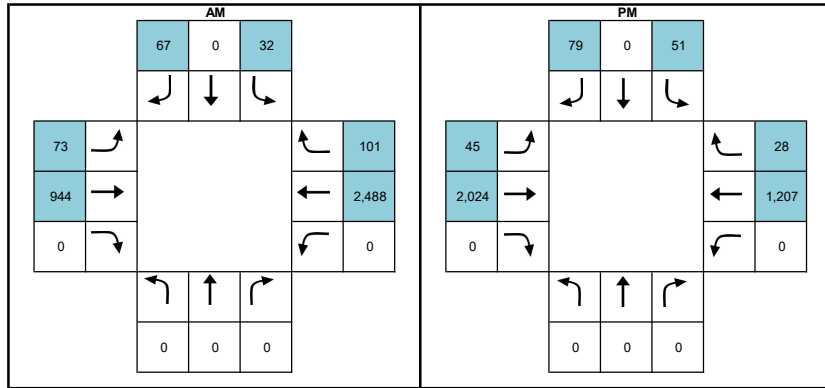
## Intersection 35

Analyst: JM  
 Intersection: Miramar Road / Production Avenue  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	57,322	54,568	95%	0	0	0	0	0	0
NTH	0	0	2,204	1,822	83%	0	0	0	0	0	0
NRT	0	0	52,405	49,133	94%	0	0	0	0	0	0
SLT	32	50	52,405	49,133	94%	32	51	30	47	32	51
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	66	78	57,322	54,568	95%	67	79	63	74	67	79
ELT	72	44	2,204	1,822	83%	73	45	60	36	73	45
ETH	932	1,999	52,405	49,133	94%	944	2,024	874	1,874	944	2,024
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	2,457	1,192	57,322	54,568	95%	2,488	1,207	2,339	1,135	2,488	1,207
WRT	100	28	2,204	1,822	83%	101	28	83	23	101	28

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

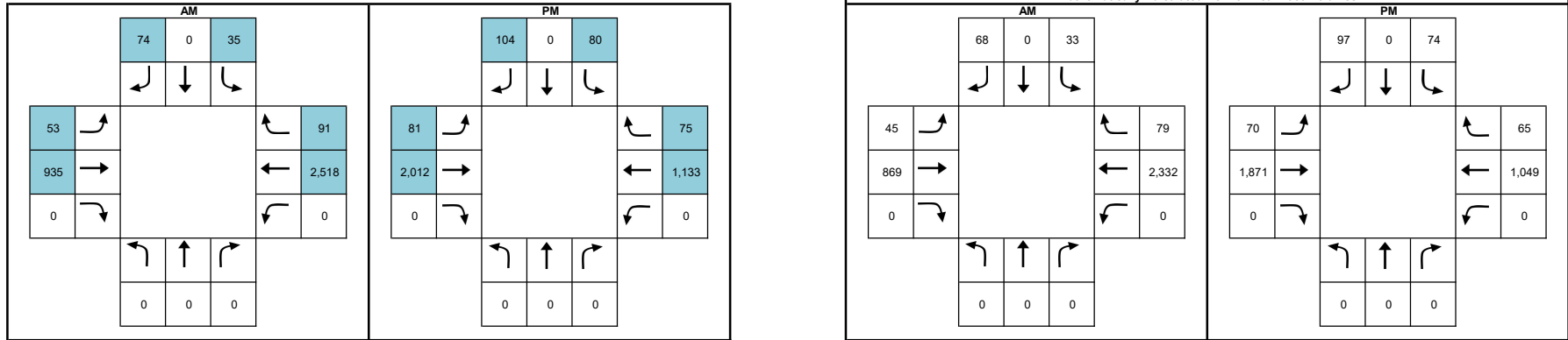
## Intersection 36

Analyst: JM  
 Intersection: Miramar Road / Distribution Avenue  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	52,405	49,133	94%	0	0	0	0	0	0
NTH	0	0	2,838	2,479	87%	0	0	0	0	0	0
NRT	0	0	50,308	47,373	94%	0	0	0	0	0	0
SLT	35	79	50,308	47,373	94%	35	80	33	74	35	80
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	73	103	52,405	49,133	94%	74	104	68	97	74	104
ELT	52	80	2,838	2,479	87%	53	81	45	70	53	81
ETH	923	1,987	50,308	47,373	94%	935	2,012	869	1,871	935	2,012
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	2,487	1,119	52,405	49,133	94%	2,518	1,133	2,332	1,049	2,518	1,133
WRT	90	74	2,838	2,479	87%	91	75	79	65	91	75

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

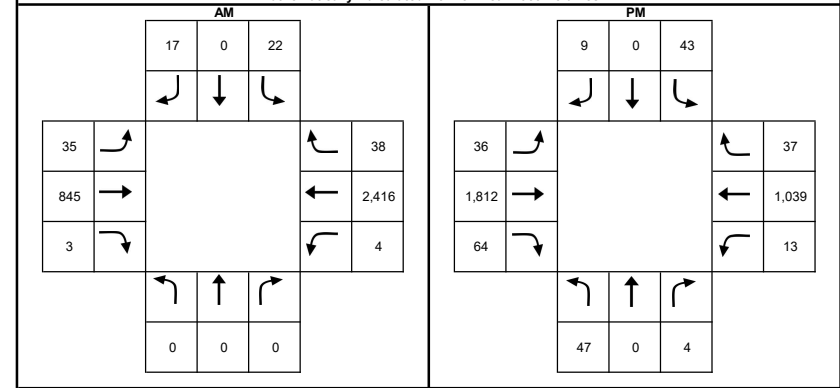
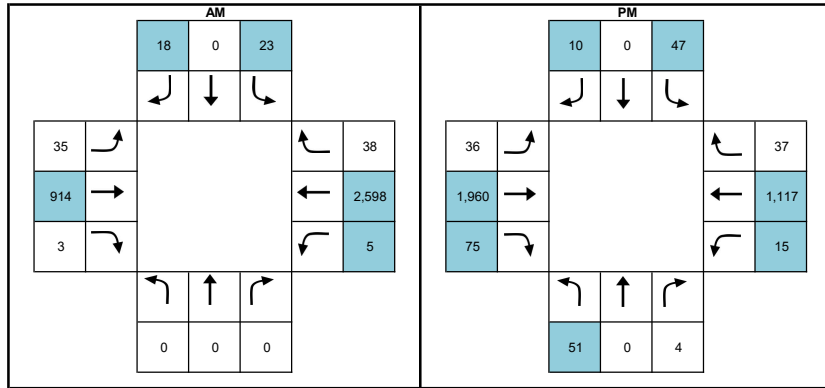
## Intersection 37

Analyst: JM  
 Intersection: Miramar Road / Miramar Way  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	50	50,308	47,373	94%	0	51	0	47	0	51
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	4	50,238	47,027	94%	0	4	0	4	0	4
SLT	23	46	50,238	47,027	94%	23	47	22	43	23	47
STH	0	0	3,400	2,956	87%	0	0	0	0	0	0
SRT	18	10	50,308	47,373	94%	18	10	17	9	18	10
ELT	35	36	0	0	100%	35	36	35	36	35	36
ETH	903	1,936	50,238	47,027	94%	914	1960	845	1812	914	1,960
ERT	3	74	3,400	2,956	87%	3	75	3	64	3	75
WLT	5	15	3,400	2,956	87%	5	15	4	13	5	15
WTH	2,566	1,103	50,308	47,373	94%	2598	1117	2416	1039	2,598	1,117
WRT	38	37	0	0	100%	38	37	38	37	38	37

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

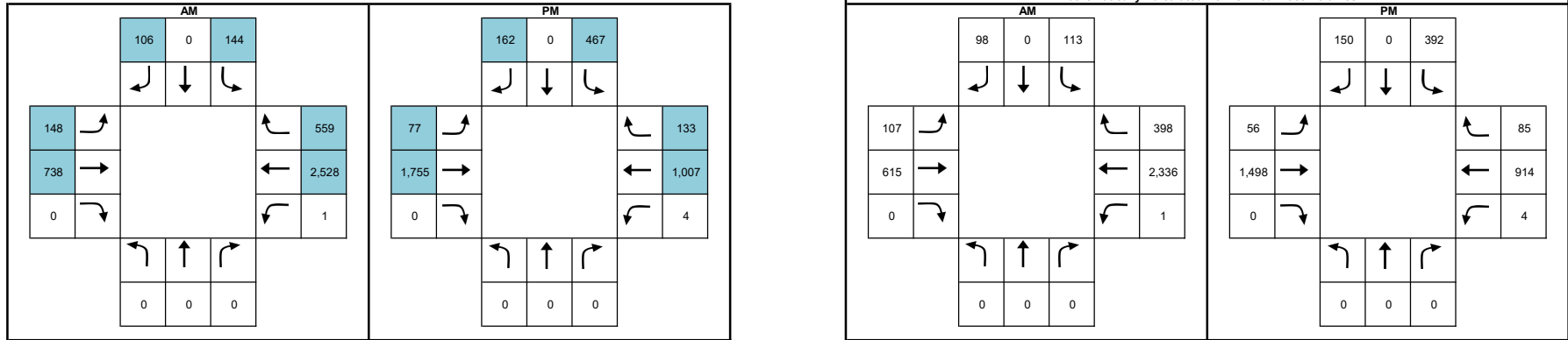
## Intersection 38

Analyst: JM  
 Intersection: Miramar Road / Carroll Road  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	50,238	47,027	94%	0	0	0	0	0	0
NTH	0	0	8,770	6,406	73%	0	0	0	0	0	0
NRT	0	0	47,255	40,966	87%	0	0	0	0	0	0
SLT	130	452	47,255	40,966	87%	144	467	113	392	144	467
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	105	160	50,238	47,027	94%	106	162	98	150	106	162
ELT	146	76	8,770	6,406	73%	148	77	107	56	148	77
ETH	709	1,728	47,255	40,966	87%	738	1,755	615	1,498	738	1,755
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	1	4	0	0	100%	1	4	1	4	1	4
WTH	2,495	976	50,238	47,027	94%	2,528	1,007	2,336	914	2,528	1,007
WRT	545	117	8,770	6,406	73%	559	133	398	85	559	133

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

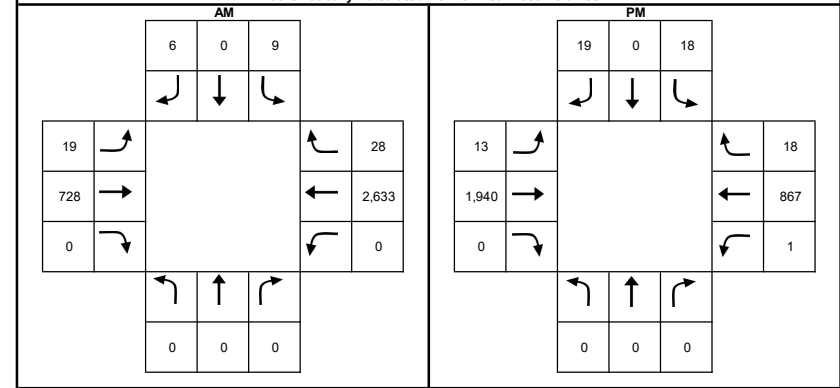
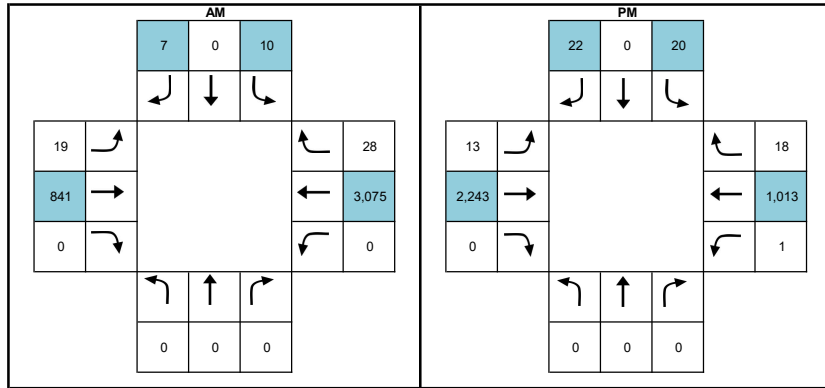
## Intersection 39

Analyst: JM  
 Intersection: Miramar Road / Alesmith Court  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	47,255	40,966	87%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	47,431	41,549	88%	0	0	0	0	0	0
SLT	10	20	47,431	41,549	88%	10	20	9	18	10	20
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	7	22	47,255	40,966	87%	7	22	6	19	7	22
ELT	19	13	0	0	100%	19	13	19	13	19	13
ETH	831	2,215	47,431	41,549	88%	841	2,243	728	1,940	841	2,243
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	1	0	0	100%	0	1	0	1	0	1
WTH	3,037	1,000	47,255	40,966	87%	3,075	1,013	2,633	867	3,075	1,013
WRT	28	18	0	0	100%	28	18	28	18	28	18

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

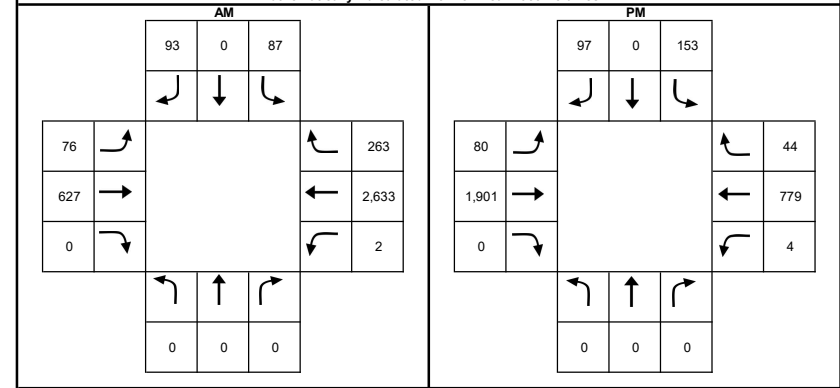
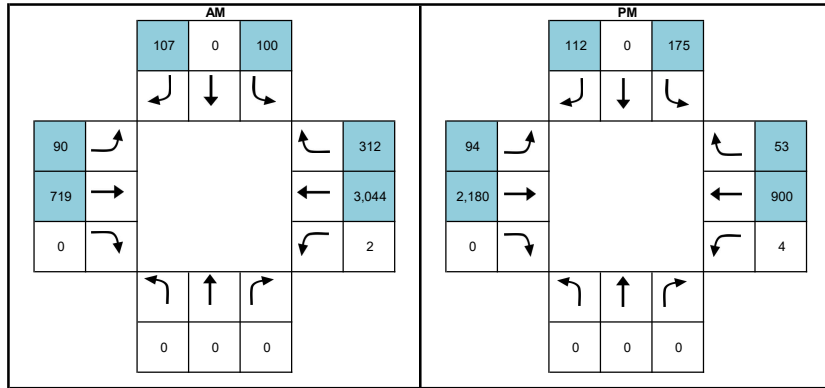
## Intersection 40

Analyst: JM  
 Intersection: Miramar Road / Dowdy Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	47,431	41,549	88%	0	0	0	0	0	0
NTH	0	0	9,300	7,953	86%	0	0	0	0	0	0
NRT	0	0	47,109	41,599	88%	0	0	0	0	0	0
SLT	99	173	47,109	41,599	88%	100	175	87	153	100	175
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	106	111	47,431	41,549	88%	107	112	93	97	107	112
ELT	89	93	9,300	7,953	86%	90	94	76	80	90	94
ETH	710	2,153	47,109	41,599	88%	719	2,180	627	1,901	719	2,180
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	2	4	0	0	100%	2	4	2	4	2	4
WTH	3,006	889	47,431	41,549	88%	3,044	900	2,633	779	3,044	900
WRT	308	52	9,300	7,953	86%	312	53	263	44	312	53

Mathematically Calculated Horizon Year 2050 Volumes





# Buildout

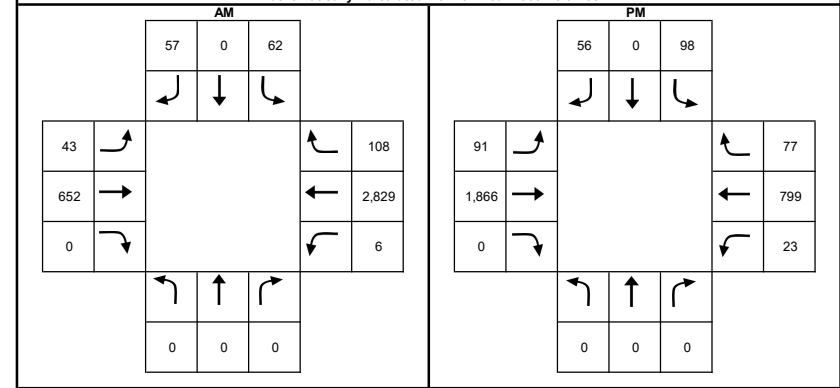
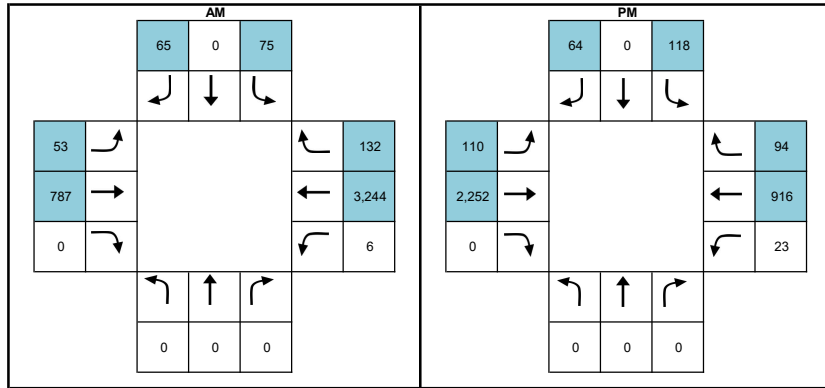
## Intersection 41

Analyst: JM  
 Intersection: Miramar Road / Cabot Drive  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	47,109	41,599	88%	0	0	0	0	0	0
NTH	0	0	5,500	4,568	83%	0	0	0	0	0	0
NRT	0	0	47,342	39,720	84%	0	0	0	0	0	0
SLT	74	117	47,342	39,720	84%	75	118	62	98	75	118
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	64	63	47,109	41,599	88%	65	64	57	56	65	64
ELT	52	109	5,500	4,568	83%	53	110	43	91	53	110
ETH	777	2,224	47,342	39,720	84%	787	2,252	652	1,866	787	2,252
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	6	23	0	0	100%	6	23	6	23	6	23
WTH	3,204	905	47,109	41,599	88%	3,244	916	2,829	799	3,244	916
WRT	130	93	5,500	4,568	83%	132	94	108	77	132	94

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

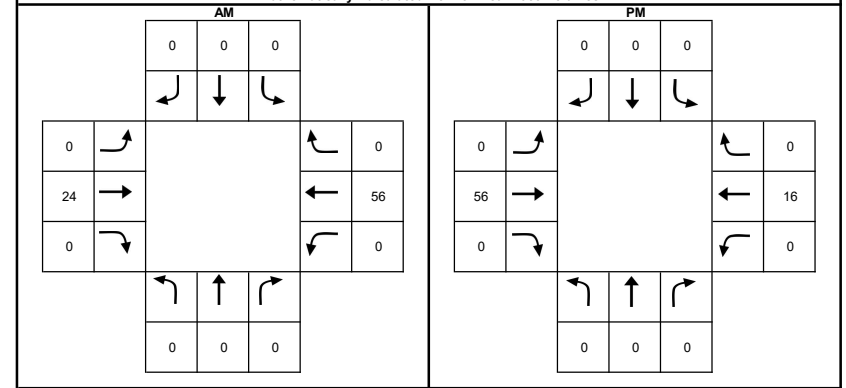
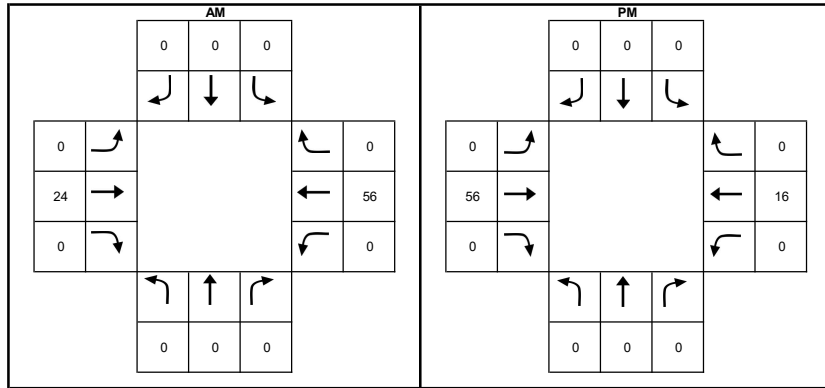
## Intersection 42

Analyst: JM  
 Intersection: Towne Centre Drive / Project Driveway "West"  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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"  
 Factored Turns

Turn Movement	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	9,322	11,677	125%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	9,322	11,677	125%	0	0	0	0	0	0
SLT	0	0	9,322	11,677	125%	0	0	0	0	0	0
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	0	0	9,322	11,677	125%	0	0	0	0	0	0
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	19	45	9,322	11,677	125%	24	56	24	56	19	46
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	45	13	9,322	11,677	125%	56	16	56	16	46	13
WRT	0	0	0	0	100%	0	0	0	0	0	0

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

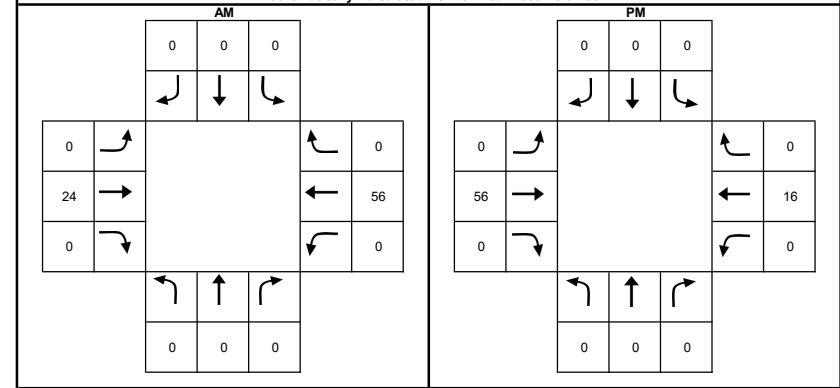
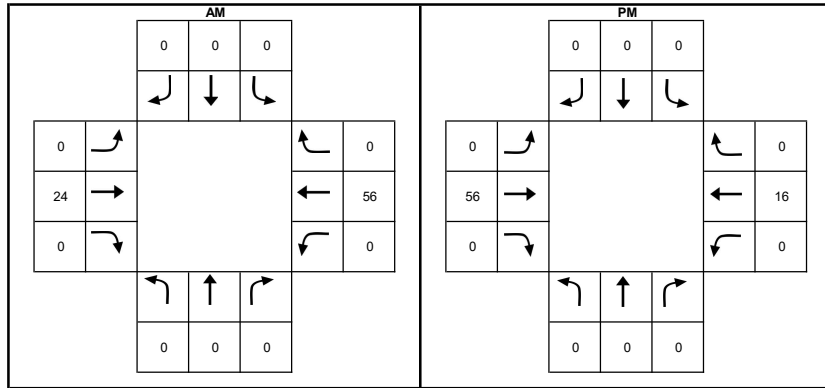
## Intersection 43

Analyst: JM  
 Intersection: Towne Centre Drive / Project Driveway "East"  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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"  
 Factored Turns

Turn Movement	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	9,322	11,677	125%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	9,322	11,677	125%	0	0	0	0	0	0
SLT	0	0	9,322	11,677	125%	0	0	0	0	0	0
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	0	0	9,322	11,677	125%	0	0	0	0	0	0
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	19	45	9,322	11,677	125%	24	56	24	56	19	46
ERT	0	0	0	0	100%	0	0	0	0	0	0
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	45	13	9,322	11,677	125%	56	16	56	16	46	13
WRT	0	0	0	0	100%	0	0	0	0	0	0

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

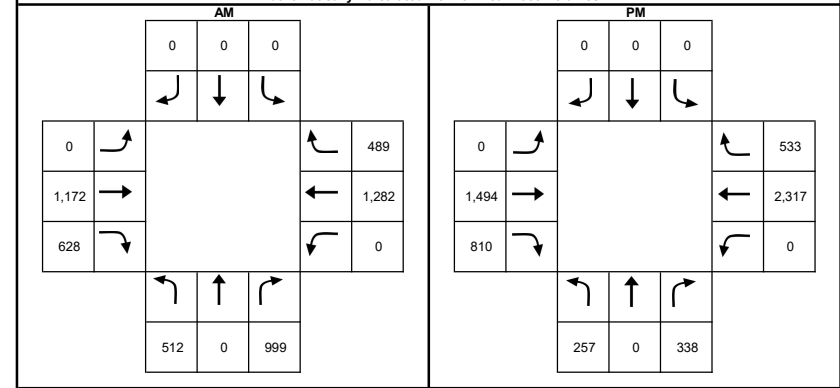
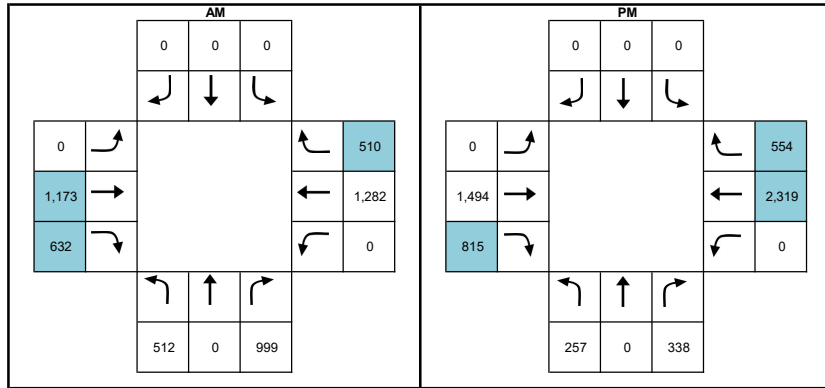
## Intersection 44

Analyst: JM  
 Intersection: La Jolla Village Drive / I-5 NB Ramps  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	502	252	57,032	58,195	102%	512	257	512	257	508	255
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	935	316	52,803	56,406	107%	999	338	999	338	947	320
SLT	0	0	52,803	56,406	107%	0	0	0	0	0	0
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	0	0	57,032	58,195	102%	0	0	0	0	0	0
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	1,097	1,399	52,803	56,406	107%	1173	1494	1172	1494	1,173	1,467
ERT	624	805	13,133	13,216	101%	632	815	628	810	632	815
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	1,256	2,271	57,032	58,195	102%	1282	2319	1282	2317	1,280	2,319
WRT	465	507	9,333	9,819	105%	510	554	489	533	510	554

Mathematically Calculated Horizon Year 2050 Volumes



# Buildout

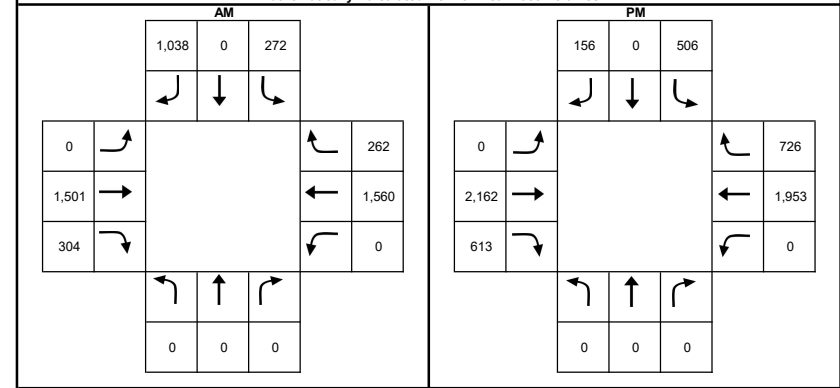
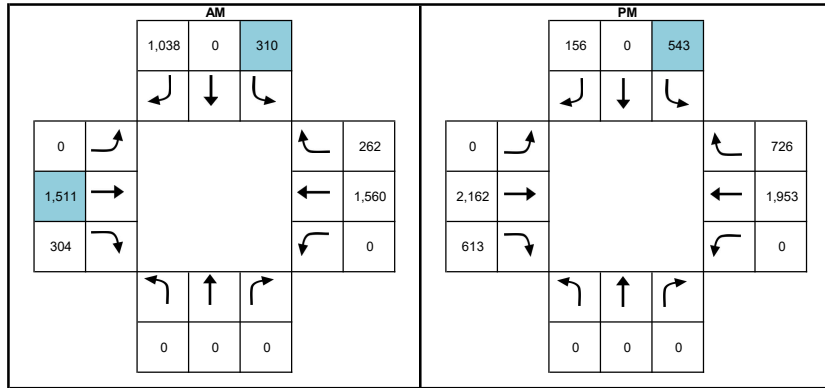
## Intersection 45

Analyst: JM  
 Intersection: La Jolla Village Drive / I-5 SB Ramps  
 Future Condition: Year 2050  
 Date: 11/10/2022  
 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	Existing turn (v) AM	Existing turn (v) PM	Existing ADT	Year 2050 ADT	% Factor	N-T Volume Manually Input		Mathematically Calculated		N-T Volumes	
						Year 2050 turn (v) AM	Year 2050 turn (v) PM	Year 2050 turn (v) AM	Year 2050 turn (v) PM	E + OP turn (v) AM	E + OP turn (v) PM
NLT	0	0	66,467	68,301	103%	0	0	0	0	0	0
NTH	0	0	0	0	100%	0	0	0	0	0	0
NRT	0	0	57,032	58,195	102%	0	0	0	0	0	0
SLT	267	496	57,032	58,195	102%	310	543	272	506	310	543
STH	0	0	0	0	100%	0	0	0	0	0	0
SRT	1,010	152	66,467	68,301	103%	1038	156	1038	156	1,023	154
ELT	0	0	0	0	100%	0	0	0	0	0	0
ETH	1,471	2,119	57,032	58,195	102%	1511	2162	1501	2162	1,511	2,155
ERT	274	552	5,533	6,143	111%	304	613	304	613	277	559
WLT	0	0	0	0	100%	0	0	0	0	0	0
WTH	1,518	1,901	66,467	68,301	103%	1560	1953	1560	1953	1,545	1,945
WRT	228	633	5,133	5,890	115%	262	726	262	726	231	641

Mathematically Calculated Horizon Year 2050 Volumes



---

**Appendix L: Horizon Year 2050 Synchro Worksheets**

Provided on the following page

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	0	18	35	0	5
Future Vol, veh/h	24	0	18	35	0	5
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	41	0	23	44	0	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	41	0	131
Stage 1	-	-	-	-	41
Stage 2	-	-	-	-	90
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	-	-	1562	-	861
Stage 1	-	-	-	-	979
Stage 2	-	-	-	-	931
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1562	-	848
Mov Cap-2 Maneuver	-	-	-	-	848
Stage 1	-	-	-	-	964
Stage 2	-	-	-	-	931

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1027	-	-	1562	-
HCM Lane V/C Ratio	0.01	-	-	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 1.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	0	32	1	28	75	8	0	0	5	2	0	0
Future Vol, veh/h	0	32	1	28	75	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	48	1	35	95	10	0	0	8	4	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	106	0	49	0
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	1479	-	1551	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1478	-	1551	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-





















Approach	SE	NW	NE	SW
HCM Control Delay, s	0	1.9	8.6	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	1008	1551	-	-	1478	-	703
HCM Lane V/C Ratio	0.008	0.023	-	-	-	-	0.006
HCM Control Delay (s)	8.6	7.4	-	-	0	-	10.2
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

Year 2050 AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	267	166	73	616	246	417	621	276	25	72	35
Future Volume (veh/h)	179	267	166	73	616	246	417	621	276	25	72	35
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	195	290	180	79	670	267	453	675	300	28	82	40
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	221	786	472	100	897	357	518	898	399	70	584	265
Arrive On Green	0.06	0.37	0.37	0.06	0.37	0.37	0.15	0.38	0.38	0.02	0.25	0.25
Sat Flow, veh/h	3428	2097	1260	1767	2444	974	3428	2359	1049	3428	2335	1059
Grp Volume(v), veh/h	195	242	228	79	483	454	453	504	471	28	60	62
Grp Sat Flow(s),veh/h/ln	1714	1763	1594	1767	1763	1655	1714	1763	1645	1714	1763	1631
Q Serve(g_s), s	6.6	11.7	12.3	5.2	28.1	28.1	15.2	29.2	29.2	0.9	3.1	3.5
Cycle Q Clear(g_c), s	6.6	11.7	12.3	5.2	28.1	28.1	15.2	29.2	29.2	0.9	3.1	3.5
Prop In Lane	1.00		0.79	1.00		0.59	1.00		0.64	1.00		0.65
Lane Grp Cap(c), veh/h	221	661	597	100	647	607	518	671	626	70	441	408
V/C Ratio(X)	0.88	0.37	0.38	0.79	0.75	0.75	0.87	0.75	0.75	0.40	0.14	0.15
Avail Cap(c_a), veh/h	221	661	597	174	709	665	688	671	626	163	441	408
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	54.6	26.7	26.8	54.8	32.5	32.5	48.9	31.6	31.6	56.9	34.3	34.4
Incr Delay (d2), s/veh	30.0	1.6	1.8	5.1	5.0	5.3	7.9	7.6	8.1	1.4	0.6	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	3.8	5.2	5.0	2.5	12.7	12.0	7.1	13.7	12.8	0.4	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.6	28.2	28.7	59.9	37.5	37.8	56.8	39.2	39.7	58.3	34.9	35.2
LnGrp LOS	F	C	C	E	D	D	E	D	D	E	C	D
Approach Vol, veh/h		665			1016			1428			150	
Approach Delay, s/veh		44.9			39.4			44.9			39.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	49.8	22.2	34.6	12.0	48.9	6.8	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	7.2	14.3	17.2	5.5	8.6	30.1	2.9	31.2				
Green Ext Time (p_c), s	0.0	6.2	0.6	1.0	0.0	9.3	0.0	8.1				

Intersection Summary

HCM 6th Ctrl Delay	42.9
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.

Year 2050 AM  
10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	156	46	67	173	196	645	1275	623	38	221	109
Future Volume (veh/h)	197	156	46	67	173	196	645	1275	623	38	221	109
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		0.97	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	240	190	56	76	197	223	679	1342	656	42	243	120
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	169	726	207	97	404	349	554	1504	662	147	753	359
Arrive On Green	0.10	0.27	0.27	0.06	0.23	0.23	0.13	0.43	0.43	0.03	0.33	0.33
Sat Flow, veh/h	1767	2691	768	1767	1763	1524	1767	3526	1553	1767	2308	1101
Grp Volume(v), veh/h	240	122	124	76	197	223	679	1342	656	42	184	179
Grp Sat Flow(s),veh/h/ln	1767	1763	1697	1767	1763	1524	1767	1763	1553	1767	1763	1646
Q Serve(g_s), s	8.6	4.9	5.2	3.8	8.7	11.9	11.6	31.6	37.7	1.4	7.0	7.4
Cycle Q Clear(g_c), s	8.6	4.9	5.2	3.8	8.7	11.9	11.6	31.6	37.7	1.4	7.0	7.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	169	476	458	97	404	349	554	1504	662	147	575	537
V/C Ratio(X)	1.42	0.26	0.27	0.78	0.49	0.64	1.23	0.89	0.99	0.29	0.32	0.33
Avail Cap(c_a), veh/h	169	634	610	140	609	526	554	1504	662	196	575	537
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	40.6	25.7	25.8	41.9	30.0	31.2	24.8	23.8	25.6	22.7	22.7	22.9
Incr Delay (d2), s/veh	219.0	0.3	0.4	9.6	1.6	3.4	116.7	8.4	32.7	0.4	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	2.1	2.1	1.9	3.8	4.6	24.5	14.1	19.0	0.6	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.6	26.0	26.2	51.5	31.6	34.7	141.5	32.3	58.3	23.1	24.2	24.5
LnGrp LOS	F	C	C	D	C	C	F	C	E	C	C	C
Approach Vol, veh/h		486			496			2677			405	
Approach Delay, s/veh		141.4			36.1			66.3			24.2	
Approach LOS		F			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	44.1	9.3	29.3	16.0	35.1	13.0	25.7				
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	5.1	* 36	7.1	32.3	11.6	29.3	8.6	* 31				
Max Q Clear Time (g_c+I1), s	3.4	39.7	5.8	7.2	13.6	9.4	10.6	13.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	2.3	0.0	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			67.4									
HCM 6th LOS			E									
<b>Notes</b>												
* 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.





































Year 2050 AM  
 10/31/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↕	↷		↕
Traffic Volume (veh/h)	11	1	1284	64	0	339
Future Volume (veh/h)	11	1	1284	64	0	339
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	15	1	1366	68	0	413
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	30	26	2184	108	0	2253
Arrive On Green	0.02	0.02	0.64	0.64	0.00	0.64
Sat Flow, veh/h	1767	1572	3510	170	0	3711
Grp Volume(v), veh/h	15	1	703	731	0	413
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1824	0	1763
Q Serve(g_s), s	0.2	0.0	6.8	6.9	0.0	1.4
Cycle Q Clear(g_c), s	0.2	0.0	6.8	6.9	0.0	1.4
Prop In Lane	1.00	1.00		0.09	0.00	
Lane Grp Cap(c), veh/h	30	26	1127	1166	0	2253
V/C Ratio(X)	0.51	0.04	0.62	0.63	0.00	0.18
Avail Cap(c_a), veh/h	1365	1215	1127	1166	0	2253
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	13.9	13.8	3.1	3.1	0.0	2.1
Incr Delay (d2), s/veh	4.9	0.2	2.6	2.6	0.0	0.2
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	0.8	0.8	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	14.0	5.7	5.6	0.0	2.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	16		1434			413
Approach Delay, s/veh	18.5		5.7			2.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	5.4
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		8.9			3.4	2.2
Green Ext Time (p_c), s		7.2			3.2	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Year 2050 AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  	 	 	 	 	 	 	
Traffic Volume (veh/h)	437	1111	126	386	1694	1583	141	248	329	212	38	40
Future Volume (veh/h)	437	1111	126	386	1694	1583	141	248	329	212	38	40
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	470	1195	135	411	1802	1684	158	279	370	262	47	49
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	382	2226	774	457	2355	1534	206	677	896	314	788	348
Arrive On Green	0.22	0.88	0.88	0.13	0.46	0.46	0.06	0.19	0.19	0.09	0.22	0.22
Sat Flow, veh/h	3428	5066	1545	3428	5066	2753	3428	3526	2746	3428	3526	1558
Grp Volume(v), veh/h	470	1195	135	411	1802	1684	158	279	370	262	47	49
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1376	1714	1763	1373	1714	1763	1558
Q Serve(g_s), s	15.6	7.6	1.6	16.5	41.4	65.1	6.4	9.7	14.7	10.5	1.5	3.5
Cycle Q Clear(g_c), s	15.6	7.6	1.6	16.5	41.4	65.1	6.4	9.7	14.7	10.5	1.5	3.5
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	382	2226	774	457	2355	1534	206	677	896	314	788	348
V/C Ratio(X)	1.23	0.54	0.17	0.90	0.77	1.10	0.77	0.41	0.41	0.83	0.06	0.14
Avail Cap(c_a), veh/h	382	2226	774	487	2355	1534	287	982	1134	504	1199	530
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)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	5.2	3.9	59.7	31.1	31.1	64.8	49.6	36.8	62.5	42.8	43.6
Incr Delay (d2), s/veh	117.8	0.6	0.3	17.8	2.4	54.7	4.8	0.9	0.7	3.2	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	12.3	1.8	0.6	8.3	17.2	36.5	2.9	4.4	5.1	4.7	0.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.2	5.8	4.2	77.6	33.5	85.8	69.6	50.6	37.5	65.7	42.8	43.9
LnGrp LOS	F	A	A	E	C	F	E	D	D	E	D	D
Approach Vol, veh/h		1800			3897			807			358	
Approach Delay, s/veh		49.1			60.8			48.3			59.7	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	67.0	12.8	36.6	20.0	70.6	17.2	32.2				
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	19.9	40.7	11.7	47.6	15.6	* 46	20.6	* 39				
Max Q Clear Time (g_c+I1), s	18.5	9.6	8.4	5.5	17.6	67.1	12.5	16.7				
Green Ext Time (p_c), s	0.2	17.4	0.1	0.8	0.0	0.0	0.3	6.9				

Intersection Summary























HCM 6th Ctrl Delay	56.2
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

Year 2050 AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	317	80	164	746	38	232	125	138	9	12	24
Future Volume (veh/h)	167	317	80	164	746	38	232	125	138	9	12	24
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	176	334	84	178	811	41	301	162	179	16	21	42
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	187	1020	253	100	1073	54	109	641	541	26	162	324
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	2797	693	1767	3407	172	1767	1856	1566	1767	543	1087
Grp Volume(v), veh/h	176	209	209	178	420	432	301	162	179	16	0	63
Grp Sat Flow(s),veh/h/ln	1767	1763	1727	1767	1763	1817	1767	1856	1566	1767	0	1630
Q Serve(g_s), s	8.9	7.7	7.9	5.1	19.4	19.4	5.6	5.7	7.6	0.8	0.0	2.6
Cycle Q Clear(g_c), s	8.9	7.7	7.9	5.1	19.4	19.4	5.6	5.7	7.6	0.8	0.0	2.6
Prop In Lane	1.00		0.40	1.00		0.09	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	187	643	630	100	555	572	109	641	541	26	0	486
V/C Ratio(X)	0.94	0.32	0.33	1.79	0.76	0.76	2.75	0.25	0.33	0.62	0.00	0.13
Avail Cap(c_a), veh/h	187	643	630	100	555	572	109	641	541	100	0	486
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	40.2	20.7	20.8	42.7	27.9	27.9	42.5	21.2	21.9	44.3	0.0	23.2
Incr Delay (d2), s/veh	47.8	1.3	1.4	391.5	9.3	9.0	813.7	0.9	1.6	8.6	0.0	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	6.3	3.3	3.4	13.0	9.3	9.6	27.1	2.6	3.0	0.4	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	22.1	22.2	434.2	37.1	36.9	856.2	22.2	23.5	53.0	0.0	23.7
LnGrp LOS	F	C	C	F	D	D	F	C	C	D	A	C
Approach Vol, veh/h		594			1030			642				79
Approach Delay, s/veh		41.6			105.6			413.6				29.6
Approach LOS		D			F			F				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	39.1	10.0	31.9	14.0	34.6	5.7	36.2				
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	9.6	*29	5.1	27.5				
Max Q Clear Time (g_c+I1), s	7.1	9.9	7.6	4.6	10.9	21.4	2.8	9.6				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.2	0.0	3.1	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			171.2									
HCM 6th LOS			F									
<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.

Year 2050 AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	547	111	30	45	24	160	493	306	114	79	70
Future Volume (veh/h)	284	547	111	30	45	24	160	493	306	114	79	70
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	330	636	129	38	58	31	174	536	333	136	94	83
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	775	797	346	258	402	220	92	595	369	92	533	422
Arrive On Green	0.23	0.23	0.23	0.25	0.25	0.25	0.05	0.29	0.29	0.05	0.29	0.29
Sat Flow, veh/h	3428	3526	1532	1023	1597	873	1767	2064	1281	1767	1851	1465
Grp Volume(v), veh/h	330	636	129	67	0	60	174	458	411	136	89	88
Grp Sat Flow(s),veh/h/ln	1714	1763	1532	1804	0	1689	1767	1763	1582	1767	1763	1554
Q Serve(g_s), s	8.8	18.3	7.6	3.1	0.0	3.0	5.6	26.8	26.8	5.6	4.1	4.6
Cycle Q Clear(g_c), s	8.8	18.3	7.6	3.1	0.0	3.0	5.6	26.8	26.8	5.6	4.1	4.6
Prop In Lane	1.00		1.00	0.57		0.52	1.00		0.81	1.00		0.94
Lane Grp Cap(c), veh/h	775	797	346	454	0	425	92	508	456	92	508	448
V/C Ratio(X)	0.43	0.80	0.37	0.15	0.00	0.14	1.89	0.90	0.90	1.47	0.18	0.20
Avail Cap(c_a), veh/h	863	887	386	454	0	425	92	508	456	92	508	448
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	35.5	39.2	35.1	31.2	0.0	31.1	50.8	36.7	36.7	50.8	28.6	28.8
Incr Delay (d2), s/veh	0.4	4.8	0.7	0.7	0.0	0.7	436.6	21.7	23.8	262.6	0.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.4	2.9	1.4	0.0	1.3	13.7	14.4	13.2	9.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	44.0	35.8	31.9	0.0	31.8	487.4	58.4	60.5	313.4	29.4	29.8
LnGrp LOS	D	D	D	C	A	C	F	E	E	F	C	C
Approach Vol, veh/h		1095			127			1043			313	
Approach Delay, s/veh		40.6			31.9			130.8			152.9	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	36.2		29.2	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	7.6	28.8		20.3	7.6	6.6		5.1				
Green Ext Time (p_c), s	0.0	1.4		3.5	0.0	1.6		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			90.3									
HCM 6th LOS			F									

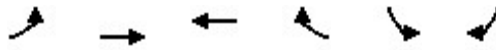
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	0	4	51	333	1	9	80	5
Future Volume (veh/h)	0	0	1	1	0	4	51	333	1	9	80	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	8	57	370	1	11	101	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	28	125	0	19	85	2076	6	20	1822	107
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	260	0	1038	1767	3607	10	1767	3382	199
Grp Volume(v), veh/h	0	0	4	10	0	0	57	181	190	11	52	55
Grp Sat Flow(s),veh/h/ln	0	0	1568	1298	0	0	1767	1763	1854	1767	1763	1818
Q Serve(g_s), s	0.0	0.0	0.1	0.2	0.0	0.0	1.1	1.7	1.7	0.2	0.5	0.5
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	1.1	1.7	1.7	0.2	0.5	0.5
Prop In Lane	0.00		1.00	0.20		0.80	1.00		0.01	1.00		0.11
Lane Grp Cap(c), veh/h	0	0	28	143	0	0	85	1015	1067	20	950	980
V/C Ratio(X)	0.00	0.00	0.14	0.07	0.00	0.00	0.67	0.18	0.18	0.54	0.05	0.06
Avail Cap(c_a), veh/h	0	0	1090	1165	0	0	324	1015	1067	251	950	980
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)	0.00	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	17.5	0.0	0.0	16.8	3.6	3.6	17.7	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.2	0.0	0.0	8.7	0.4	0.4	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	0.4	0.4	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	19.7	17.7	0.0	0.0	25.5	4.0	4.0	37.8	4.1	4.1
LnGrp LOS	A	A	B	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		4			10			428			118	
Approach Delay, s/veh		19.7			17.7			6.8			7.2	
Approach LOS		B			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	3.7		2.1	3.1	2.5		2.3				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			7.2									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
 10: Eastgate Mall & Easter Wy.

Year 2050 AM  
 10/31/2022



























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Traffic Volume (veh/h)	36	456	490	25	42	54
Future Volume (veh/h)	36	456	490	25	42	54
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	39	496	521	27	51	65
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	607	1558	1507	78	78	99
Arrive On Green	0.44	0.44	0.44	0.44	0.11	0.11
Sat Flow, veh/h	852	3618	3502	176	709	904
Grp Volume(v), veh/h	39	496	269	279	117	0
Grp Sat Flow(s),veh/h/ln	852	1763	1763	1823	1627	0
Q Serve(g_s), s	0.7	2.1	2.3	2.3	1.6	0.0
Cycle Q Clear(g_c), s	3.0	2.1	2.3	2.3	1.6	0.0
Prop In Lane	1.00			0.10	0.44	0.56
Lane Grp Cap(c), veh/h	607	1558	779	806	178	0
V/C Ratio(X)	0.06	0.32	0.35	0.35	0.66	0.00
Avail Cap(c_a), veh/h	1044	3365	1683	1740	2011	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.2	4.1	4.2	4.2	9.7	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.4	0.4	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	0.1	0.2	0.3	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.2	4.3	4.6	4.6	11.3	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		535	548		117	
Approach Delay, s/veh		4.3	4.6		11.3	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.3		7.4		15.3
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		21.7		28.1		21.7
Max Q Clear Time (g_c+I1), s		5.0		3.6		4.3
Green Ext Time (p_c), s		4.0		0.2		4.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			



HCM 6th Signalized Intersection Summary  
 11: Genesee Ave. & Eastgate Mall

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	204	90	93	435	576	66	460	97	376	502	149
Future Volume (veh/h)	91	204	90	93	435	576	66	460	97	376	502	149
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	121	272	120	101	473	626	69	479	101	453	605	180
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	115	747	615	124	756	615	88	960	197	514	1266	367
Arrive On Green	0.07	0.40	0.40	0.07	0.41	0.41	0.02	0.08	0.08	0.05	0.11	0.11
Sat Flow, veh/h	1767	1856	1529	1767	1856	1510	1767	4193	859	3428	3850	1114
Grp Volume(v), veh/h	121	272	120	101	473	626	69	383	197	453	529	256
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	1856	1510	1767	1689	1675	1714	1689	1587
Q Serve(g_s), s	8.6	13.5	6.7	7.4	26.8	53.8	5.1	14.4	14.9	17.3	19.4	20.1
Cycle Q Clear(g_c), s	8.6	13.5	6.7	7.4	26.8	53.8	5.1	14.4	14.9	17.3	19.4	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.70
Lane Grp Cap(c), veh/h	115	747	615	124	756	615	88	773	384	514	1111	522
V/C Ratio(X)	1.05	0.36	0.19	0.81	0.63	1.02	0.78	0.50	0.51	0.88	0.48	0.49
Avail Cap(c_a), veh/h	115	747	615	222	756	615	130	773	384	613	1111	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	1.00	0.98	0.98	0.98	0.97	0.97	0.97	0.93	0.93	0.93
Uniform Delay (d), s/veh	61.7	27.6	25.6	60.5	31.1	39.1	64.2	53.7	53.9	61.6	48.1	48.4
Incr Delay (d2), s/veh	98.2	0.1	0.1	4.7	1.2	40.4	9.0	2.2	4.7	10.6	1.4	3.1
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	7.0	6.1	2.5	3.5	12.2	26.5	2.6	6.8	7.3	8.8	9.1	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	159.9	27.7	25.6	65.2	32.3	79.5	73.2	55.9	58.6	72.2	49.5	51.5
LnGrp LOS	F	C	C	E	C	F	E	E	E	E	D	D
Approach Vol, veh/h		513			1200			649			1238	
Approach Delay, s/veh		58.4			59.7			58.6			58.2	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	35.9	13.7	58.2	11.0	49.1	13.0	58.9				
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	23.6	26.4	16.6	* 46	9.7	40.3	8.6	53.8				
Max Q Clear Time (g_c+I1), s	19.3	16.9	9.4	15.5	7.1	22.1	10.6	55.8				
Green Ext Time (p_c), s	0.4	3.5	0.1	1.3	0.0	7.3	0.0	0.0				






















Intersection Summary		
HCM 6th Ctrl Delay		58.8
HCM 6th LOS		E

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.

Year 2050 AM  
 10/31/2022























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	214	60	115	432	185	115	419	162	85	538	82
Future Volume (veh/h)	24	214	60	115	432	185	115	419	162	85	538	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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	28	249	70	147	554	237	121	441	171	99	626	95
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	35	626	172	199	639	272	145	1804	667	121	2146	321
Arrive On Green	0.02	0.23	0.23	0.06	0.27	0.27	0.08	0.50	0.50	0.14	0.97	0.97
Sat Flow, veh/h	1767	2718	745	3428	2381	1015	1767	3621	1340	1767	4433	663
Grp Volume(v), veh/h	28	159	160	147	410	381	121	410	202	99	475	246
Grp Sat Flow(s),veh/h/ln	1767	1763	1700	1714	1763	1633	1767	1689	1584	1767	1689	1719
Q Serve(g_s), s	2.1	10.1	10.5	5.6	29.3	29.4	8.9	9.2	9.7	7.2	0.8	0.8
Cycle Q Clear(g_c), s	2.1	10.1	10.5	5.6	29.3	29.4	8.9	9.2	9.7	7.2	0.8	0.8
Prop In Lane	1.00		0.44	1.00		0.62	1.00		0.85	1.00		0.39
Lane Grp Cap(c), veh/h	35	406	391	199	473	438	145	1682	789	121	1635	832
V/C Ratio(X)	0.80	0.39	0.41	0.74	0.87	0.87	0.83	0.24	0.26	0.82	0.29	0.30
Avail Cap(c_a), veh/h	129	589	568	353	642	595	262	1682	789	249	1635	832
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	0.57	0.57	0.57	0.93	0.93	0.93
Uniform Delay (d), s/veh	64.4	43.0	43.2	61.2	46.0	46.1	59.7	18.9	19.1	56.2	1.1	1.1
Incr Delay (d2), s/veh	13.9	0.2	0.3	2.0	7.3	8.2	2.7	0.2	0.4	4.8	0.4	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	1.1	4.5	4.5	2.5	13.7	12.9	4.1	3.7	3.7	3.2	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	43.2	43.4	63.2	53.4	54.3	62.4	19.1	19.5	61.0	1.5	1.9
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		347			938			733			820	
Approach Delay, s/veh		46.1			55.3			26.4			8.8	
Approach LOS		D			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	71.2	12.1	35.3	15.3	69.4	7.0	40.3				
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	9.2	11.7	7.6	12.5	10.9	2.8	4.1	31.4				
Green Ext Time (p_c), s	0.1	5.3	0.1	1.3	0.1	7.2	0.0	3.2				

Intersection Summary												
HCM 6th Ctrl Delay			33.3									
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

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	3	54	14	4	14	299	2416	221	13	563	19
Future Volume (veh/h)	22	3	54	14	4	14	299	2416	221	13	563	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	18	0	72	23	7	23	311	2517	230	17	731	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	125	0	220	88	19	62	372	2563	227	37	1777	61
Arrive On Green	0.07	0.00	0.07	0.05	0.05	0.05	0.21	0.54	0.54	0.02	0.35	0.35
Sat Flow, veh/h	1767	0	3123	1767	380	1250	1767	4717	418	1767	5022	171
Grp Volume(v), veh/h	18	0	72	23	0	30	311	1781	966	17	491	265
Grp Sat Flow(s),veh/h/ln	1767	0	1562	1767	0	1631	1767	1689	1758	1767	1689	1816
Q Serve(g_s), s	0.5	0.0	1.3	0.7	0.0	1.0	9.6	29.1	31.0	0.5	6.3	6.3
Cycle Q Clear(g_c), s	0.5	0.0	1.3	0.7	0.0	1.0	9.6	29.1	31.0	0.5	6.3	6.3
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.24	1.00		0.09
Lane Grp Cap(c), veh/h	125	0	220	88	0	81	372	1835	955	37	1195	643
V/C Ratio(X)	0.14	0.00	0.33	0.26	0.00	0.37	0.84	0.97	1.01	0.46	0.41	0.41
Avail Cap(c_a), veh/h	558	0	986	558	0	514	524	1835	955	155	1195	643
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	24.9	0.0	25.2	26.1	0.0	26.2	21.6	12.6	13.0	27.6	13.9	13.9
Incr Delay (d2), s/veh	0.5	0.0	0.9	1.6	0.0	2.8	8.1	15.1	32.0	8.9	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	0.3	0.0	0.4	4.5	12.0	17.6	0.3	2.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	26.1	27.6	0.0	29.0	29.7	27.6	45.0	36.5	15.0	15.9
LnGrp LOS	C	A	C	C	A	C	C	C	F	D	B	B
Approach Vol, veh/h		90			53			3058			773	
Approach Delay, s/veh		25.9			28.4			33.3			15.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	35.5		8.5	16.5	24.7		7.3				
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	2.5	33.0		3.3	11.6	8.3		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.5	3.7		0.1				

Intersection Summary

























HCM 6th Ctrl Delay	29.7
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.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	570	1244	119	208	857	368	231	1290	195	232	265	107
Future Volume (veh/h)	570	1244	119	208	857	368	231	1290	195	232	265	107
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		0.98
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	640	1398	134	219	902	387	262	1466	222	290	331	134
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	690	1829	538	268	1206	529	312	1619	493	337	1656	501
Arrive On Green	0.20	0.36	0.36	0.03	0.08	0.08	0.09	0.32	0.32	0.10	0.33	0.33
Sat Flow, veh/h	3428	5066	1492	3428	5066	1572	3428	5066	1541	3428	5066	1534
Grp Volume(v), veh/h	640	1398	134	219	902	387	262	1466	222	290	331	134
Grp Sat Flow(s),veh/h/ln	1714	1689	1492	1714	1689	1572	1714	1689	1541	1714	1689	1534
Q Serve(g_s), s	25.7	34.1	8.8	8.9	24.4	30.1	10.5	38.8	16.0	11.7	6.6	9.0
Cycle Q Clear(g_c), s	25.7	34.1	8.8	8.9	24.4	30.1	10.5	38.8	16.0	11.7	6.6	9.0
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	690	1829	538	268	1206	529	312	1619	493	337	1656	501
V/C Ratio(X)	0.93	0.76	0.25	0.82	0.75	0.73	0.84	0.91	0.45	0.86	0.20	0.27
Avail Cap(c_a), veh/h	744	1829	538	291	1206	529	424	1625	494	375	1656	501
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(l)	0.63	0.63	0.63	0.21	0.21	0.21	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.9	39.5	31.4	67.2	60.4	49.4	62.6	45.6	37.9	62.2	33.9	34.8
Incr Delay (d2), s/veh	11.6	2.0	0.7	3.3	0.9	1.9	8.0	8.8	3.0	14.3	0.1	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	12.2	14.5	3.3	4.2	11.2	13.0	5.0	17.5	6.5	5.8	2.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	41.5	32.1	70.5	61.3	51.3	70.7	54.4	40.8	76.5	34.0	35.1
LnGrp LOS	E	D	C	E	E	D	E	D	D	E	C	D
Approach Vol, veh/h		2172			1508			1950			755	
Approach Delay, s/veh		48.3			60.1			55.0			50.5	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	56.0	17.2	51.5	32.6	38.8	18.2	50.4				
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	11.9	* 48	17.3	* 43	30.4	29.4	15.3	44.9				
Max Q Clear Time (g_c+I1), s	10.9	36.1	12.5	11.0	27.7	32.1	13.7	40.8				
Green Ext Time (p_c), s	0.0	10.7	0.2	4.3	0.5	0.0	0.1	4.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

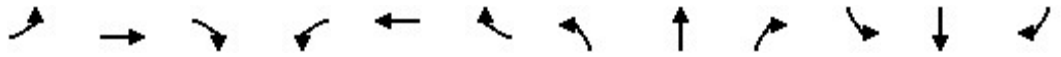
HCM 6th Signalized Intersection Summary  
 15: Regents Rd. & Eastgate Mall

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	23	77	210	126	267	391	710	477	53	175	4
Future Volume (veh/h)	1	23	77	210	126	267	391	710	477	53	175	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	28	93	247	148	314	434	789	530	69	227	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	246	199	248	479	419	466	1719	733	89	955	21
Arrive On Green	0.00	0.13	0.13	0.14	0.27	0.27	0.26	0.49	0.49	0.05	0.27	0.27
Sat Flow, veh/h	1767	1856	1500	1767	1763	1541	1767	3526	1503	1767	3525	77
Grp Volume(v), veh/h	1	28	93	247	148	314	434	789	530	69	113	119
Grp Sat Flow(s),veh/h/ln	1767	1856	1500	1767	1763	1541	1767	1763	1503	1767	1763	1840
Q Serve(g_s), s	0.1	1.3	5.5	13.5	6.5	18.0	23.2	14.3	27.0	3.7	4.8	4.9
Cycle Q Clear(g_c), s	0.1	1.3	5.5	13.5	6.5	18.0	23.2	14.3	27.0	3.7	4.8	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	2	246	199	248	479	419	466	1719	733	89	477	498
V/C Ratio(X)	0.52	0.11	0.47	0.99	0.31	0.75	0.93	0.46	0.72	0.78	0.24	0.24
Avail Cap(c_a), veh/h	93	614	496	248	738	645	541	1719	733	168	477	498
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	48.3	37.0	38.8	41.5	28.0	32.2	34.7	16.4	19.6	45.4	27.5	27.5
Incr Delay (d2), s/veh	61.9	0.1	0.6	55.4	0.3	2.2	20.1	0.9	6.1	5.4	1.2	1.1
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	0.1	0.6	2.1	9.6	2.7	6.8	12.3	5.7	10.1	1.8	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.2	37.0	39.5	96.9	28.3	34.4	54.8	17.2	25.7	50.9	28.7	28.6
LnGrp LOS	F	D	D	F	C	C	D	B	C	D	C	C
Approach Vol, veh/h		122			709			1753			301	
Approach Delay, s/veh		39.5			54.9			29.1			33.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	52.1	18.0	17.7	29.9	31.1	4.5	31.2				
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	5.7	29.0	15.5	7.5	25.2	6.9	2.1	20.0				
Green Ext Time (p_c), s	0.0	9.6	0.0	0.2	0.3	1.9	0.0	2.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			36.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 16: Regents Rd. & Miramar St./Executive Dr.

Year 2050 AM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↶↷		↶	↶↷	
Traffic Volume (veh/h)	10	6	33	80	5	255	17	1329	236	31	425	3
Future Volume (veh/h)	10	6	33	80	5	255	17	1329	236	31	425	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	0.97		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	17	10	56	103	0	315	19	1477	262	37	506	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	405	63	355	852	0	412	32	1366	237	55	1685	13
Arrive On Green	0.27	0.27	0.27	0.27	0.00	0.27	0.02	0.46	0.46	0.03	0.47	0.47
Sat Flow, veh/h	1050	236	1322	2565	0	1536	1767	2986	518	1767	3583	28
Grp Volume(v), veh/h	17	0	66	103	0	315	19	858	881	37	249	261
Grp Sat Flow(s),veh/h/ln	1050	0	1558	1283	0	1536	1767	1763	1741	1767	1763	1848
Q Serve(g_s), s	0.7	0.0	1.9	1.9	0.0	11.0	0.6	26.7	26.7	1.2	5.1	5.1
Cycle Q Clear(g_c), s	0.7	0.0	1.9	3.8	0.0	11.0	0.6	26.7	26.7	1.2	5.1	5.1
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.30	1.00		0.02
Lane Grp Cap(c), veh/h	405	0	418	852	0	412	32	806	796	55	829	869
V/C Ratio(X)	0.04	0.00	0.16	0.12	0.00	0.76	0.59	1.06	1.11	0.68	0.30	0.30
Avail Cap(c_a), veh/h	555	0	641	1218	0	632	154	806	796	154	829	869
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	15.9	0.0	16.3	17.7	0.0	19.7	28.4	15.8	15.8	28.0	9.5	9.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	3.1	6.3	50.1	65.1	5.3	0.9	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	0.2	0.0	0.6	0.5	0.0	3.9	0.3	20.0	23.1	0.6	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	16.4	17.8	0.0	22.8	34.7	65.9	81.0	33.3	10.5	10.4
LnGrp LOS	B	A	B	B	A	C	C	F	F	C	B	B
Approach Vol, veh/h		83			418			1758			547	
Approach Delay, s/veh		16.3			21.5			73.1			12.0	
Approach LOS		B			C			E			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	31.6		20.6	5.5	32.3		20.6				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.1	26.7		24.0	5.1	26.7		24.0				
Max Q Clear Time (g_c+I1), s	3.2	28.7		3.9	2.6	7.1		13.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	3.1		1.3				

Intersection Summary






















HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
























HCM 6th Signalized Intersection Summary  
 17: Regents Rd. & Regents Park Row

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	7	251	130	12	83	148	1003	272	26	352	32
Future Volume (veh/h)	67	7	251	130	12	83	148	1003	272	26	352	32
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	79	8	295	157	14	100	166	1127	306	31	424	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	457	14	508	289	65	463	131	1181	316	46	1261	115
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.15	0.87	0.87	0.03	0.39	0.39
Sat Flow, veh/h	1251	41	1518	1068	194	1384	1767	2705	723	1767	3246	297
Grp Volume(v), veh/h	79	0	303	157	0	114	166	729	704	31	229	234
Grp Sat Flow(s),veh/h/ln	1251	0	1559	1068	0	1578	1767	1763	1665	1767	1763	1780
Q Serve(g_s), s	3.4	0.0	11.2	10.0	0.0	3.6	5.2	21.1	24.3	1.2	6.4	6.5
Cycle Q Clear(g_c), s	7.0	0.0	11.2	21.2	0.0	3.6	5.2	21.1	24.3	1.2	6.4	6.5
Prop In Lane	1.00		0.97	1.00		0.88	1.00		0.43	1.00		0.17
Lane Grp Cap(c), veh/h	457	0	522	289	0	528	131	770	727	46	685	691
V/C Ratio(X)	0.17	0.00	0.58	0.54	0.00	0.22	1.26	0.95	0.97	0.68	0.33	0.34
Avail Cap(c_a), veh/h	469	0	537	299	0	543	131	770	727	131	685	691
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	0.20	0.20	0.20	0.98	0.98	0.98
Uniform Delay (d), s/veh	19.2	0.0	19.2	28.0	0.0	16.7	29.8	3.8	4.0	33.8	15.0	15.1
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.9	0.0	0.1	130.9	6.5	9.2	6.3	1.3	1.3
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	0.9	0.0	3.9	2.5	0.0	1.2	6.7	2.8	3.3	0.6	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	20.2	28.9	0.0	16.8	160.7	10.3	13.2	40.1	16.3	16.4
LnGrp LOS	B	A	C	C	A	B	F	B	B	D	B	B
Approach Vol, veh/h		382			271			1599			494	
Approach Delay, s/veh		20.0			23.8			27.2			17.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	35.5		28.3	9.6	32.1		28.3				
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	26.3		13.2	7.2	8.5		23.2				
Green Ext Time (p_c), s	0.0	0.2		1.1	0.0	3.4		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 18: La Jolla Village Dr. & Regents Rd.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	930	1262	104	83	796	178	371	558	186	130	100	349
Future Volume (veh/h)	930	1262	104	83	796	178	371	558	186	130	100	349
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	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	1011	1372	113	93	894	200	395	594	198	160	123	431
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	2414	199	139	1596	479	343	1070	457	183	1083	473
Arrive On Green	0.23	0.51	0.51	0.01	0.10	0.10	0.10	0.30	0.30	0.10	0.31	0.31
Sat Flow, veh/h	3428	4758	392	3428	5066	1522	3428	3526	1506	1767	3526	1541
Grp Volume(v), veh/h	1011	974	511	93	894	200	395	594	198	160	123	431
Grp Sat Flow(s),veh/h/ln	1714	1689	1773	1714	1689	1522	1714	1763	1506	1767	1763	1541
Q Serve(g_s), s	32.6	27.9	27.9	3.8	23.5	17.2	14.0	19.8	14.8	12.5	3.5	37.7
Cycle Q Clear(g_c), s	32.6	27.9	27.9	3.8	23.5	17.2	14.0	19.8	14.8	12.5	3.5	37.7
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	1714	900	139	1596	479	343	1070	457	183	1083	473
V/C Ratio(X)	1.27	0.57	0.57	0.67	0.56	0.42	1.15	0.56	0.43	0.87	0.11	0.91
Avail Cap(c_a), veh/h	798	1714	900	211	1596	479	343	1070	457	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)	0.15	0.15	0.15	0.60	0.60	0.60	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	53.7	23.9	23.9	68.1	53.5	50.7	63.0	40.8	39.1	61.8	34.8	46.7
Incr Delay (d2), s/veh	121.5	0.2	0.4	1.3	0.9	1.6	96.6	0.7	0.8	23.4	0.2	21.6
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	27.5	11.2	11.8	1.7	10.8	7.3	10.7	8.8	5.6	6.8	1.6	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	175.2	24.1	24.3	69.4	54.4	52.3	159.6	41.6	39.9	85.2	35.0	68.3
LnGrp LOS	F	C	C	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2496			1187			1187			714	
Approach Delay, s/veh		85.3			55.2			80.6			66.4	
Approach LOS		F			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	76.8	18.4	48.7	37.0	49.9	18.9	48.2				
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	8.6	* 55	14.0	* 43	32.6	30.9	16.6	40.0				
Max Q Clear Time (g_c+I1), s	5.8	29.9	16.0	39.7	34.6	25.5	14.5	21.8				
Green Ext Time (p_c), s	0.0	21.9	0.0	1.1	0.0	4.4	0.0	5.6				




















Intersection Summary												
HCM 6th Ctrl Delay			75.5									
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.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	829	152	85	1177	0	318	0	74	0	0	0
Future Volume (veh/h)	11	829	152	85	1177	0	318	0	74	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	964	177	89	1239	0	413	0	96			
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	2517	759	111	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	964	177	89	1239	0	413	0	96			
Grp Sat Flow(s),veh/h/ln	1781	1689	1528	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	1.0	15.6	8.7	6.6	19.5	0.0	12.2	0.0	5.8			
Cycle Q Clear(g_c), s	1.0	15.6	8.7	6.6	19.5	0.0	12.2	0.0	5.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	26	2517	759	111	2759	0	1119	0	513			
V/C Ratio(X)	0.51	0.38	0.23	0.80	0.45	0.00	0.37	0.00	0.19			
Avail Cap(c_a), veh/h	115	2517	759	289	2759	0	1119	0	513			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.95	0.71	0.71	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.6	20.6	18.9	61.0	18.1	0.0	34.0	0.0	31.9			
Incr Delay (d2), s/veh	14.0	0.4	0.7	3.6	0.1	0.0	0.9	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	6.3	3.3	3.1	7.6	0.0	5.3	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.6	21.0	19.6	64.6	18.2	0.0	35.0	0.0	32.7			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1154			1328			509				
Approach Delay, s/veh		21.5			21.3			34.5				
Approach LOS		C			C			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	12.7	71.3			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	8.6	17.6			3.0	21.5		14.2				
Green Ext Time (p_c), s	0.1	17.0			0.0	16.9		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Year 2050 AM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	677	664	727	282	690	582	215	78	174	72	11	78
Future Volume (veh/h)	677	664	727	282	690	582	215	78	174	72	11	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		0.99	1.00		0.99	1.00		0.92
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	720	706	773	307	750	633	336	122	272	101	0	120
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	639	2740	837	358	2324	795	397	280	412	187	0	254
Arrive On Green	0.19	0.54	0.54	0.10	0.46	0.46	0.12	0.15	0.15	0.05	0.00	0.09
Sat Flow, veh/h	3428	5066	1547	3428	5066	1550	3428	1856	2730	3534	0	2880
Grp Volume(v), veh/h	720	706	773	307	750	633	336	122	272	101	0	120
Grp Sat Flow(s),veh/h/ln	1714	1689	1547	1714	1689	1550	1714	1856	1365	1767	0	1440
Q Serve(g_s), s	24.6	9.8	60.5	11.6	12.4	44.5	12.7	7.9	12.4	3.7	0.0	5.2
Cycle Q Clear(g_c), s	24.6	9.8	60.5	11.6	12.4	44.5	12.7	7.9	12.4	3.7	0.0	5.2
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	639	2740	837	358	2324	795	397	280	412	187	0	254
V/C Ratio(X)	1.13	0.26	0.92	0.86	0.32	0.80	0.85	0.44	0.66	0.54	0.00	0.47
Avail Cap(c_a), veh/h	639	2740	837	405	2324	795	912	493	726	378	0	308
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)	0.85	0.85	0.85	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.7	16.2	27.8	58.2	22.7	26.6	57.2	50.9	52.8	60.9	0.0	57.3
Incr Delay (d2), s/veh	73.6	0.2	15.3	12.8	0.3	7.5	1.9	0.4	0.7	0.9	0.0	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	17.1	3.9	25.1	5.7	5.1	17.7	5.6	3.7	4.3	1.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.3	16.4	43.1	71.0	23.0	34.1	59.1	51.3	53.5	61.8	0.0	57.8
LnGrp LOS	F	B	D	E	C	C	E	D	D	E	A	E
Approach Vol, veh/h		2199			1690			730			221	
Approach Delay, s/veh		62.1			35.9			55.7			59.6	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	66.3	20.2	16.5	18.2	77.1	11.9	24.8				
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	26.6	46.5	14.7	7.2	13.6	62.5	5.7	14.4				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.1	0.1	0.0	0.1	1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.9									
HCM 6th LOS			D									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 21: Scripps Hospital Drwy. & Genesee Ave.

Year 2050 AM  
 10/31/2022































Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	132	816	0	7	1554	525	176	0	92
Future Volume (veh/h)	0	0	132	816	0	7	1554	525	176	0	92
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			147	907	0	7	1619	547	259	135	135
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			172	3913	0	15	3467	1048	358	164	164
Arrive On Green			0.10	0.77	0.00	0.01	0.68	0.68	0.10	0.10	0.10
Sat Flow, veh/h			1767	5233	0	1781	5066	1531	3428	1572	1572
Grp Volume(v), veh/h			147	907	0	7	1619	547	259	135	135
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1531	1714	1572	1572
Q Serve(g_s), s			10.8	6.5	0.0	0.5	19.6	23.1	9.7	11.1	11.1
Cycle Q Clear(g_c), s			10.8	6.5	0.0	0.5	19.6	23.1	9.7	11.1	11.1
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			172	3913	0	15	3467	1048	358	164	164
V/C Ratio(X)			0.85	0.23	0.00	0.46	0.47	0.52	0.72	0.82	0.82
Avail Cap(c_a), veh/h			276	3913	0	74	3467	1048	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	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh			58.6	4.2	0.0	65.1	9.7	10.2	57.3	57.9	57.9
Incr Delay (d2), s/veh			7.0	0.1	0.0	13.1	0.3	1.2	1.0	3.9	3.9
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			5.2	2.1	0.0	0.3	7.0	7.7	4.2	9.6	9.6
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			65.6	4.3	0.0	78.2	10.0	11.4	58.3	61.8	61.8
LnGrp LOS			E	A	A	E	A	B	E	E	E
Approach Vol, veh/h				1054			2173		394		
Approach Delay, s/veh				12.8			10.5		59.5		
Approach LOS				B			B		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.6	107.7		18.7	17.3	96.0					
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	20.6	63.3					
Max Q Clear Time (g_c+I1), s	2.5	8.5		13.1	12.8	25.1					
Green Ext Time (p_c), s	0.0	18.3		0.7	0.1	28.1					

Intersection Summary

HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

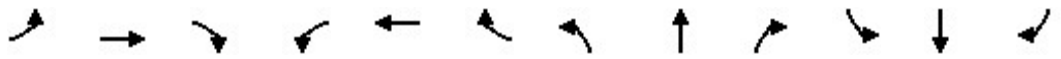
HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 		 	 			
Traffic Volume (veh/h)	198	1493	0	0	641	526	1219	0	711	0	0	0
Future Volume (veh/h)	198	1493	0	0	641	526	1219	0	711	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	211	1588	0	0	763	626	1270	0	741			
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	221	2071	0	0	2154	774	1567	0	1394			
Arrive On Green	0.02	0.13	0.00	0.00	0.29	0.29	0.44	0.00	0.44			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	211	1588	0	0	763	626	1270	0	741			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	5.5	27.2	0.0	0.0	7.3	19.4	28.1	0.0	15.4			
Cycle Q Clear(g_c), s	5.5	27.2	0.0	0.0	7.3	19.4	28.1	0.0	15.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	221	2071	0	0	2154	774	1567	0	1394			
V/C Ratio(X)	0.96	0.77	0.00	0.00	0.35	0.81	0.81	0.00	0.53			
Avail Cap(c_a), veh/h	221	2071	0	0	2154	774	1567	0	1394			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.84	0.84	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	34.8	0.0	0.0	25.5	29.8	21.8	0.0	18.2			
Incr Delay (d2), s/veh	43.1	2.3	0.0	0.0	0.4	8.6	4.7	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	3.7	12.7	0.0	0.0	2.6	7.0	11.9	0.0	5.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	37.1	0.0	0.0	25.9	38.4	26.4	0.0	19.7			
LnGrp LOS	F	D	A	A	C	D	C	A	B			
Approach Vol, veh/h		1799			1389			2011				
Approach Delay, s/veh		43.0			31.5			23.9				
Approach LOS		D			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		44.0			11.0	33.0		46.0				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		36.8			* 5.8	25.8		39.9				
Max Q Clear Time (g_c+I1), s		29.2			7.5	21.4		30.1				
Green Ext Time (p_c), s		5.7			0.0	2.9		6.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									
<b>Notes</b>												
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

Year 2050 AM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↖↗	↑↑↑↑					↖	↗	↗↘
Traffic Volume (veh/h)	0	540	172	128	1616	0	0	0	0	1141	1	1186
Future Volume (veh/h)	0	540	172	128	1616	0	0	0	0	1141	1	1186
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		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	587	187	132	1666	0				1177	0	1223
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	2226	799	198	2058	0				1577	0	1383
Arrive On Green	0.00	0.30	0.30	0.06	0.41	0.00				0.45	0.00	0.45
Sat Flow, veh/h	0	7867	2697	3428	5233	0				3534	0	3101
Grp Volume(v), veh/h	0	587	187	132	1666	0				1177	0	1223
Grp Sat Flow(s),veh/h/ln	0	1503	1349	1714	1689	0				1767	0	1550
Q Serve(g_s), s	0.0	5.4	4.7	3.4	26.2	0.0				24.9	0.0	32.5
Cycle Q Clear(g_c), s	0.0	5.4	4.7	3.4	26.2	0.0				24.9	0.0	32.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2226	799	198	2058	0				1577	0	1383
V/C Ratio(X)	0.00	0.26	0.23	0.67	0.81	0.00				0.75	0.00	0.88
Avail Cap(c_a), veh/h	0	2226	799	202	2058	0				1645	0	1444
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	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.2	24.0	41.6	23.6	0.0				20.7	0.0	22.8
Incr Delay (d2), s/veh	0.0	0.3	0.7	6.2	2.8	0.0				1.8	0.0	6.7
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	1.9	1.6	1.6	10.4	0.0				10.1	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.5	24.6	47.8	26.5	0.0				22.5	0.0	29.5
LnGrp LOS	A	C	C	D	C	A				C	A	C
Approach Vol, veh/h		774			1798						2400	
Approach Delay, s/veh		24.5			28.0						26.1	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.9	33.9		46.2		43.8						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 5.3	24.8		41.9		34.8						
Max Q Clear Time (g_c+I1), s	5.4	7.4		34.5		28.2						
Green Ext Time (p_c), s	0.0	4.6		5.7		5.2						

Intersection Summary






























HCM 6th Ctrl Delay	26.5
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.

Year 2050 AM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	
Traffic Volume (veh/h)	14	2079	221	108	1310	3	526	4	240	7	6	16
Future Volume (veh/h)	14	2079	221	108	1310	3	526	4	240	7	6	16
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	2212	235	132	1598	4	605	0	279	12	11	29
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	2350	1058	152	2585	6	782	0	696	121	111	191
Arrive On Green	0.01	0.46	0.46	0.04	0.50	0.50	0.22	0.00	0.22	0.13	0.13	0.13
Sat Flow, veh/h	1767	5066	1531	3428	5217	13	3534	0	3145	943	865	1488
Grp Volume(v), veh/h	15	2212	235	132	1034	568	605	0	279	23	0	29
Grp Sat Flow(s),veh/h/ln	1767	1689	1531	1714	1689	1853	1767	0	1572	1808	0	1488
Q Serve(g_s), s	1.2	58.2	8.0	5.4	31.2	31.2	22.5	0.0	10.6	1.6	0.0	2.4
Cycle Q Clear(g_c), s	1.2	58.2	8.0	5.4	31.2	31.2	22.5	0.0	10.6	1.6	0.0	2.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.52		1.00
Lane Grp Cap(c), veh/h	22	2350	1058	152	1673	918	782	0	696	233	0	191
V/C Ratio(X)	0.67	0.94	0.22	0.87	0.62	0.62	0.77	0.00	0.40	0.10	0.00	0.15
Avail Cap(c_a), veh/h	69	2350	1058	152	1673	918	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)	0.74	0.74	0.74	0.45	0.45	0.45	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	35.7	8.2	66.5	25.7	25.7	51.2	0.0	46.6	53.8	0.0	54.2
Incr Delay (d2), s/veh	9.2	7.2	0.4	20.1	0.8	1.4	7.4	0.0	1.7	0.8	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	25.1	5.1	2.8	12.7	14.1	10.8	0.0	4.4	0.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	42.9	8.6	86.6	26.5	27.1	58.6	0.0	48.3	54.7	0.0	55.9
LnGrp LOS	E	D	A	F	C	C	E	A	D	D	A	E
Approach Vol, veh/h		2462			1734			884				52
Approach Delay, s/veh		39.8			31.3			55.3				55.4
Approach LOS		D			C			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	70.6		22.9	6.2	75.1		35.9				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	6.2	* 61		18.0	5.5	61.6		35.0				
Max Q Clear Time (g_c+I1), s	7.4	60.2		4.4	3.2	33.2		24.5				
Green Ext Time (p_c), s	0.0	1.1		0.1	0.0	23.2		6.4				

Intersection Summary


















HCM 6th Ctrl Delay 39.8  
 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.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1092	722	0	1493	0	921	0	286	0	0	0
Future Volume (veh/h)	0	1092	722	0	1493	0	921	0	286	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	1149	760	0	1623	0	1023	0	318			
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	2765	1383	0	3484	0	1183	0	955			
Arrive On Green	0.00	1.00	1.00	0.00	0.55	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1149	760	0	1623	0	1023	0	318			
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	18.6	0.0	33.4	0.0	10.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	18.6	0.0	33.4	0.0	10.2			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2765	1383	0	3484	0	1183	0	955			
V/C Ratio(X)	0.00	0.42	0.55	0.00	0.47	0.00	0.86	0.00	0.33			
Avail Cap(c_a), veh/h	0	2765	1383	0	3484	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	0.78	0.78	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	16.6	0.0	36.7	0.0	29.1			
Incr Delay (d2), s/veh	0.0	0.4	1.2	0.0	0.1	0.0	3.5	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	0.5	0.0	6.7	0.0	14.4	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.4	1.2	0.0	16.7	0.0	40.2	0.0	29.3			
LnGrp LOS	A	A	A	A	B	A	D	A	C			
Approach Vol, veh/h		1909			1623			1341				
Approach Delay, s/veh		0.7			16.7			37.6				
Approach LOS		A			B			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		73.0				73.0		47.0				
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				20.6		35.4				
Green Ext Time (p_c), s		17.9				14.6		6.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

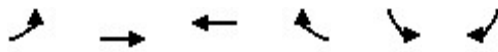
Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1249	0	0	1974	550	0	0	0	677	0	1701
Future Volume (veh/h)	0	1249	0	0	1974	550	0	0	0	677	0	1701
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	1301	0	0	2146	326				705	0	1199
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	2116	0	0	2116	1401				1622	0	1309
Arrive On Green	0.00	0.42	0.00	0.00	0.42	0.42				0.47	0.00	0.47
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1301	0	0	2146	326				705	0	1199
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	24.1	0.0	0.0	50.1	3.4				16.4	0.0	48.3
Cycle Q Clear(g_c), s	0.0	24.1	0.0	0.0	50.1	3.4				16.4	0.0	48.3
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2116	0	0	2116	1401				1622	0	1309
V/C Ratio(X)	0.00	0.61	0.00	0.00	1.01	0.23				0.43	0.00	0.92
Avail Cap(c_a), veh/h	0	2116	0	0	2116	1401				1754	0	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.76	0.76				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.4	0.0	0.0	34.9	0.9				21.0	0.0	29.4
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	20.7	0.3				0.2	0.0	9.1
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	0.0	9.9	0.0	0.0	24.1	6.9				6.6	0.0	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.7	0.0	0.0	55.6	1.2				21.2	0.0	38.5
LnGrp LOS	A	C	A	A	F	A				C	A	D
Approach Vol, veh/h		1301			2472						1904	
Approach Delay, s/veh		28.7			48.4						32.1	
Approach LOS		C			D						C	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		57.6		62.4		57.6						
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		26.1		50.3		52.1						
Green Ext Time (p_c), s		9.5		6.4		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				38.4								
HCM 6th LOS				D								



HCM 6th Signalized Intersection Summary  
 27: Eastgate Mall & Eastgate Dr.

Year 2050 AM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	207	1129	57	63	17
Future Volume (veh/h)	13	207	1129	57	63	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	14	216	1164	59	67	18
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	1247	1065	54	277	75
Arrive On Green	0.01	0.67	0.61	0.61	0.21	0.21
Sat Flow, veh/h	1767	1856	1750	89	1343	361
Grp Volume(v), veh/h	14	216	0	1223	86	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1839	1723	0
Q Serve(g_s), s	0.7	3.8	0.0	53.0	3.6	0.0
Cycle Q Clear(g_c), s	0.7	3.8	0.0	53.0	3.6	0.0
Prop In Lane	1.00			0.05	0.78	0.21
Lane Grp Cap(c), veh/h	23	1247	0	1119	356	0
V/C Ratio(X)	0.60	0.17	0.00	1.09	0.24	0.00
Avail Cap(c_a), veh/h	81	1314	0	1119	356	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	42.8	5.3	0.0	17.1	28.9	0.0
Incr Delay (d2), s/veh	22.3	0.1	0.0	56.1	1.6	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	1.3	0.0	36.3	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.1	5.4	0.0	73.2	30.5	0.0
LnGrp LOS	E	A	A	F	C	A
Approach Vol, veh/h		230	1223		86	
Approach Delay, s/veh		9.0	73.2		30.5	
Approach LOS		A	E		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.2		22.9	5.5	58.7
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.0	4.0	53.0
Max Q Clear Time (g_c+I1), s		5.8		5.6	2.7	55.0
Green Ext Time (p_c), s		1.4		0.1	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	61.2
HCM 6th LOS	E

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.

**Intersection**

Int Delay, s/veh 3.6

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	5	211	377	109	102	3
Future Vol, veh/h	5	211	377	109	102	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	240	393	114	159	5

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	508	0	-	0	703	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	252	-
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	1052	-	-	-	402	606
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1051	-	-	-	399	605
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	787	-

**Approach** EB WB SB

HCM Control Delay, s 0.2 0 19.9  
HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1051	-	-	-	403
HCM Lane V/C Ratio	0.005	-	-	-	0.407
HCM Control Delay (s)	8.4	-	-	-	19.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection						
Int Delay, s/veh	0.7					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	590	69	13	318	16	15
Future Vol, veh/h	590	69	13	318	16	15
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	634	74	14	349	21	19




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	712	0	841 638
Stage 1	-	-	-	-	638 -
Stage 2	-	-	-	-	203 -
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	-	-	880	-	317 473
Stage 1	-	-	-	-	523 -
Stage 2	-	-	-	-	809 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	877	-	311 471
Mov Cap-2 Maneuver	-	-	-	-	311 -
Stage 1	-	-	-	-	513 -
Stage 2	-	-	-	-	809 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	877	-	372
HCM Lane V/C Ratio	-	-	0.016	-	0.107
HCM Control Delay (s)	-	-	9.2	-	15.8
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	0.4

HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Year 2050 AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	2052	0	0	2205	1095	0	0	0	208	0	153
Future Volume (veh/h)	327	2052	0	0	2205	1095	0	0	0	208	0	153
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	348	2183	0	0	2423	1203				260	0	191
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	375	3475	0	3	3255	802				520	0	239
Arrive On Green	0.11	0.69	0.00	0.00	0.51	0.51				0.15	0.00	0.15
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	348	2183	0	0	2423	1203				260	0	191
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	6.6	15.7	0.0	0.0	19.8	33.6				4.6	0.0	7.7
Cycle Q Clear(g_c), s	6.6	15.7	0.0	0.0	19.8	33.6				4.6	0.0	7.7
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	375	3475	0	3	3255	802				520	0	239
V/C Ratio(X)	0.93	0.63	0.00	0.00	0.74	1.50				0.50	0.00	0.80
Avail Cap(c_a), veh/h	375	3475	0	138	3255	802				520	0	239
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	29.1	5.7	0.0	0.0	12.8	16.1				25.7	0.0	27.0
Incr Delay (d2), s/veh	28.8	0.9	0.0	0.0	1.6	231.7				1.3	0.0	18.8
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	4.1	3.9	0.0	0.0	6.3	73.5				1.9	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	6.6	0.0	0.0	14.3	247.9				26.9	0.0	45.8
LnGrp LOS	E	A	A	A	B	F				C	A	D
Approach Vol, veh/h		2531			3626						451	
Approach Delay, s/veh		13.6			91.8						34.9	
Approach LOS		B			F						C	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	51.5		14.4	11.6	39.9						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	5.1	34.8		10.0	7.2	* 34						
Max Q Clear Time (g_c+I1), s	0.0	17.7		9.7	8.6	35.6						
Green Ext Time (p_c), s	0.0	16.3		0.1	0.0	0.0						

Intersection Summary

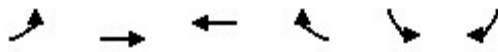
HCM 6th Ctrl Delay	58.0
HCM 6th LOS	E

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

Year 2050 AM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗	↘	↘
Traffic Volume (veh/h)	105	2816	3447	56	32	56
Future Volume (veh/h)	105	2816	3447	56	32	56
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	122	3274	3747	61	40	69
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	131	226
Arrive On Green	0.07	0.80	0.70	0.70	0.22	0.22
Sat Flow, veh/h	1767	5233	5233	1537	594	1025
Grp Volume(v), veh/h	122	3274	3747	61	110	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1635	0
Q Serve(g_s), s	10.3	55.0	105.2	1.9	8.4	0.0
Cycle Q Clear(g_c), s	10.3	55.0	105.2	1.9	8.4	0.0
Prop In Lane	1.00			1.00	0.36	0.63
Lane Grp Cap(c), veh/h	121	4049	3553	1078	360	0
V/C Ratio(X)	1.01	0.81	1.05	0.06	0.31	0.00
Avail Cap(c_a), veh/h	121	4049	3553	1078	360	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	69.8	8.5	22.4	7.0	48.9	0.0
Incr Delay (d2), s/veh	72.2	1.4	25.5	0.0	2.2	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	7.1	17.4	46.2	0.6	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	142.0	9.9	47.9	7.0	51.1	0.0
LnGrp LOS	F	A	F	A	D	A
Approach Vol, veh/h		3396	3808		110	
Approach Delay, s/veh		14.7	47.2		51.1	
Approach LOS		B	D		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		57.0		10.4	12.3	107.2
Green Ext Time (p_c), s		48.8		0.1	0.0	0.0

Intersection Summary

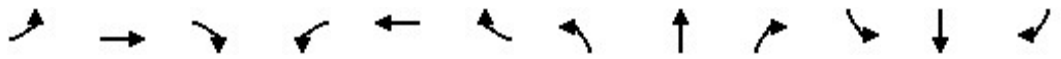
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
32: Miramar Rd. & Miramar Pl.

Year 2050 AM  
10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑					↘	↕	↘
Traffic Volume (veh/h)	128	2736	0	22	3353	94	0	0	0	62	0	53
Future Volume (veh/h)	128	2736	0	22	3353	94	0	0	0	62	0	53
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	151	3219	0	23	3529	99				171	0	77
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	84	3441	0	36	3303	92				729	0	324
Arrive On Green	0.05	0.68	0.00	0.02	0.65	0.65				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5062	140				3534	0	1572
Grp Volume(v), veh/h	151	3219	0	23	2341	1287				171	0	77
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1825				1767	0	1572
Q Serve(g_s), s	7.6	89.4	0.0	2.1	104.4	104.4				6.5	0.0	6.5
Cycle Q Clear(g_c), s	7.6	89.4	0.0	2.1	104.4	104.4				6.5	0.0	6.5
Prop In Lane	1.00		0.00	1.00		0.08				1.00		1.00
Lane Grp Cap(c), veh/h	84	3441	0	36	2204	1191				729	0	324
V/C Ratio(X)	1.80	0.94	0.00	0.65	1.06	1.08				0.23	0.00	0.24
Avail Cap(c_a), veh/h	84	3441	0	56	2204	1191				729	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	22.6	0.0	77.8	27.8	27.8				53.0	0.0	53.0
Incr Delay (d2), s/veh	374.3	2.2	0.0	1.8	29.4	37.8				0.8	0.0	1.7
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	12.2	34.2	0.0	1.0	48.8	55.5				3.0	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	450.5	24.8	0.0	79.6	57.2	65.6				53.7	0.0	54.7
LnGrp LOS	F	C	A	E	F	F				D	A	D
Approach Vol, veh/h		3370			3651						248	
Approach Delay, s/veh		43.9			60.3						54.0	
Approach LOS		D			E						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.7	114.4		37.9	12.0	110.1						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.9		33.0	7.6	104.4						
Max Q Clear Time (g_c+I1), s	4.1	91.4		8.5	9.6	106.4						
Green Ext Time (p_c), s	0.0	15.4		0.8	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	52.5
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

Year 2050 AM  
10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	831	1071	20	20	2491	116	17	8	8	61	2	1027
Future Volume (veh/h)	831	1071	20	20	2491	116	17	8	8	61	2	1027
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	934	1203	19	21	2568	115	23	11	0	66	0	721
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	676	2945	47	54	1948	86	426	448	0	97	0	707
Arrive On Green	0.20	0.57	0.57	0.02	0.39	0.39	0.24	0.24	0.00	0.03	0.00	0.03
Sat Flow, veh/h	3428	5136	81	3428	4969	220	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	934	791	431	21	1736	947	23	11	0	66	0	721
Grp Sat Flow(s),veh/h/ln	1714	1689	1840	1714	1689	1811	1767	1856	0	1767	0	1572
Q Serve(g_s), s	28.6	18.9	18.9	0.9	56.9	56.9	1.5	0.7	0.0	2.7	0.0	4.0
Cycle Q Clear(g_c), s	28.6	18.9	18.9	0.9	56.9	56.9	1.5	0.7	0.0	2.7	0.0	4.0
Prop In Lane	1.00		0.04	1.00		0.12	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	676	1937	1055	54	1324	710	426	448	0	97	0	707
V/C Ratio(X)	1.38	0.41	0.41	0.39	1.31	1.33	0.05	0.02	0.00	0.68	0.00	1.02
Avail Cap(c_a), veh/h	676	1937	1055	95	1324	710	426	448	0	97	0	707
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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	17.2	17.2	70.7	44.1	44.1	42.3	42.0	0.0	69.9	0.0	56.3
Incr Delay (d2), s/veh	181.1	0.6	1.2	1.7	145.4	159.5	0.2	0.1	0.0	31.8	0.0	39.1
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	29.4	7.6	8.4	0.4	50.3	56.7	0.7	0.3	0.0	1.7	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	239.4	17.9	18.4	72.4	189.5	203.6	42.6	42.1	0.0	101.7	0.0	95.3
LnGrp LOS	F	B	B	E	F	F	D	D	A	F	A	F
Approach Vol, veh/h		2156			2704			34			787	
Approach Delay, s/veh		113.9			193.5			42.4			95.9	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	89.0		9.5	33.0	62.7		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	28.6	* 57		35.0				
Max Q Clear Time (g_c+I1), s	2.9	20.9		6.0	30.6	58.9		3.5				
Green Ext Time (p_c), s	0.0	23.4		0.0	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			148.9									
HCM 6th LOS			F									
<b>Notes</b>												
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.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	 
Traffic Volume (veh/h)	97	949	68	82	2334	105	75	14	41	23	16	50
Future Volume (veh/h)	97	949	68	82	2334	105	75	14	41	23	16	50
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	103	1010	72	85	2406	108	117	22	64	27	19	58
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	146	2902	207	105	3073	137	213	45	101	222	147	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	4819	343	1767	4968	221	742	189	428	778	621	1570
Grp Volume(v), veh/h	103	707	375	85	1629	885	203	0	0	46	0	58
Grp Sat Flow(s),veh/h/ln	1714	1689	1785	1767	1689	1812	1359	0	0	1399	0	1570
Q Serve(g_s), s	4.4	15.8	15.9	7.1	35.8	37.0	17.4	0.0	0.0	0.0	0.0	4.4
Cycle Q Clear(g_c), s	4.4	15.8	15.9	7.1	35.8	37.0	21.0	0.0	0.0	3.6	0.0	4.4
Prop In Lane	1.00		0.19	1.00		0.12	0.58		0.32	0.59		1.00
Lane Grp Cap(c), veh/h	146	2034	1075	105	2089	1121	359	0	0	369	0	372
V/C Ratio(X)	0.70	0.35	0.35	0.81	0.78	0.79	0.56	0.00	0.00	0.12	0.00	0.16
Avail Cap(c_a), veh/h	219	2034	1075	172	2089	1121	359	0	0	369	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	0.39	0.39	0.39	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.9	15.0	15.0	68.3	8.2	8.3	52.4	0.0	0.0	44.9	0.0	45.4
Incr Delay (d2), s/veh	2.1	0.4	0.8	2.3	1.2	2.3	6.3	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	6.2	6.7	3.2	8.4	9.6	7.6	0.0	0.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	15.4	15.8	70.6	9.4	10.6	58.7	0.0	0.0	45.6	0.0	46.3
LnGrp LOS	E	B	B	E	A	B	E	A	A	D	A	D
Approach Vol, veh/h		1185			2599			203				104
Approach Delay, s/veh		20.6			11.8			58.7				46.0
Approach LOS		C			B			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	96.3		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	9.1	17.9		6.4	6.4	39.0		23.0				
Green Ext Time (p_c), s	0.0	20.0		0.6	0.0	48.1		0.9				

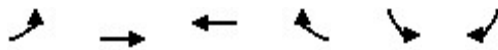
Intersection Summary		
HCM 6th Ctrl Delay		17.6
HCM 6th LOS		B

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.

Year 2050 AM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	73	944	2488	101	32	67
Future Volume (veh/h)	73	944	2488	101	32	67
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	77	994	2565	104	43	91
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	96	3516	3047	122	414	368
Arrive On Green	0.07	0.92	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5157	200	1767	1572
Grp Volume(v), veh/h	77	994	1727	942	43	91
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1814	1767	1572
Q Serve(g_s), s	6.4	3.1	61.1	63.1	2.9	7.1
Cycle Q Clear(g_c), s	6.4	3.1	61.1	63.1	2.9	7.1
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	96	3516	2062	1107	414	368
V/C Ratio(X)	0.81	0.28	0.84	0.85	0.10	0.25
Avail Cap(c_a), veh/h	125	3516	2062	1107	414	368
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.94	0.94	0.48	0.48	1.00	1.00
Uniform Delay (d), s/veh	68.8	1.9	23.3	23.7	45.1	46.7
Incr Delay (d2), s/veh	18.0	0.2	2.1	4.2	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	3.4	0.9	24.2	27.5	1.3	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.8	2.1	25.4	27.9	45.6	48.3
LnGrp LOS	F	A	C	C	D	D
Approach Vol, veh/h		1071	2669		134	
Approach Delay, s/veh		8.2	26.2		47.4	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		40.0	12.5	97.5
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		5.1		9.1	8.4	65.1
Green Ext Time (p_c), s		26.9		0.2	0.0	24.3

Intersection Summary

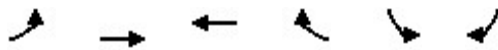
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

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.

Year 2050 AM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	53	935	2518	91	35	74
Future Volume (veh/h)	53	935	2518	91	35	74
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	56	995	2569	93	39	82
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	78	3634	3228	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	56	995	1722	940	39	82
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1818	1767	1572
Q Serve(g_s), s	4.6	0.0	55.6	57.2	2.7	6.5
Cycle Q Clear(g_c), s	4.6	0.0	55.6	57.2	2.7	6.5
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	78	3634	2173	1170	379	338
V/C Ratio(X)	0.71	0.27	0.79	0.80	0.10	0.24
Avail Cap(c_a), veh/h	217	3634	2173	1170	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	67.4	0.0	19.4	19.7	47.3	48.8
Incr Delay (d2), s/veh	4.3	0.2	0.3	0.6	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	21.1	23.5	1.2	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.7	0.2	19.7	20.3	47.8	50.5
LnGrp LOS	E	A	B	C	D	D
Approach Vol, veh/h		1051	2662		121	
Approach Delay, s/veh		4.0	19.9		49.6	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		113.4		36.6	11.1	102.3
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		8.5	6.6	59.2
Green Ext Time (p_c), s		19.4		0.2	0.0	25.3

Intersection Summary
























HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.






















HCM 6th Signalized Intersection Summary  
37: Miramar Rd. & Miramar Wy.

Year 2050 AM  
10/31/2022

												
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	914	3	5	2598	38
Future Volume (veh/h)	23	0	18	0	0	0	35	914	3	5	2598	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	962	3	5	2651	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	5141	75
Grp Volume(v), veh/h	53	0	0	0	0	0	37	623	342	5	1738	952
Grp Sat Flow(s),veh/h/ln	1677	0	0	1767	1856	0	1767	1689	1853	1767	1689	1840
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.4	15.4	0.4	75.4	76.3
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.4	15.4	0.4	75.4	76.3
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	0.34	0.34	0.56	0.98	0.98
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	0.60	0.60	0.60
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	34.7	34.9
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	56.6	0.5	0.9	29.6	12.2	19.0
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	6.2	6.9	0.3	33.2	38.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	0.0	0.0	0.0	0.0	0.0	129.2	19.3	19.7	104.1	46.9	53.9
LnGrp LOS	D	A	A	A	A	A	F	B	B	F	D	D
Approach Vol, veh/h		53			0			1002			2695	
Approach Delay, s/veh		48.8			0.0			23.5			49.5	
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	17.4		5.9	5.1	78.3		0.0				
Green Ext Time (p_c), s	0.0	7.9		0.2	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.5									
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.

Year 2050 AM  
10/31/2022

													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (veh/h)	144	0	106	0	0	0	148	738	0	1	2528	559	
Future Volume (veh/h)	144	0	106	0	0	0	148	738	0	1	2528	559	
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	213	0	85				151	753	0	1	2580	570	
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	295	0	130				173	4121	0	2	3630	1102	
Arrive On Green	0.08	0.00	0.08				0.10	0.81	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	213	0	85				151	753	0	1	2580	570	
Grp Sat Flow(s),veh/h/ln	1767	0	1561				1767	1689	0	1781	1689	1538	
Q Serve(g_s), s	8.8	0.0	7.9				12.6	4.9	0.0	0.1	44.1	25.0	
Cycle Q Clear(g_c), s	8.8	0.0	7.9				12.6	4.9	0.0	0.1	44.1	25.0	
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00	
Lane Grp Cap(c), veh/h	295	0	130				173	4121	0	2	3630	1102	
V/C Ratio(X)	0.72	0.00	0.65				0.87	0.18	0.00	0.52	0.71	0.52	
Avail Cap(c_a), veh/h	707	0	312				231	4121	0	61	3630	1102	
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	67.0	0.0	66.6				66.7	3.1	0.0	74.9	12.3	9.6	
Incr Delay (d2), s/veh	3.3	0.0	5.4				17.9	0.1	0.0	6.9	0.1	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	4.1	0.0	7.0				6.6	1.5	0.0	0.0	15.7	8.1	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	70.4	0.0	72.0				84.6	3.2	0.0	81.8	12.4	9.7	
LnGrp LOS	E	A	E				F	A	A	F	B	A	
Approach Vol, veh/h		298						904			3151		
Approach Delay, s/veh		70.8						16.8			11.9		
Approach LOS		E						B			B		
Timer - Assigned Phs	1	2		4	5	6							
Phs Duration (G+Y+Rc), s	4.6	128.0		17.4	19.1	113.5							
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	6.9		10.8	14.6	46.1							
Green Ext Time (p_c), s	0.0	11.8		0.9	0.1	37.4							
<b>Intersection Summary</b>													
HCM 6th Ctrl Delay			17.0										
HCM 6th LOS			B										
<b>Notes</b>													
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.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	19	841	0	0	3075	28	0	0	0	10	0	7
Future Volume (veh/h)	19	841	0	0	3075	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	904	0	0	3138	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	29				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	4658	43				1590	0	1415
Grp Volume(v), veh/h	20	904	0	0	2044	1123				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	10.3	0.0	0.0	98.7	100.3				1.1	0.0	0.8
Cycle Q Clear(g_c), s	1.9	10.3	0.0	0.0	98.7	100.3				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	0.99	0.99				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	7.3	0.0	0.0	23.5	23.8				46.9	0.0	46.7
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.0	4.0	6.9				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	33.8	38.5				0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	7.5	0.0	0.0	27.5	30.7				47.1	0.0	46.9
LnGrp LOS	F	A	A	A	C	C				D	A	D
Approach Vol, veh/h		924			3167							25
Approach Delay, s/veh		9.4			28.6							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	12.3		3.1	3.9	102.3						
Green Ext Time (p_c), s	0.0	18.2		0.0	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

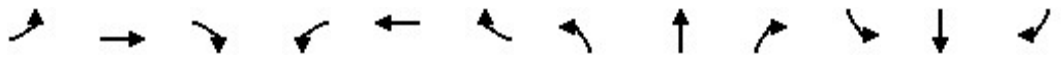
HCM 6th Signalized Intersection Summary  
40: Miramar Rd. & Dowdy St.

Year 2050 AM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	100	0	107	0	0	0	90	719	0	2	3044	312
Future Volume (veh/h)	100	0	107	0	0	0	90	719	0	2	3044	312
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	116	0	124				101	808	0	2	3204	328
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	155	0	248				123	4079	0	4	3451	340
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	116	0	124				101	808	0	2	2280	1252
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1760
Q Serve(g_s), s	9.6	0.0	10.8				8.5	5.5	0.0	0.2	81.6	97.0
Cycle Q Clear(g_c), s	9.6	0.0	10.8				8.5	5.5	0.0	0.2	81.6	97.0
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	155	0	248				123	4079	0	4	2492	1299
V/C Ratio(X)	0.75	0.00	0.50				0.82	0.20	0.00	0.53	0.91	0.96
Avail Cap(c_a), veh/h	707	0	738				366	4079	0	369	2492	1299
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	57.8				68.9	3.4	0.0	74.8	15.8	17.9
Incr Delay (d2), s/veh	2.7	0.0	0.6				5.0	0.1	0.0	3.7	0.7	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	9.6				4.0	1.7	0.0	0.1	28.5	36.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	0.0	58.4				73.9	3.5	0.0	78.5	16.5	20.7
LnGrp LOS	E	A	E				E	A	A	E	B	C
Approach Vol, veh/h		240						909			3534	
Approach Delay, s/veh		63.7						11.3			18.1	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.7	127.2		18.1	14.8	117.1						
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	7.5		12.8	10.5	99.0						
Green Ext Time (p_c), s	0.0	8.9		0.4	0.1	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			19.1									
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.

Year 2050 AM  
10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑					↘	↕	
Traffic Volume (veh/h)	53	787	0	6	3244	132	0	0	0	75	0	65
Future Volume (veh/h)	53	787	0	6	3244	132	0	0	0	75	0	65
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	60	884	0	6	3310	135				82	8	76
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	3237	130				366	32	302
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	153	1455
Grp Volume(v), veh/h	60	884	0	6	2223	1222				82	0	84
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1814				1767	0	1608
Q Serve(g_s), s	5.1	10.0	0.0	0.5	97.3	97.3				5.8	0.0	6.6
Cycle Q Clear(g_c), s	5.1	10.0	0.0	0.5	97.3	97.3				5.8	0.0	6.6
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	333
V/C Ratio(X)	0.81	0.25	0.00	0.57	1.01	1.04				0.22	0.00	0.25
Avail Cap(c_a), veh/h	74	3469	0	62	2191	1177				366	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.98	0.98	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	71.3	9.0	0.0	74.4	26.3	26.4				49.4	0.0	49.7
Incr Delay (d2), s/veh	43.2	0.2	0.0	16.8	23.0	36.7				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	3.2	3.7	0.0	0.3	43.6	51.3				2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.5	9.2	0.0	91.2	49.4	63.0				50.8	0.0	51.5
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		944			3451						166	
Approach Delay, s/veh		15.9			54.3						51.2	
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	12.0		8.6	7.1	99.3						
Green Ext Time (p_c), s	0.0	13.8		0.4	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	46.2
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	24	56	0	0	0
Future Vol, veh/h	0	24	56	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	26	61	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	87 61
Stage 1	-	-	-	-	61 -
Stage 2	-	-	-	-	26 -
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	1542	-	-	-	914 1004
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	997 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	-	914 1004
Mov Cap-2 Maneuver	-	-	-	-	914 -
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	997 -

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)	1542	-	-	-	-
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	24	56	0	0	0
Future Vol, veh/h	0	24	56	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	26	61	0	0	0

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	87 61
Stage 1	-	-	-	-	61 -
Stage 2	-	-	-	-	26 -
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	1542	-	-	-	914 1004
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	997 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	-	914 1004
Mov Cap-2 Maneuver	-	-	-	-	914 -
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	997 -

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)	1542	-	-	-	-
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.

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	1173	632	0	1282	510	512	0	999	0	0	0
Future Volume (veh/h)	0	1173	632	0	1282	510	512	0	999	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	1489	0	0	1409	0	533	0	1041			
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	3161		0	2876		1126	0	909			
Arrive On Green	0.00	0.56	0.00	0.00	0.56	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1489	0	0	1409	0	533	0	1041			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	18.9	0.0	0.0	20.0	0.0	14.8	0.0	39.1			
Cycle Q Clear(g_c), s	0.0	18.9	0.0	0.0	20.0	0.0	14.8	0.0	39.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3161		0	2876		1126	0	909			
V/C Ratio(X)	0.00	0.47		0.00	0.49		0.47	0.00	1.15			
Avail Cap(c_a), veh/h	0	3161		0	2876		1126	0	909			
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	0.47	0.00	0.00	0.69	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	15.6	0.0	0.0	15.8	0.0	32.2	0.0	40.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	78.4			
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	7.9	0.0	0.0	7.6	0.0	6.2	0.0	23.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.8	0.0	0.0	15.8	0.0	32.4	0.0	118.8			
LnGrp LOS	A	B		A	B		C	A	F			
Approach Vol, veh/h		1489	A		1409	A		1574				
Approach Delay, s/veh		15.8			15.8			89.5				
Approach LOS		B			B			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		74.8				74.8		45.2				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		40.6				19.8		39.1				
Max Q Clear Time (g_c+I1), s		20.9				22.0		41.1				
Green Ext Time (p_c), s		8.0				0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.8									
HCM 6th LOS			D									
<b>Notes</b>												
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

Year 2050 AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1511	304	0	1560	262	0	0	0	310	0	1038
Future Volume (veh/h)	0	1511	304	0	1560	262	0	0	0	310	0	1038
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	1591	0	0	1592	0				333	0	1116
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	1591	0	0	1592	0				333	0	1116
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	27.2	0.0	0.0	27.3	0.0				7.8	0.0	46.8
Cycle Q Clear(g_c), s	0.0	27.2	0.0	0.0	27.3	0.0				7.8	0.0	46.8
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	0.63		0.00	0.63					0.25	0.00	1.03
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	21.9	0.0	0.0	21.9	0.0				24.7	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.1	0.0				0.0	0.0	34.0
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	10.9	0.0	0.0	10.7	0.0				3.2	0.0	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.1	0.0	0.0	22.0	0.0				24.7	0.0	70.6
LnGrp LOS	A	C		A	C					C	A	F
Approach Vol, veh/h		1591	A		1592	A					1449	
Approach Delay, s/veh		23.1			22.0						60.1	
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		29.2		48.8		29.3						
Green Ext Time (p_c), s		0.0		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.3									
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	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	1	4	11	0	21
Future Vol, veh/h	35	1	4	11	0	21
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	53	2	10	27	0	30

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	55	0	101
Stage 1	-	-	-	-	54
Stage 2	-	-	-	-	47
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	-	-	1544	-	895
Stage 1	-	-	-	-	966
Stage 2	-	-	-	-	973
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	889
Mov Cap-2 Maneuver	-	-	-	-	889
Stage 1	-	-	-	-	959
Stage 2	-	-	-	-	973

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1544	-
HCM Lane V/C Ratio	0.029	-	-	0.006	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 2.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	1	64	2	7	16	4	1	0	18	7	0	0
Future Vol, veh/h	1	64	2	7	16	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	78	2	13	29	7	1	0	26	12	0	0





























Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	37	0	0	80
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	1567	-	-	1512
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	1512
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	1.9	8.9	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	960	1512	-	-	1566	-	- 775
HCM Lane V/C Ratio	0.029	0.008	-	-	0.001	-	- 0.016
HCM Control Delay (s)	8.9	7.4	-	-	7.3	0	- 9.7
HCM Lane LOS	A	A	-	-	A	A	- A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	- 0























HCM 6th Signalized Intersection Summary  
3: Towne Centre Dr. & Eastgate Mall

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	44	585	240	194	326	26	328	71	95	257	684	208
Future Volume (veh/h)	44	585	240	194	326	26	328	71	95	257	684	208
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		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	49	657	270	204	343	27	405	88	117	338	900	274
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	89	635	261	205	1167	91	452	615	539	396	880	267
Arrive On Green	0.03	0.26	0.26	0.12	0.35	0.35	0.13	0.35	0.35	0.12	0.33	0.33
Sat Flow, veh/h	3428	2414	992	1767	3306	259	3428	1763	1545	3428	2647	804
Grp Volume(v), veh/h	49	480	447	204	182	188	405	88	117	338	598	576
Grp Sat Flow(s),veh/h/ln	1714	1763	1644	1767	1763	1802	1714	1763	1545	1714	1763	1689
Q Serve(g_s), s	1.8	33.1	33.1	14.5	9.4	9.5	14.6	4.3	6.7	12.2	41.8	41.8
Cycle Q Clear(g_c), s	1.8	33.1	33.1	14.5	9.4	9.5	14.6	4.3	6.7	12.2	41.8	41.8
Prop In Lane	1.00		0.60	1.00		0.14	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	89	464	432	205	622	636	452	615	539	396	586	561
V/C Ratio(X)	0.55	1.03	1.03	0.99	0.29	0.30	0.90	0.14	0.22	0.85	1.02	1.03
Avail Cap(c_a), veh/h	142	464	432	205	622	636	452	615	539	529	586	561
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	60.5	46.3	46.4	55.6	29.4	29.4	53.7	28.1	28.9	54.6	42.0	42.0
Incr Delay (d2), s/veh	1.9	50.9	52.4	61.2	0.5	0.5	19.4	0.5	0.9	8.0	42.8	44.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	21.0	19.7	9.9	4.1	4.2	7.5	1.9	2.7	5.7	24.9	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	97.2	98.8	116.7	29.9	29.9	73.2	28.6	29.8	62.6	84.8	86.7
LnGrp LOS	E	F	F	F	C	C	E	C	C	E	F	F
Approach Vol, veh/h		976			574			610			1512	
Approach Delay, s/veh		96.2			60.7			58.4			80.6	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	38.8	21.0	47.0	7.7	50.1	18.9	49.1				
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	14.6	* 33	16.6	41.8	5.2	41.7	19.4	39.0				
Max Q Clear Time (g_c+I1), s	16.5	35.1	16.6	43.8	3.8	11.5	14.2	8.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.2	0.3	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			77.9									
HCM 6th LOS			E									
<b>Notes</b>												
* 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.

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	70	184	427	333	39	278	184	110	37	1042	173
Future Volume (veh/h)	54	70	184	427	333	39	278	184	110	37	1042	173
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	61	80	209	464	362	42	305	202	121	42	1184	197
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	78	373	324	256	991	114	198	1360	598	497	1059	175
Arrive On Green	0.04	0.21	0.21	0.14	0.31	0.31	0.06	0.39	0.39	0.03	0.35	0.35
Sat Flow, veh/h	1767	1763	1533	1767	3176	366	1767	3526	1550	1767	3023	500
Grp Volume(v), veh/h	61	80	209	464	200	204	305	202	121	42	688	693
Grp Sat Flow(s),veh/h/ln	1767	1763	1533	1767	1763	1778	1767	1763	1550	1767	1763	1761
Q Serve(g_s), s	2.9	3.2	10.7	12.5	7.6	7.7	5.6	3.2	4.5	1.3	30.2	30.2
Cycle Q Clear(g_c), s	2.9	3.2	10.7	12.5	7.6	7.7	5.6	3.2	4.5	1.3	30.2	30.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	78	373	324	256	550	555	198	1360	598	497	617	617
V/C Ratio(X)	0.78	0.21	0.65	1.81	0.36	0.37	1.54	0.15	0.20	0.08	1.11	1.12
Avail Cap(c_a), veh/h	217	654	569	256	697	703	198	1360	598	550	617	617
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	40.8	28.1	31.0	36.9	23.0	23.1	23.6	17.3	17.6	17.0	28.0	28.0
Incr Delay (d2), s/veh	6.2	0.3	2.4	380.1	0.7	0.7	265.9	0.2	0.8	0.0	71.7	75.4
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	1.4	1.4	4.1	32.3	3.2	3.3	17.1	1.3	1.7	0.5	24.3	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	28.4	33.5	416.9	23.7	23.8	289.5	17.5	18.4	17.0	99.7	103.4
LnGrp LOS	D	C	C	F	C	C	F	B	B	B	F	F
Approach Vol, veh/h		350			868			628			1423	
Approach Delay, s/veh		34.7			233.9			149.8			99.1	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	39.1	16.9	23.3	10.0	36.0	8.2	32.0				
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	5.1	* 31	12.5	32.0	5.6	30.2	10.6	* 34				
Max Q Clear Time (g_c+I1), s	3.3	6.5	14.5	12.7	7.6	32.2	4.9	9.7				
Green Ext Time (p_c), s	0.0	2.0	0.0	1.9	0.0	0.0	0.0	4.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				137.7								
HCM 6th LOS				F								
<b>Notes</b>												
* 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.

Year 2050 PM  
10/31/2022



























Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↕			↕
Traffic Volume (veh/h)	114	10	422	6	0	1058
Future Volume (veh/h)	114	10	422	6	0	1058
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	134	12	454	6	0	1150
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	182	162	2078	27	0	2056
Arrive On Green	0.10	0.10	0.58	0.58	0.00	0.58
Sat Flow, veh/h	1767	1572	3655	47	0	3711
Grp Volume(v), veh/h	134	12	224	236	0	1150
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1847	0	1763
Q Serve(g_s), s	2.3	0.2	1.9	1.9	0.0	6.3
Cycle Q Clear(g_c), s	2.3	0.2	1.9	1.9	0.0	6.3
Prop In Lane	1.00	1.00		0.03	0.00	
Lane Grp Cap(c), veh/h	182	162	1028	1077	0	2056
V/C Ratio(X)	0.74	0.07	0.22	0.22	0.00	0.56
Avail Cap(c_a), veh/h	1246	1109	1028	1077	0	2056
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	13.6	12.7	3.1	3.1	0.0	4.0
Incr Delay (d2), s/veh	2.2	0.1	0.5	0.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.3	0.3	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	12.7	3.6	3.6	0.0	5.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	146		460			1150
Approach Delay, s/veh	15.5		3.6			5.1
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	8.1
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		3.9			8.3	4.3
Green Ext Time (p_c), s		3.1			6.7	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.6			
HCM 6th LOS			A			



HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1483	194	513	1856	365	226	77	681	888	262	187
Future Volume (veh/h)	30	1483	194	513	1856	365	226	77	681	888	262	187
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	34	1685	220	529	1913	376	240	82	724	915	270	193
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	69	1401	557	459	1995	1647	286	886	1062	699	1311	582
Arrive On Green	0.01	0.09	0.09	0.13	0.39	0.39	0.08	0.25	0.25	0.20	0.37	0.37
Sat Flow, veh/h	3428	5066	1541	3428	5066	2750	3428	3526	2751	3428	3526	1564
Grp Volume(v), veh/h	34	1685	220	529	1913	376	240	82	724	915	270	193
Grp Sat Flow(s),veh/h/ln	1714	1689	1541	1714	1689	1375	1714	1763	1376	1714	1763	1564
Q Serve(g_s), s	1.5	41.5	18.1	20.1	55.2	9.6	10.3	2.7	32.9	30.6	7.8	13.3
Cycle Q Clear(g_c), s	1.5	41.5	18.1	20.1	55.2	9.6	10.3	2.7	32.9	30.6	7.8	13.3
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	69	1401	557	459	1995	1647	286	886	1062	699	1311	582
V/C Ratio(X)	0.49	1.20	0.39	1.15	0.96	0.23	0.84	0.09	0.68	1.31	0.21	0.33
Avail Cap(c_a), veh/h	117	1401	557	459	1995	1647	370	917	1086	699	1311	582
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)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	73.7	68.2	45.8	64.9	44.3	14.1	67.7	43.0	38.5	59.7	32.0	33.8
Incr Delay (d2), s/veh	1.6	97.0	1.7	90.6	12.6	0.3	10.1	0.1	2.4	147.8	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	0.7	31.6	7.8	14.6	25.3	3.1	5.0	1.2	11.5	27.7	3.4	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	165.1	47.6	155.5	56.9	14.4	77.9	43.1	40.9	207.5	32.2	34.3
LnGrp LOS	E	F	D	F	E	B	E	D	D	F	C	C
Approach Vol, veh/h		1939			2818			1046			1378	
Approach Delay, s/veh		150.2			69.7			49.5			148.9	
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	47.0	16.9	61.1	7.4	64.6	35.0	43.0				
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	43.5	12.3	15.3	3.5	57.2	32.6	34.9				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.8	0.0	0.0	0.0	2.4				

Intersection Summary























HCM 6th Ctrl Delay	103.7
HCM 6th LOS	F

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

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	715	187	120	301	9	145	7	240	77	116	146
Future Volume (veh/h)	19	715	187	120	301	9	145	7	240	77	116	146
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	20	761	199	135	338	10	151	7	250	112	168	212
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	31	998	261	100	1398	41	110	567	478	100	221	278
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	2762	722	1767	3492	103	1767	1856	1565	1767	735	928
Grp Volume(v), veh/h	20	486	474	135	170	178	151	7	250	112	0	380
Grp Sat Flow(s),veh/h/ln	1767	1763	1722	1767	1763	1833	1767	1856	1565	1767	0	1663
Q Serve(g_s), s	1.0	21.9	21.9	5.1	5.8	5.8	5.6	0.2	11.9	5.1	0.0	18.7
Cycle Q Clear(g_c), s	1.0	21.9	21.9	5.1	5.8	5.8	5.6	0.2	11.9	5.1	0.0	18.7
Prop In Lane	1.00		0.42	1.00		0.06	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	31	637	622	100	706	734	110	567	478	100	0	499
V/C Ratio(X)	0.65	0.76	0.76	1.35	0.24	0.24	1.37	0.01	0.52	1.12	0.00	0.76
Avail Cap(c_a), veh/h	228	637	622	100	706	734	110	567	478	100	0	499
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.9	25.4	25.4	42.5	17.9	17.9	42.2	21.8	25.8	42.5	0.0	28.6
Incr Delay (d2), s/veh	8.2	8.4	8.6	208.9	0.8	0.8	215.0	0.0	4.0	125.4	0.0	10.5
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	10.3	10.1	8.0	2.4	2.5	9.0	0.1	4.8	5.7	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	33.8	34.0	251.3	18.7	18.7	257.2	21.8	29.9	167.9	0.0	39.1
LnGrp LOS	D	C	C	F	B	B	F	C	C	F	A	D
Approach Vol, veh/h		980			483			408			492	
Approach Delay, s/veh		34.2			83.7			113.9			68.4	
Approach LOS		C			F			F			E	
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	6.0	42.1	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	7.1	23.9	7.6	20.7	3.0	7.8	7.1	13.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.9	0.0	1.9	0.0	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			65.2									
HCM 6th LOS			E									
<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.

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	39	246	277	441	137	92	123	23	34	412	132
Future Volume (veh/h)	75	39	246	277	441	137	92	123	23	34	412	132
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	104	54	342	338	538	167	114	152	28	37	453	145
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	824	847	368	271	457	147	91	914	164	47	740	235
Arrive On Green	0.24	0.24	0.24	0.25	0.25	0.25	0.05	0.31	0.31	0.03	0.28	0.28
Sat Flow, veh/h	3428	3526	1533	1097	1849	596	1767	2971	534	1767	2617	830
Grp Volume(v), veh/h	104	54	342	555	0	488	114	89	91	37	304	294
Grp Sat Flow(s),veh/h/ln	1714	1763	1533	1801	0	1741	1767	1763	1742	1767	1763	1685
Q Serve(g_s), s	2.6	1.3	23.8	27.0	0.0	27.0	5.6	4.0	4.2	2.3	16.3	16.6
Cycle Q Clear(g_c), s	2.6	1.3	23.8	27.0	0.0	27.0	5.6	4.0	4.2	2.3	16.3	16.6
Prop In Lane	1.00		1.00	0.61		0.34	1.00		0.31	1.00		0.49
Lane Grp Cap(c), veh/h	824	847	368	445	0	430	91	542	536	47	499	476
V/C Ratio(X)	0.13	0.06	0.93	1.25	0.00	1.13	1.26	0.16	0.17	0.79	0.61	0.62
Avail Cap(c_a), veh/h	847	871	379	445	0	430	91	542	536	91	499	476
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	32.5	32.0	40.6	41.1	0.0	41.1	51.8	27.6	27.6	52.9	34.0	34.0
Incr Delay (d2), s/veh	0.1	0.0	28.6	128.6	0.0	85.6	179.2	0.6	0.7	10.6	5.5	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	1.1	0.6	11.8	27.7	0.0	21.6	7.0	1.8	1.9	1.1	7.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	32.1	69.1	169.8	0.0	126.7	231.0	28.2	28.3	63.5	39.4	40.0
LnGrp LOS	C	C	E	F	A	F	F	C	C	E	D	D
Approach Vol, veh/h		500			1043			294			635	
Approach Delay, s/veh		57.5			149.6			106.9			41.1	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	38.9		31.2	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	4.3	6.2		25.8	7.6	18.6		29.0				
Green Ext Time (p_c), s	0.0	1.6		0.3	0.0	4.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			98.0									
HCM 6th LOS			F									

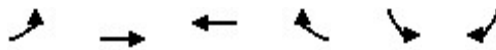
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Year 2050 PM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	11	1	0	4	34	134	1	4	329	1
Future Volume (veh/h)	13	0	11	1	0	4	34	134	1	4	329	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	1.00		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	21	0	18	3	0	12	42	165	1	5	374	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	190	0	35	133	0	66	67	2014	12	10	1905	5
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.04	0.56	0.56	0.01	0.53	0.53
Sat Flow, veh/h	819	0	702	334	0	1334	1767	3592	22	1767	3607	10
Grp Volume(v), veh/h	39	0	0	15	0	0	42	81	85	5	183	192
Grp Sat Flow(s),veh/h/ln	1521	0	0	1668	0	0	1767	1763	1851	1767	1763	1854
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.9	0.8	0.8	0.1	2.0	2.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.3	0.0	0.0	0.9	0.8	0.8	0.1	2.0	2.0
Prop In Lane	0.54		0.46	0.20		0.80	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	225	0	0	199	0	0	67	988	1038	10	931	979
V/C Ratio(X)	0.17	0.00	0.00	0.08	0.00	0.00	0.63	0.08	0.08	0.52	0.20	0.20
Avail Cap(c_a), veh/h	1146	0	0	1146	0	0	316	988	1038	244	931	979
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	16.8	0.0	0.0	17.5	3.7	3.7	18.3	4.6	4.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	9.2	0.2	0.2	37.8	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0	0.5	0.2	0.2	0.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	0.0	17.0	0.0	0.0	26.7	3.9	3.9	56.1	5.1	5.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		39			15			208			380	
Approach Delay, s/veh		17.4			17.0			8.5			5.7	
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		6.7	5.8	24.4		6.7				
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	2.8		2.9	2.9	4.0		2.3				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.0	1.9		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 10: Eastgate Mall & Easter Wy.

Year 2050 PM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	471	485	60	39	52
Future Volume (veh/h)	89	471	485	60	39	52
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	100	529	522	65	60	80
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	584	1627	1456	181	86	114
Arrive On Green	0.46	0.46	0.46	0.46	0.12	0.12
Sat Flow, veh/h	821	3618	3248	392	691	921
Grp Volume(v), veh/h	100	529	291	296	141	0
Grp Sat Flow(s),veh/h/ln	821	1763	1763	1784	1623	0
Q Serve(g_s), s	2.2	2.3	2.6	2.6	2.1	0.0
Cycle Q Clear(g_c), s	4.8	2.3	2.6	2.6	2.1	0.0
Prop In Lane	1.00			0.22	0.43	0.57
Lane Grp Cap(c), veh/h	584	1627	813	823	201	0
V/C Ratio(X)	0.17	0.33	0.36	0.36	0.70	0.00
Avail Cap(c_a), veh/h	929	3108	1554	1573	1852	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.8	4.2	4.3	4.3	10.3	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.4	0.4	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	0.2	0.3	0.4	0.4	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.0	4.3	4.7	4.7	12.0	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		629	587		141	
Approach Delay, s/veh		4.6	4.7		12.0	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		16.7		8.0		16.7
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		6.8		4.1		4.6
Green Ext Time (p_c), s		4.5		0.2		4.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			




























HCM 6th Signalized Intersection Summary  
 11: Genesee Ave. & Eastgate Mall

Year 2050 PM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	164	58	207	263	331	39	350	103	530	1283	110
Future Volume (veh/h)	16	164	58	207	263	331	39	350	103	530	1283	110
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	20	208	73	227	289	364	42	376	111	558	1351	116
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	28	390	316	169	537	432	54	1465	413	587	2440	210
Arrive On Green	0.02	0.21	0.21	0.10	0.29	0.29	0.01	0.12	0.12	0.34	1.00	1.00
Sat Flow, veh/h	1767	1856	1506	1767	1856	1492	1767	3908	1100	3428	4734	406
Grp Volume(v), veh/h	20	208	73	227	289	364	42	322	165	558	964	503
Grp Sat Flow(s),veh/h/ln	1767	1856	1506	1767	1856	1492	1767	1689	1631	1714	1689	1763
Q Serve(g_s), s	1.5	13.2	5.3	12.6	17.3	30.3	3.1	11.4	12.1	20.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	13.2	5.3	12.6	17.3	30.3	3.1	11.4	12.1	20.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.23
Lane Grp Cap(c), veh/h	28	390	316	169	537	432	54	1266	612	587	1741	909
V/C Ratio(X)	0.72	0.53	0.23	1.35	0.54	0.84	0.78	0.25	0.27	0.95	0.55	0.55
Avail Cap(c_a), veh/h	209	662	538	169	617	496	129	1266	612	587	1741	909
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	0.98	0.98	0.98	0.98	0.98	0.98	0.75	0.75	0.75
Uniform Delay (d), s/veh	64.7	46.4	43.3	59.7	39.4	44.1	64.9	41.1	41.4	42.9	0.0	0.0
Incr Delay (d2), s/veh	12.1	0.4	0.1	189.1	0.3	9.8	8.4	0.5	1.1	20.8	1.0	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	0.8	6.2	2.0	14.5	8.0	12.3	1.6	5.3	5.5	9.3	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	46.8	43.4	248.8	39.8	53.9	73.3	41.6	42.5	63.7	1.0	1.8
LnGrp LOS	E	D	D	F	D	D	E	D	D	E	A	A
Approach Vol, veh/h		301			880			529			2025	
Approach Delay, s/veh		48.0			99.5			44.4			18.4	
Approach LOS		D			F			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	55.2	17.0	32.8	8.4	73.8	6.5	43.3				
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	30.3	12.6	* 47	9.6	43.3	15.6	43.9				
Max Q Clear Time (g_c+I1), s	22.9	14.1	14.6	15.2	5.1	2.0	3.5	32.3				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.9	0.0	22.5	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.6									
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  
12: Genesee Ave. & Executive Dr.

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			  			  	
Traffic Volume (veh/h)	38	141	92	209	364	102	65	376	77	164	1540	148
Future Volume (veh/h)	38	141	92	209	364	102	65	376	77	164	1540	148
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	44	164	107	243	423	119	71	413	85	178	1674	161
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	57	331	202	294	575	160	90	2095	417	200	2619	251
Arrive On Green	0.03	0.16	0.16	0.09	0.21	0.21	0.05	0.50	0.50	0.23	1.00	1.00
Sat Flow, veh/h	1767	2078	1268	3428	2699	750	1767	4221	841	1767	4691	450
Grp Volume(v), veh/h	44	137	134	243	275	267	71	328	170	178	1204	631
Grp Sat Flow(s),veh/h/ln	1767	1763	1583	1714	1763	1686	1767	1689	1685	1767	1689	1764
Q Serve(g_s), s	3.3	9.4	10.2	9.2	19.2	19.6	5.2	7.1	7.5	12.9	0.0	0.0
Cycle Q Clear(g_c), s	3.3	9.4	10.2	9.2	19.2	19.6	5.2	7.1	7.5	12.9	0.0	0.0
Prop In Lane	1.00		0.80	1.00		0.44	1.00		0.50	1.00		0.26
Lane Grp Cap(c), veh/h	57	281	252	294	375	359	90	1676	836	200	1886	985
V/C Ratio(X)	0.78	0.49	0.53	0.83	0.73	0.74	0.79	0.20	0.20	0.89	0.64	0.64
Avail Cap(c_a), veh/h	129	589	529	353	642	614	262	1676	836	249	1886	985
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)	0.98	0.98	0.98	1.00	1.00	1.00	0.96	0.96	0.96	0.72	0.72	0.72
Uniform Delay (d), s/veh	63.4	50.6	51.0	59.4	48.4	48.6	61.9	18.5	18.6	50.3	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.5	0.6	10.9	1.0	1.2	5.3	0.3	0.5	18.2	1.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.2	4.1	4.5	8.6	8.4	2.5	2.9	3.1	6.1	0.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	51.1	51.6	70.3	49.5	49.8	67.2	18.8	19.1	68.4	1.2	2.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	A	A
Approach Vol, veh/h		315			785			569			2013	
Approach Delay, s/veh		54.2			56.0			24.9			7.5	
Approach LOS		D			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	71.0	15.7	25.9	11.2	79.2	8.6	33.0				
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	14.9	9.5	11.2	12.2	7.2	2.0	5.3	21.6				
Green Ext Time (p_c), s	0.1	4.2	0.1	1.1	0.1	22.8	0.0	2.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.5									
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  
 13: Genesee Ave. & Executive Square

Year 2050 PM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	2	258	190	11	24	39	692	13	6	2149	14
Future Volume (veh/h)	47	2	258	190	11	24	39	692	13	6	2149	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	42	0	362	294	0	0	43	760	14	7	2362	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	274	0	485	417	219	0	71	2382	44	16	2256	14
Arrive On Green	0.15	0.00	0.15	0.12	0.00	0.00	0.04	0.47	0.47	0.01	0.43	0.43
Sat Flow, veh/h	1767	0	3133	3534	1856	0	1767	5116	94	1767	5192	33
Grp Volume(v), veh/h	42	0	362	294	0	0	43	501	273	7	1535	842
Grp Sat Flow(s),veh/h/ln	1767	0	1566	1767	1856	0	1767	1689	1833	1767	1689	1848
Q Serve(g_s), s	1.5	0.0	7.9	5.7	0.0	0.0	1.7	6.6	6.7	0.3	31.0	31.0
Cycle Q Clear(g_c), s	1.5	0.0	7.9	5.7	0.0	0.0	1.7	6.6	6.7	0.3	31.0	31.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	274	0	485	417	219	0	71	1573	854	16	1467	803
V/C Ratio(X)	0.15	0.00	0.75	0.70	0.00	0.00	0.61	0.32	0.32	0.44	1.05	1.05
Avail Cap(c_a), veh/h	446	0	790	892	468	0	124	1573	854	124	1467	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	28.8	30.3	0.0	0.0	33.7	12.0	12.0	35.2	20.2	20.2
Incr Delay (d2), s/veh	0.3	0.0	2.3	2.2	0.0	0.0	8.0	0.5	1.0	17.6	36.6	45.1
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	0.6	0.0	3.0	2.5	0.0	0.0	0.9	2.4	2.7	0.2	18.3	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	31.1	32.4	0.0	0.0	41.7	12.5	13.0	52.7	56.8	65.2
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	F	F
Approach Vol, veh/h		404			294			817			2384	
Approach Delay, s/veh		30.6			32.4			14.2			59.8	
Approach LOS		C			C			B			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	37.7		15.6	7.4	35.5		12.9				
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	5.0	31.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	8.7		9.9	3.7	33.0		7.7				
Green Ext Time (p_c), s	0.0	5.2		1.0	0.0	0.0		0.7				

























Intersection Summary		
HCM 6th Ctrl Delay		45.1
HCM 6th LOS		D

Notes  
 User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
 14: Genesee Ave. & La Jolla Village Dr.

Year 2050 PM  
 10/31/2022
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	813	193	468	1735	254	165	307	237	326	916	312
Future Volume (veh/h)	223	813	193	468	1735	254	165	307	237	326	916	312
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		0.97	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	230	838	199	482	1789	262	174	323	249	362	1018	347
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	275	2057	608	494	2379	927	219	998	302	410	1281	385
Arrive On Green	0.08	0.41	0.41	0.29	0.94	0.94	0.06	0.20	0.20	0.12	0.25	0.25
Sat Flow, veh/h	3428	5066	1499	3428	5066	1572	3428	5066	1533	3428	5066	1522
Grp Volume(v), veh/h	230	838	199	482	1789	262	174	323	249	362	1018	347
Grp Sat Flow(s),veh/h/ln	1714	1689	1499	1714	1689	1572	1714	1689	1533	1714	1689	1522
Q Serve(g_s), s	9.9	17.7	13.6	20.9	10.9	1.8	7.5	8.2	23.4	15.6	28.2	33.1
Cycle Q Clear(g_c), s	9.9	17.7	13.6	20.9	10.9	1.8	7.5	8.2	23.4	15.6	28.2	33.1
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	275	2057	608	494	2379	927	219	998	302	410	1281	385
V/C Ratio(X)	0.84	0.41	0.33	0.98	0.75	0.28	0.80	0.32	0.82	0.88	0.79	0.90
Avail Cap(c_a), veh/h	334	2057	608	494	2379	927	265	998	302	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)	0.63	0.63	0.63	0.61	0.61	0.61	1.00	1.00	1.00	0.10	0.10	0.10
Uniform Delay (d), s/veh	68.0	31.7	30.5	53.1	2.7	1.5	69.3	51.7	57.7	65.0	52.4	54.2
Incr Delay (d2), s/veh	8.1	0.4	0.9	25.7	1.4	0.5	10.6	0.9	21.9	1.4	0.4	3.4
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	4.7	7.4	5.2	9.8	1.7	0.6	3.6	3.6	10.9	6.9	12.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	32.1	31.4	78.9	4.1	2.0	79.8	52.5	79.6	66.4	52.8	57.6
LnGrp LOS	E	C	C	E	A	A	E	D	E	E	D	E
Approach Vol, veh/h		1267			2533			746			1727	
Approach Delay, s/veh		40.0			18.1			67.9			56.6	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	66.4	14.0	43.6	16.4	76.0	22.4	35.3				
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	21.6	* 59	11.6	* 39	14.6	65.5	22.6	27.3				
Max Q Clear Time (g_c+I1), s	22.9	19.7	9.5	35.1	11.9	12.9	17.6	25.4				
Green Ext Time (p_c), s	0.0	19.8	0.1	2.8	0.1	45.8	0.4	1.1				

Intersection Summary												
HCM 6th Ctrl Delay			39.1									
HCM 6th LOS			D									

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

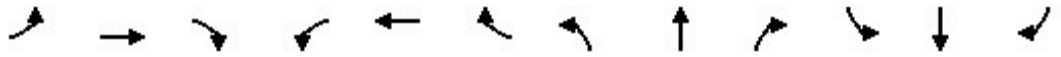
HCM 6th Signalized Intersection Summary  
 15: Regents Rd. & Eastgate Mall

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	136	598	299	41	70	60	199	106	49	476	1
Future Volume (veh/h)	5	136	598	299	41	70	60	199	106	49	476	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		0.93	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	6	155	680	356	49	83	72	240	128	57	553	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	11	753	623	318	1022	897	88	777	321	73	755	1
Arrive On Green	0.01	0.41	0.41	0.18	0.58	0.58	0.05	0.22	0.22	0.04	0.21	0.21
Sat Flow, veh/h	1767	1856	1536	1767	1763	1548	1767	3526	1457	1767	3610	7
Grp Volume(v), veh/h	6	155	680	356	49	83	72	240	128	57	270	284
Grp Sat Flow(s),veh/h/ln	1767	1856	1536	1767	1763	1548	1767	1763	1457	1767	1763	1854
Q Serve(g_s), s	0.4	6.5	48.7	21.6	1.4	2.9	4.8	6.8	9.0	3.8	17.2	17.2
Cycle Q Clear(g_c), s	0.4	6.5	48.7	21.6	1.4	2.9	4.8	6.8	9.0	3.8	17.2	17.2
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	11	753	623	318	1022	897	88	777	321	73	369	388
V/C Ratio(X)	0.56	0.21	1.09	1.12	0.05	0.09	0.81	0.31	0.40	0.78	0.73	0.73
Avail Cap(c_a), veh/h	112	753	623	318	1022	897	88	777	321	99	369	388
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	23.1	35.7	49.2	10.9	11.2	56.4	39.1	40.0	57.0	44.3	44.3
Incr Delay (d2), s/veh	16.0	0.0	63.3	86.6	0.0	0.0	40.0	1.0	3.7	16.6	12.1	11.6
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	0.2	2.9	28.7	17.1	0.6	1.0	3.1	3.1	3.6	2.0	8.7	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	23.2	98.9	135.8	10.9	11.2	96.4	40.2	43.7	73.6	56.4	55.9
LnGrp LOS	E	C	F	F	B	B	F	D	D	E	E	E
Approach Vol, veh/h		841			488			440			611	
Approach Delay, s/veh		84.8			102.0			50.4			57.8	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.3	26.0	53.6	10.4	30.0	5.1	74.5				
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	6.7	24.7	21.6	48.7	6.0	25.1	7.6	62.7				
Max Q Clear Time (g_c+I1), s	5.8	11.0	23.6	50.7	6.8	19.2	2.4	4.9				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	2.3	0.0	0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			75.0									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary  
 16: Regents Rd. & Miramar St./Executive Dr.

Year 2050 PM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↶		↶	↷	
Traffic Volume (veh/h)	8	10	28	346	7	47	20	298	149	54	1283	7
Future Volume (veh/h)	8	10	28	346	7	47	20	298	149	54	1283	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	0.97		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	12	15	41	404	0	54	24	355	177	56	1336	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	466	110	300	844	0	395	39	1035	505	72	1709	9
Arrive On Green	0.26	0.26	0.26	0.26	0.00	0.26	0.02	0.46	0.46	0.04	0.48	0.48
Sat Flow, veh/h	1328	426	1165	2583	0	1535	1767	2267	1106	1767	3595	19
Grp Volume(v), veh/h	12	0	56	404	0	54	24	274	258	56	655	688
Grp Sat Flow(s),veh/h/ln	1328	0	1591	1291	0	1535	1767	1763	1610	1767	1763	1851
Q Serve(g_s), s	0.4	0.0	1.6	8.3	0.0	1.6	0.8	5.8	6.0	1.8	18.0	18.0
Cycle Q Clear(g_c), s	0.4	0.0	1.6	9.9	0.0	1.6	0.8	5.8	6.0	1.8	18.0	18.0
Prop In Lane	1.00		0.73	1.00		1.00	1.00		0.69	1.00		0.01
Lane Grp Cap(c), veh/h	466	0	410	844	0	395	39	805	735	72	838	880
V/C Ratio(X)	0.03	0.00	0.14	0.48	0.00	0.14	0.61	0.34	0.35	0.77	0.78	0.78
Avail Cap(c_a), veh/h	676	0	661	1251	0	638	158	805	735	158	838	880
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	16.1	0.0	16.6	20.4	0.0	16.6	28.1	10.1	10.2	27.6	12.7	12.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.2	5.7	1.2	1.3	6.4	7.2	6.8
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	0.0	0.5	2.3	0.0	0.5	0.4	2.2	2.1	0.9	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.6	20.8	0.0	16.7	33.8	11.3	11.5	34.0	19.9	19.5
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		68			458			556			1399	
Approach Delay, s/veh		16.5			20.3			12.4			20.3	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	31.4		19.8	5.7	32.5		19.8				
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	3.8	8.0		3.6	2.8	20.0		11.9				
Green Ext Time (p_c), s	0.0	3.3		0.2	0.0	4.4		1.5				

Intersection Summary

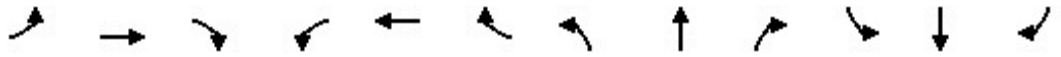
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 17: Regents Rd. & Regents Park Row

Year 2050 PM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	16	11	257	248	18	72	117	313	96	34	1465	48
Future Volume (veh/h)	16	11	257	248	18	72	117	313	96	34	1465	48
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	22	15	347	276	20	80	131	352	108	35	1510	49
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	484	22	516	251	110	441	131	1114	334	50	1316	43
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	1267	65	1498	1012	320	1280	1767	2622	788	1767	3477	113
Grp Volume(v), veh/h	22	0	362	276	0	100	131	234	226	35	763	796
Grp Sat Flow(s),veh/h/ln	1267	0	1563	1012	0	1600	1767	1763	1647	1767	1763	1827
Q Serve(g_s), s	0.9	0.0	13.8	10.3	0.0	3.1	5.2	6.2	6.4	1.4	26.5	26.5
Cycle Q Clear(g_c), s	3.9	0.0	13.8	24.1	0.0	3.1	5.2	6.2	6.4	1.4	26.5	26.5
Prop In Lane	1.00		0.96	1.00		0.80	1.00		0.48	1.00		0.06
Lane Grp Cap(c), veh/h	484	0	538	251	0	551	131	749	699	50	667	692
V/C Ratio(X)	0.05	0.00	0.67	1.10	0.00	0.18	1.00	0.31	0.32	0.70	1.14	1.15
Avail Cap(c_a), veh/h	484	0	538	251	0	551	131	749	699	131	667	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	0.60	0.60	0.60
Uniform Delay (d), s/veh	17.4	0.0	19.6	32.0	0.0	16.1	32.4	13.4	13.4	33.7	21.8	21.8
Incr Delay (d2), s/veh	0.0	0.0	2.7	85.7	0.0	0.1	61.2	0.7	0.8	4.0	75.8	78.0
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	0.2	0.0	5.0	10.1	0.0	1.1	4.4	2.4	2.3	0.6	23.9	25.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	22.3	117.7	0.0	16.1	93.6	14.0	14.2	37.7	97.5	99.8
LnGrp LOS	B	A	C	F	A	B	F	B	B	D	F	F
Approach Vol, veh/h		384			376			591			1594	
Approach Delay, s/veh		22.0			90.7			31.7			97.3	
Approach LOS		C			F			C			F	
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	8.4		15.8	7.2	28.5		26.1				
Green Ext Time (p_c), s	0.0	3.5		1.1	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		73.5
HCM 6th LOS		E

HCM 6th Signalized Intersection Summary  
 18: La Jolla Village Dr. & Regents Rd.

Year 2050 PM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	1013	189	367	2499	181	213	204	89	152	743	741
Future Volume (veh/h)	322	1013	189	367	2499	181	213	204	89	152	743	741
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	339	1066	199	371	2524	183	232	222	97	165	808	805
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	242	1821	339	420	2425	734	174	1068	456	187	1262	552
Arrive On Green	0.07	0.43	0.43	0.04	0.16	0.16	0.05	0.30	0.30	0.11	0.36	0.36
Sat Flow, veh/h	3428	4267	795	3428	5066	1533	3428	3526	1506	1767	3526	1543
Grp Volume(v), veh/h	339	843	422	371	2524	183	232	222	97	165	808	805
Grp Sat Flow(s),veh/h/ln	1714	1689	1685	1714	1689	1533	1714	1763	1506	1767	1763	1543
Q Serve(g_s), s	10.6	28.6	28.7	16.2	71.8	15.7	7.6	7.0	7.2	13.8	28.6	53.7
Cycle Q Clear(g_c), s	10.6	28.6	28.7	16.2	71.8	15.7	7.6	7.0	7.2	13.8	28.6	53.7
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	1441	719	420	2425	734	174	1068	456	187	1262	552
V/C Ratio(X)	1.40	0.59	0.59	0.88	1.04	0.25	1.34	0.21	0.21	0.88	0.64	1.46
Avail Cap(c_a), veh/h	242	1441	719	475	2425	734	174	1068	456	219	1262	552
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)	0.41	0.41	0.41	0.55	0.55	0.55	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.7	32.8	32.9	70.9	63.2	39.5	71.2	38.9	38.9	66.2	40.1	48.2
Incr Delay (d2), s/veh	189.8	0.7	1.4	9.0	25.8	0.4	184.7	0.1	0.3	3.4	0.2	206.8
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	11.1	11.9	12.1	8.0	38.6	6.6	7.8	3.1	2.7	6.4	12.5	52.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.5	33.6	34.3	79.9	89.0	40.0	255.9	39.0	39.2	69.5	40.3	254.9
LnGrp LOS	F	C	C	E	F	D	F	D	D	E	D	F
Approach Vol, veh/h		1604			3078			551			1778	
Approach Delay, s/veh		81.5			85.0			130.4			140.2	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.8	69.8	12.0	59.4	15.0	77.6	20.3	51.1				
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	20.8	* 49	7.6	* 54	10.6	58.6	18.6	42.3				
Max Q Clear Time (g_c+I1), s	18.2	30.7	9.6	55.7	12.6	73.8	15.8	9.2				
Green Ext Time (p_c), s	0.2	15.0	0.0	0.0	0.0	0.0	0.1	2.3				




















Intersection Summary												
HCM 6th Ctrl Delay				101.8								
HCM 6th LOS				F								

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.

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1649	243	28	641	0	124	0	75	0	0	0
Future Volume (veh/h)	11	1649	243	28	641	0	124	0	75	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	1736	256	30	697	0	138	0	83			
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	2727	823	38	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	1736	256	30	697	0	138	0	83			
Grp Sat Flow(s),veh/h/ln	1781	1689	1529	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	0.9	31.8	12.3	2.2	9.6	0.0	3.7	0.0	5.0			
Cycle Q Clear(g_c), s	0.9	31.8	12.3	2.2	9.6	0.0	3.7	0.0	5.0			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	24	2727	823	38	2764	0	1119	0	513			
V/C Ratio(X)	0.50	0.64	0.31	0.79	0.25	0.00	0.12	0.00	0.16			
Avail Cap(c_a), veh/h	115	2727	823	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)	0.67	0.67	0.67	0.93	0.93	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.7	21.4	16.9	64.3	15.8	0.0	31.2	0.0	31.6			
Incr Delay (d2), s/veh	10.4	0.8	0.7	11.9	0.1	0.0	0.2	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	12.6	4.5	1.1	3.7	0.0	1.6	0.0	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	22.2	17.6	76.2	15.9	0.0	31.4	0.0	32.3			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		2004			727			221				
Approach Delay, s/veh		21.9			18.4			31.7				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	7.2	76.8			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	33.8			2.9	11.6		7.0				
Green Ext Time (p_c), s	0.0	16.7			0.0	8.1		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Year 2050 PM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 		 	 		
Traffic Volume (veh/h)	86	955	264	230	453	73	401	13	387	566	100	593
Future Volume (veh/h)	86	955	264	230	453	73	401	13	387	566	100	593
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		0.96
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	99	1098	303	250	492	79	427	14	412	615	0	718
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	146	1908	582	270	2091	942	490	374	550	680	0	759
Arrive On Green	0.04	0.38	0.38	0.08	0.41	0.41	0.14	0.20	0.20	0.19	0.00	0.25
Sat Flow, veh/h	3428	5066	1545	3428	5066	1549	3428	1856	2731	3534	0	3026
Grp Volume(v), veh/h	99	1098	303	250	492	79	427	14	412	615	0	718
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1549	1714	1856	1366	1767	0	1513
Q Serve(g_s), s	3.8	22.8	20.1	9.6	8.3	2.8	16.1	0.8	18.7	22.5	0.0	30.8
Cycle Q Clear(g_c), s	3.8	22.8	20.1	9.6	8.3	2.8	16.1	0.8	18.7	22.5	0.0	30.8
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	146	1908	582	270	2091	942	490	374	550	680	0	759
V/C Ratio(X)	0.68	0.58	0.52	0.93	0.24	0.08	0.87	0.04	0.75	0.90	0.00	0.95
Avail Cap(c_a), veh/h	213	1908	582	270	2091	942	909	509	749	881	0	782
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	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.3	32.7	31.9	60.4	25.2	10.8	55.4	42.4	49.6	52.1	0.0	48.6
Incr Delay (d2), s/veh	2.0	1.2	3.2	34.5	0.3	0.2	1.9	0.0	1.7	9.2	0.0	19.5
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	1.7	9.5	8.0	5.5	3.4	1.0	7.1	0.4	6.5	10.8	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	34.0	35.1	94.9	25.5	11.0	57.3	42.4	51.2	61.3	0.0	68.1
LnGrp LOS	E	C	D	F	C	B	E	D	D	E	A	E
Approach Vol, veh/h		1500			821			853			1333	
Approach Delay, s/veh		36.2			45.2			54.1			64.9	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	60.2	23.8	38.0	14.8	55.4	30.3	31.5				
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	8.2	34.8	35.0	34.1	10.4	32.6	32.9	36.2				
Max Q Clear Time (g_c+I1), s	5.8	10.3	18.1	32.8	11.6	24.8	24.5	20.7				
Green Ext Time (p_c), s	0.0	4.8	0.8	0.4	0.0	5.8	0.9	0.9				

Intersection Summary

HCM 6th Ctrl Delay 49.7  
 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.

Year 2050 PM  
 10/31/2022






























Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	55	1243	0	3	998	117	326	0	136
Future Volume (veh/h)	0	0	55	1243	0	3	998	117	326	0	136
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			56	1256	0	3	1018	119	340	142	142
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			72	3864	0	7	3682	1114	408	187	187
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			56	1256	0	3	1018	119	340	142	142
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			4.1	10.3	0.0	0.2	9.1	3.0	12.8	11.5	11.5
Cycle Q Clear(g_c), s			4.1	10.3	0.0	0.2	9.1	3.0	12.8	11.5	11.5
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			72	3864	0	7	3682	1114	408	187	187
V/C Ratio(X)			0.78	0.33	0.00	0.43	0.28	0.11	0.83	0.76	0.76
Avail Cap(c_a), veh/h			75	3864	0	101	3682	1114	1171	537	537
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)			0.83	0.83	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh			62.7	4.9	0.0	65.6	6.2	5.3	56.9	56.3	56.3
Incr Delay (d2), s/veh			30.4	0.2	0.0	34.8	0.2	0.2	1.7	2.4	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			2.5	3.3	0.0	0.2	3.1	1.0	5.6	9.9	9.9
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			93.1	5.1	0.0	100.4	6.3	5.5	58.6	58.7	58.7
LnGrp LOS			F	A	A	F	A	A	E	E	E
Approach Vol, veh/h				1312			1140		482		
Approach Delay, s/veh				8.9			6.5		58.6		
Approach LOS				A			A		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.0	106.4		20.6	9.8	101.6					
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7					
Max Green Setting (Gmax), s	7.5	64.3		45.1	5.6	66.3					
Max Q Clear Time (g_c+I1), s	2.2	12.3		14.8	6.1	11.1					
Green Ext Time (p_c), s	0.0	26.5		0.9	0.0	15.3					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.1								
HCM 6th LOS			B								



HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 			 			
Traffic Volume (veh/h)	894	997	0	0	652	913	279	0	199	0	0	0
Future Volume (veh/h)	894	997	0	0	652	913	279	0	199	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	951	1061	0	0	686	961	321	0	229			
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	1004	3304	0	0	2267	815	707	0	629			
Arrive On Green	0.59	1.00	0.00	0.00	0.30	0.30	0.20	0.00	0.20			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	951	1061	0	0	686	961	321	0	229			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	23.2	0.0	0.0	0.0	6.3	27.2	7.2	0.0	5.7			
Cycle Q Clear(g_c), s	23.2	0.0	0.0	0.0	6.3	27.2	7.2	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1004	3304	0	0	2267	815	707	0	629			
V/C Ratio(X)	0.95	0.32	0.00	0.00	0.30	1.18	0.45	0.00	0.36			
Avail Cap(c_a), veh/h	1059	3304	0	0	2267	815	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)	0.80	0.80	0.00	0.00	0.92	0.92	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.0	0.0	0.0	0.0	24.1	31.4	31.7	0.0	31.1			
Incr Delay (d2), s/veh	13.7	0.2	0.0	0.0	0.3	92.2	2.1	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	6.8	0.1	0.0	0.0	2.2	18.9	3.2	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.2	0.0	0.0	24.5	123.6	33.8	0.0	32.7			
LnGrp LOS	C	A	A	A	C	F	C	A	C			
Approach Vol, veh/h		2012			1647			550				
Approach Delay, s/veh		15.1			82.3			33.3				
Approach LOS		B			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.9			31.5	34.4		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			25.2	29.2		9.2				
Green Ext Time (p_c), s		10.1			1.1	0.0		1.5				

Intersection Summary













HCM 6th Ctrl Delay	43.8
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  
 23: Genesee Ave. & I-5 SB Ramps

Year 2050 PM  
 10/31/2022























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↗↘	↑↑↑↑					↘	↗	↗↘
Traffic Volume (veh/h)	0	1414	503	245	649	0	0	0	0	557	6	686
Future Volume (veh/h)	0	1414	503	245	649	0	0	0	0	557	6	686
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	1473	524	266	705	0				653	0	798
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	2935	1055	349	2758	0				1088	0	953
Arrive On Green	0.00	0.39	0.39	0.10	0.54	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	7867	2701	3428	5233	0				3534	0	3098
Grp Volume(v), veh/h	0	1473	524	266	705	0				653	0	798
Grp Sat Flow(s),veh/h/ln	0	1503	1350	1714	1689	0				1767	0	1549
Q Serve(g_s), s	0.0	13.4	13.2	6.8	6.6	0.0				14.1	0.0	21.6
Cycle Q Clear(g_c), s	0.0	13.4	13.2	6.8	6.6	0.0				14.1	0.0	21.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2935	1055	349	2758	0				1088	0	953
V/C Ratio(X)	0.00	0.50	0.50	0.76	0.26	0.00				0.60	0.00	0.84
Avail Cap(c_a), veh/h	0	2935	1055	507	2758	0				1253	0	1098
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	0.95	0.95	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	20.7	39.4	10.8	0.0				26.5	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.6	1.7	3.9	0.2	0.0				0.6	0.0	5.2
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	4.6	4.3	3.0	2.4	0.0				5.9	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.4	22.4	43.2	11.1	0.0				27.1	0.0	34.2
LnGrp LOS	A	C	C	D	B	A				C	A	C
Approach Vol, veh/h		1997			971						1451	
Approach Delay, s/veh		21.7			19.9						31.0	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.9	42.3		33.8		56.2						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 13	26.8		31.9		44.8						
Max Q Clear Time (g_c+I1), s	8.8	15.4		23.6		8.6						
Green Ext Time (p_c), s	0.4	8.6		4.1		5.7						

Intersection Summary		
HCM 6th Ctrl Delay		24.3
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.

Year 2050 PM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	39	1537	419	423	2517	17	468	12	137	5	3	5
Future Volume (veh/h)	39	1537	419	423	2517	17	468	12	137	5	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	1671	455	441	2622	18	498	0	155	7	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	2128	934	485	2757	19	656	0	584	137	78	178
Arrive On Green	0.03	0.42	0.42	0.14	0.53	0.53	0.19	0.00	0.19	0.12	0.12	0.12
Sat Flow, veh/h	1767	5066	1529	3428	5190	36	3534	0	3145	1144	654	1482
Grp Volume(v), veh/h	42	1671	455	441	1705	935	498	0	155	11	0	7
Grp Sat Flow(s),veh/h/ln	1767	1689	1529	1714	1689	1848	1767	0	1572	1798	0	1482
Q Serve(g_s), s	3.5	42.8	25.1	19.0	71.7	72.0	20.0	0.0	6.3	0.8	0.0	0.6
Cycle Q Clear(g_c), s	3.5	42.8	25.1	19.0	71.7	72.0	20.0	0.0	6.3	0.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	54	2128	934	485	1794	982	656	0	584	216	0	178
V/C Ratio(X)	0.78	0.79	0.49	0.91	0.95	0.95	0.76	0.00	0.27	0.05	0.00	0.04
Avail Cap(c_a), veh/h	64	2128	934	526	1794	982	825	0	734	216	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)	0.09	0.09	0.09	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	37.6	16.6	63.4	33.3	33.4	57.9	0.0	52.3	58.4	0.0	58.4
Incr Delay (d2), s/veh	3.8	0.3	0.2	2.2	1.6	2.9	8.1	0.0	1.1	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	17.7	13.8	8.5	29.1	32.3	9.7	0.0	2.6	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	37.9	16.8	65.6	34.9	36.3	66.0	0.0	53.4	58.9	0.0	58.8
LnGrp LOS	E	D	B	E	C	D	E	A	D	E	A	E
Approach Vol, veh/h		2168			3081			653				18
Approach Delay, s/veh		34.2			39.7			63.0				58.8
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.6	68.7		22.9	9.0	85.4		32.7				
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+l1), s	21.0	44.8		2.8	5.5	74.0		22.0				
Green Ext Time (p_c), s	0.2	9.4		0.0	0.0	0.0		5.8				

Intersection Summary













HCM 6th Ctrl Delay	40.3
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.

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑		↑↑		↑↑			
Traffic Volume (veh/h)	0	1104	1197	0	1979	0	539	0	175	0	0	0
Future Volume (veh/h)	0	1104	1197	0	1979	0	539	0	175	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	1162	1260	0	2151	0	599	0	194			
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	3540	1401	0	4461	0	707	0	571			
Arrive On Green	0.00	1.00	1.00	0.00	0.70	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1162	1260	0	2151	0	599	0	194			
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	96.4	0.0	21.1	0.0	23.2	0.0	8.3			
Cycle Q Clear(g_c), s	0.0	0.0	96.4	0.0	21.1	0.0	23.2	0.0	8.3			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3540	1401	0	4461	0	707	0	571			
V/C Ratio(X)	0.00	0.33	0.90	0.00	0.48	0.00	0.85	0.00	0.34			
Avail Cap(c_a), veh/h	0	3540	1401	0	4461	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	0.51	0.51	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	9.4	0.0	52.7	0.0	46.8			
Incr Delay (d2), s/veh	0.0	0.1	5.3	0.0	0.1	0.0	2.9	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			
%ile BackOfQ(50%),veh/ln	0.0	0.0	14.6	0.0	7.0	0.0	10.3	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	5.3	0.0	9.5	0.0	55.6	0.0	47.1			
LnGrp LOS	A	A	A	A	A	A	E	A	D			
Approach Vol, veh/h		2422			2151			793				
Approach Delay, s/veh		2.8			9.5			53.5				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		103.9			103.9			34.1				
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		98.4			23.1			25.2				
Green Ext Time (p_c), s		0.0			21.2			3.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

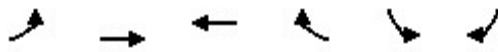
HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  					 		 
Traffic Volume (veh/h)	0	2238	0	0	1920	636	0	0	0	190	0	802
Future Volume (veh/h)	0	2238	0	0	1920	636	0	0	0	190	0	802
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	2331	0	0	1979	398				211	0	280
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	3942	0	0	3942	1423				435	0	351
Arrive On Green	0.00	0.78	0.00	0.00	0.78	0.78				0.13	0.00	0.13
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2331	0	0	1979	398				211	0	280
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	26.1	0.0	0.0	19.6	4.4				7.9	0.0	13.6
Cycle Q Clear(g_c), s	0.0	26.1	0.0	0.0	19.6	4.4				7.9	0.0	13.6
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3942	0	0	3942	1423				435	0	351
V/C Ratio(X)	0.00	0.59	0.00	0.00	0.50	0.28				0.48	0.00	0.80
Avail Cap(c_a), veh/h	0	3942	0	0	3942	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	0.55	0.55				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.3	0.0	0.0	5.6	0.8				56.0	0.0	58.5
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.3	0.3				0.8	0.0	4.2
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	8.4	0.0	0.0	6.2	3.1				3.5	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.0	0.0	0.0	5.8	1.1				56.9	0.0	62.7
LnGrp LOS	A	A	A	A	A	A				E	A	E
Approach Vol, veh/h		2331			2377						491	
Approach Delay, s/veh		7.0			5.0						60.2	
Approach LOS		A			A						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		114.9		23.1		114.9						
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		28.1		15.6		21.6						
Green Ext Time (p_c), s		30.7		2.0		30.2						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 27: Eastgate Mall & Eastgate Dr.

Year 2050 PM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↙	↘
Traffic Volume (veh/h)	16	1086	193	12	59	20
Future Volume (veh/h)	16	1086	193	12	59	20
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	1263	227	14	92	31
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	1266	1066	66	255	86
Arrive On Green	0.02	0.68	0.62	0.62	0.20	0.20
Sat Flow, veh/h	1767	1856	1729	107	1272	429
Grp Volume(v), veh/h	19	1263	0	241	124	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1836	1715	0
Q Serve(g_s), s	1.0	61.2	0.0	5.2	5.6	0.0
Cycle Q Clear(g_c), s	1.0	61.2	0.0	5.2	5.6	0.0
Prop In Lane	1.00			0.06	0.74	0.25
Lane Grp Cap(c), veh/h	30	1266	0	1132	344	0
V/C Ratio(X)	0.64	1.00	0.00	0.21	0.36	0.00
Avail Cap(c_a), veh/h	80	1266	0	1132	344	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	44.1	14.3	0.0	7.6	31.1	0.0
Incr Delay (d2), s/veh	20.7	24.7	0.0	0.4	2.9	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	28.9	0.0	2.0	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.8	39.0	0.0	8.1	34.0	0.0
LnGrp LOS	E	D	A	A	C	A
Approach Vol, veh/h		1282	241		124	
Approach Delay, s/veh		39.4	8.1		34.0	
Approach LOS		D	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.3		23.0	5.9	61.4
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		63.2		7.6	3.0	7.2
Green Ext Time (p_c), s		0.0		0.2	0.0	1.6

Intersection Summary

HCM 6th Ctrl Delay	34.4
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.

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	507	164	73	96	8
Future Vol, veh/h	3	507	164	73	96	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	604	205	91	103	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	297	0	-	0	864 252
Stage 1	-	-	-	-	252 -
Stage 2	-	-	-	-	612 -
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	1259	-	-	-	323 784
Stage 1	-	-	-	-	788 -
Stage 2	-	-	-	-	539 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1258	-	-	-	321 783
Mov Cap-2 Maneuver	-	-	-	-	321 -
Stage 1	-	-	-	-	785 -
Stage 2	-	-	-	-	538 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	336
HCM Lane V/C Ratio	0.003	-	-	-	0.333
HCM Control Delay (s)	7.9	-	-	-	21
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection						
Int Delay, s/veh	1.3					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	285	49	19	595	44	26
Future Vol, veh/h	285	49	19	595	44	26
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	310	53	23	708	56	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	367	0	714 314
Stage 1	-	-	-	-	314 -
Stage 2	-	-	-	-	400 -
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	-	-	1184	-	380 723
Stage 1	-	-	-	-	737 -
Stage 2	-	-	-	-	644 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1179	-	371 720
Mov Cap-2 Maneuver	-	-	-	-	371 -
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	644 -




















Approach	NB	SB	SW
HCM Control Delay, s	0	0.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1179	-	452
HCM Lane V/C Ratio	-	-	0.019	-	0.196
HCM Control Delay (s)	-	-	8.1	-	14.9
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.7



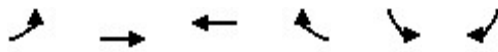
HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	2171	0	2	2857	190	0	0	0	863	0	310
Future Volume (veh/h)	161	2171	0	2	2857	190	0	0	0	863	0	310
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	183	2467	0	2	3007	200				959	0	344
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	208	2572	0	4	2867	706				895	0	410
Arrive On Green	0.06	0.51	0.00	0.00	0.45	0.45				0.26	0.00	0.26
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	183	2467	0	2	3007	200				959	0	344
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	3.5	30.8	0.0	0.1	29.6	5.3				17.2	0.0	13.6
Cycle Q Clear(g_c), s	3.5	30.8	0.0	0.1	29.6	5.3				17.2	0.0	13.6
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	208	2572	0	4	2867	706				895	0	410
V/C Ratio(X)	0.88	0.96	0.00	0.51	1.05	0.28				1.07	0.00	0.84
Avail Cap(c_a), veh/h	208	2572	0	108	2867	706				895	0	410
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	30.7	15.6	0.0	32.8	18.2	11.5				24.3	0.0	23.0
Incr Delay (d2), s/veh	31.2	10.5	0.0	34.1	31.4	1.0				51.2	0.0	15.0
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	2.3	12.3	0.0	0.1	15.6	5.9				12.8	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	26.1	0.0	66.9	49.6	12.5				75.6	0.0	38.0
LnGrp LOS	E	C	A	E	F	B				F	A	D
Approach Vol, veh/h		2650			3209						1303	
Approach Delay, s/veh		28.5			47.3						65.7	
Approach LOS		C			D						E	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.5	39.8		21.6	8.4	35.9						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	4.0	28.7		17.2	4.0	* 30						
Max Q Clear Time (g_c+I1), s	2.1	32.8		19.2	5.5	31.6						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.7									
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

Year 2050 PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑↑	↑↑↑	↕	↕	↕
Traffic Volume (veh/h)	31	2673	3212	75	80	93
Future Volume (veh/h)	31	2673	3212	75	80	93
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	1900	1900
Adj Flow Rate, veh/h	35	3003	3692	86	86	100
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	44	3856	3590	1089	195	227
Arrive On Green	0.02	0.76	0.71	0.71	0.26	0.26
Sat Flow, veh/h	1767	5233	5233	1537	760	884
Grp Volume(v), veh/h	35	3003	3692	86	187	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1653	0
Q Serve(g_s), s	3.2	55.6	113.4	2.8	15.2	0.0
Cycle Q Clear(g_c), s	3.2	55.6	113.4	2.8	15.2	0.0
Prop In Lane	1.00			1.00	0.46	0.53
Lane Grp Cap(c), veh/h	44	3856	3590	1089	425	0
V/C Ratio(X)	0.79	0.78	1.03	0.08	0.44	0.00
Avail Cap(c_a), veh/h	44	3856	3590	1089	425	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.22	0.22	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	77.6	11.2	23.3	7.2	49.8	0.0
Incr Delay (d2), s/veh	17.7	0.4	14.2	0.0	3.3	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	1.7	19.1	46.0	0.9	6.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.3	11.6	37.5	7.2	53.1	0.0
LnGrp LOS	F	B	F	A	D	A
Approach Vol, veh/h		3038	3778		187	
Approach Delay, s/veh		12.5	36.8		53.1	
Approach LOS		B	D		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		128.0		46.0	8.4	119.6
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		108.2		41.1	4.0	* 1E2
Max Q Clear Time (g_c+I1), s		57.6		17.2	5.2	115.4
Green Ext Time (p_c), s		49.4		0.3	0.0	0.0

Intersection Summary

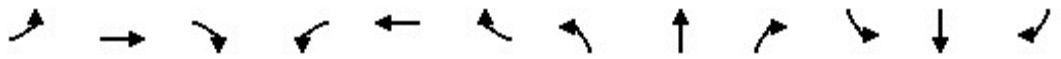
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

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  
32: Miramar Rd. & Miramar Pl.

Year 2050 PM  
10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑					↘	↕	↙
Traffic Volume (veh/h)	27	2717	0	8	3325	54	0	0	0	111	0	62
Future Volume (veh/h)	27	2717	0	8	3325	54	0	0	0	111	0	62
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	3053	0	8	3464	56				159	0	51
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	3470	0	17	3456	56				747	0	332
Arrive On Green	0.04	1.00	0.00	0.01	0.67	0.67				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5132	82				3534	0	1572
Grp Volume(v), veh/h	30	3053	0	8	2272	1248				159	0	51
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1838				1767	0	1572
Q Serve(g_s), s	2.7	0.0	0.0	0.7	107.4	107.7				5.9	0.0	4.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.7	107.4	107.7				5.9	0.0	4.2
Prop In Lane	1.00		0.00	1.00		0.04				1.00		1.00
Lane Grp Cap(c), veh/h	38	3470	0	17	2274	1237				747	0	332
V/C Ratio(X)	0.78	0.88	0.00	0.48	1.00	1.01				0.21	0.00	0.15
Avail Cap(c_a), veh/h	154	3470	0	56	2274	1237				747	0	332
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.40	0.40	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	78.9	26.1	26.1				52.1	0.0	51.4
Incr Delay (d2), s/veh	12.9	1.5	0.0	1.9	5.5	9.9				0.7	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	1.3	0.5	0.0	0.3	42.1	47.5				2.7	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	1.5	0.0	80.8	31.5	36.0				52.8	0.0	52.4
LnGrp LOS	F	A	A	F	C	F				D	A	D
Approach Vol, veh/h		3083			3528						210	
Approach Delay, s/veh		2.3			33.2						52.7	
Approach LOS		A			C						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	6.0	115.3		38.7	7.9	113.4						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.1		33.8	13.9	97.3						
Max Q Clear Time (g_c+l1), s	2.7	2.0		7.9	4.7	109.7						
Green Ext Time (p_c), s	0.0	100.6		0.7	0.0	0.0						

Intersection Summary





























HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

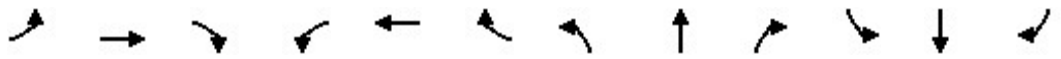
HCM 6th Signalized Intersection Summary  
33: Miramar Rd. & Camino Santa Fe

Year 2050 PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  							 
Traffic Volume (veh/h)	1148	1973	60	35	1468	81	51	36	7	110	3	1154
Future Volume (veh/h)	1148	1973	60	35	1468	81	51	36	7	110	3	1154
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	1196	2055	59	38	1596	83	72	51	-1	130	0	935
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	959	2820	81	74	1473	77	426	448	0	134	0	999
Arrive On Green	0.28	0.56	0.56	0.02	0.30	0.30	0.24	0.24	0.00	0.04	0.00	0.04
Sat Flow, veh/h	3428	5059	145	3428	4925	256	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	1196	1370	744	38	1094	585	72	50	0	130	0	935
Grp Sat Flow(s),veh/h/ln	1714	1689	1827	1714	1689	1804	1767	1856	0	1767	0	1572
Q Serve(g_s), s	40.6	43.9	44.1	1.6	43.4	43.4	4.7	3.0	0.0	5.3	0.0	5.5
Cycle Q Clear(g_c), s	40.6	43.9	44.1	1.6	43.4	43.4	4.7	3.0	0.0	5.3	0.0	5.5
Prop In Lane	1.00		0.08	1.00		0.14	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	959	1882	1018	74	1010	539	426	448	0	134	0	999
V/C Ratio(X)	1.25	0.73	0.73	0.51	1.08	1.08	0.17	0.11	0.00	0.97	0.00	0.94
Avail Cap(c_a), veh/h	959	1882	1018	118	1010	540	426	448	0	134	0	999
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	52.3	23.9	24.0	70.2	50.8	50.9	43.5	42.9	0.0	69.7	0.0	48.1
Incr Delay (d2), s/veh	119.8	2.5	4.6	2.0	53.7	63.4	0.9	0.5	0.0	70.2	0.0	16.6
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	33.4	17.9	20.1	0.7	25.8	29.0	2.2	1.5	0.0	3.7	0.0	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.1	26.4	28.6	72.3	104.5	114.3	44.4	43.4	0.0	139.9	0.0	64.7
LnGrp LOS	F	C	C	E	F	F	D	D	A	F	A	E
Approach Vol, veh/h		3310			1717			122				1065
Approach Delay, s/veh		79.5			107.1			44.0				73.9
Approach LOS		E			F			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	86.7		11.0	45.0	49.2		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	78.9		5.5	40.6	* 43		35.0				
Max Q Clear Time (g_c+I1), s	3.6	46.1		7.5	42.6	45.4		6.7				
Green Ext Time (p_c), s	0.0	28.9		0.0	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			85.5									
HCM 6th LOS			F									
<b>Notes</b>												
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.

Year 2050 PM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1953	20	32	1207	43	50	9	49	81	5	88
Future Volume (veh/h)	86	1953	20	32	1207	43	50	9	49	81	5	88
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	90	2034	21	36	1372	49	53	10	52	105	6	114
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	130	3243	33	46	3090	110	128	32	105	293	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	53	1767	5018	179	380	127	418	995	62	1571
Grp Volume(v), veh/h	90	1329	726	36	923	498	115	0	0	111	0	114
Grp Sat Flow(s),veh/h/ln	1714	1689	1845	1767	1689	1820	925	0	0	1057	0	1571
Q Serve(g_s), s	4.1	38.7	38.7	3.3	38.3	38.3	8.9	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	4.1	38.7	38.7	3.3	38.3	38.3	25.9	0.0	0.0	16.9	0.0	9.4
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	130	2119	1157	46	2079	1121	265	0	0	309	0	394
V/C Ratio(X)	0.69	0.63	0.63	0.78	0.44	0.44	0.43	0.00	0.00	0.36	0.00	0.29
Avail Cap(c_a), veh/h	227	2119	1157	117	2079	1121	265	0	0	309	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)	0.55	0.55	0.55	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.0	18.3	18.3	78.8	39.8	39.8	57.9	0.0	0.0	51.2	0.0	48.4
Incr Delay (d2), s/veh	1.3	0.8	1.4	9.1	0.6	1.2	5.1	0.0	0.0	3.2	0.0	1.9
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	1.9	15.2	16.8	1.6	17.7	19.2	4.7	0.0	0.0	4.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	19.1	19.7	87.9	40.4	40.9	63.0	0.0	0.0	54.5	0.0	50.3
LnGrp LOS	E	B	B	F	D	D	E	A	A	D	A	D
Approach Vol, veh/h		2145			1457			115				225
Approach Delay, s/veh		21.8			41.8			63.0				52.3
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	10.5	104.5		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	40.7		18.9	6.1	40.3		27.9				
Green Ext Time (p_c), s	0.0	42.9		1.4	0.0	30.9		0.4				

Intersection Summary

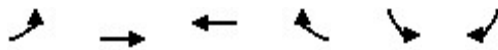
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

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.

Year 2050 PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	45	2024	1207	28	51	79
Future Volume (veh/h)	45	2024	1207	28	51	79
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	49	2224	1284	30	73	113
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	63	3486	3180	74	432	384
Arrive On Green	0.02	0.46	0.62	0.62	0.24	0.24
Sat Flow, veh/h	1767	5233	5256	119	1767	1572
Grp Volume(v), veh/h	49	2224	852	462	73	113
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1831	1767	1572
Q Serve(g_s), s	4.4	53.6	20.2	20.3	5.2	9.4
Cycle Q Clear(g_c), s	4.4	53.6	20.2	20.3	5.2	9.4
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	63	3486	2111	1144	432	384
V/C Ratio(X)	0.78	0.64	0.40	0.40	0.17	0.29
Avail Cap(c_a), veh/h	150	3486	2111	1144	432	384
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	77.5	27.9	15.0	15.0	47.6	49.2
Incr Delay (d2), s/veh	5.3	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	23.3	8.0	8.8	2.4	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	82.8	28.5	15.6	16.0	48.5	51.2
LnGrp LOS	F	C	B	B	D	D
Approach Vol, veh/h		2273	1314		186	
Approach Delay, s/veh		29.7	15.7		50.1	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.0		44.0	10.1	105.9
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		55.6		11.4	6.4	22.3
Green Ext Time (p_c), s		50.6		0.3	0.0	43.2

Intersection Summary

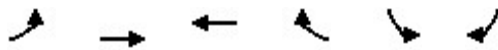
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
36: Miramar Rd. & Distribution Ave.

Year 2050 PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	81	2012	1133	75	80	104
Future Volume (veh/h)	81	2012	1133	75	80	104
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	91	2261	1205	80	91	118
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	112	3584	2986	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	91	2261	840	445	91	118
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1788	1767	1572
Q Serve(g_s), s	8.1	10.4	20.3	20.3	6.7	10.0
Cycle Q Clear(g_c), s	8.1	10.4	20.3	20.3	6.7	10.0
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	112	3584	2082	1102	404	360
V/C Ratio(X)	0.81	0.63	0.40	0.40	0.23	0.33
Avail Cap(c_a), veh/h	261	3584	2082	1102	404	360
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	72.3	1.7	15.7	15.7	50.2	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	8.1	8.7	3.2	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.2	2.3	16.2	16.6	51.5	53.9
LnGrp LOS	E	A	B	B	D	D
Approach Vol, veh/h		2352	1285		209	
Approach Delay, s/veh		5.2	16.3		52.8	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.0		41.0	14.6	104.4
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		12.4		12.0	10.1	22.3
Green Ext Time (p_c), s		79.6		0.3	0.1	26.7

Intersection Summary






















HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
37: Miramar Rd. & Miramar Wy.

Year 2050 PM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	47	0	10	51	0	4	36	1960	75	15	1117	37
Future Volume (veh/h)	47	0	10	51	0	4	36	1960	75	15	1117	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	66	0	14	62	0	5	38	2063	79	15	1152	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	286	0	61	355	0	315	49	2308	88	21	2241	74
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	1427	0	303	1767	0	1572	1767	5007	191	1767	5032	166
Grp Volume(v), veh/h	80	0	0	62	0	5	38	1390	752	15	773	417
Grp Sat Flow(s),veh/h/ln	1730	0	0	1767	0	1572	1767	1689	1821	1767	1689	1820
Q Serve(g_s), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	60.3	60.7	1.4	26.3	26.4
Cycle Q Clear(g_c), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	60.3	60.7	1.4	26.3	26.4
Prop In Lane	0.82		0.17	1.00		1.00	1.00		0.11	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	0.89	0.90	0.70	0.51	0.51
Avail Cap(c_a), veh/h	347	0	0	355	0	315	103	1557	839	47	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	0.75	0.75	0.75	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.6	0.0	0.0	53.0	0.0	51.3	77.3	39.5	39.6	78.7	31.9	31.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	0.0	0.1	17.6	6.4	11.2	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	2.9	0.0	0.0	2.2	0.0	0.2	1.8	26.3	29.6	0.8	11.2	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	0.0	54.1	0.0	51.4	94.9	45.9	50.8	110.8	33.1	34.1
LnGrp LOS	E	A	A	D	A	D	F	D	D	F	C	C
Approach Vol, veh/h		80			67			2180			1205	
Approach Delay, s/veh		55.1			53.9			48.4			34.4	
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	4.3	71.4		32.1	9.3	* 67		32.1				
Max Q Clear Time (g_c+I1), s	3.4	62.7		8.2	5.4	28.4		6.7				
Green Ext Time (p_c), s	0.0	7.5		0.4	0.0	10.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	43.9
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.

Year 2050 PM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	467	0	162	0	0	0	77	1755	0	4	1007	133
Future Volume (veh/h)	467	0	162	0	0	0	77	1755	0	4	1007	133
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	575	0	120				82	1867	0	4	1038	137
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	660	0	292				101	3615	0	7	3346	1016
Arrive On Green	0.19	0.00	0.19				0.06	0.71	0.00	0.00	0.66	0.66
Sat Flow, veh/h	3534	0	1567				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	575	0	120				82	1867	0	4	1038	137
Grp Sat Flow(s),veh/h/ln	1767	0	1567				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	25.3	0.0	10.8				7.3	26.7	0.0	0.4	14.0	5.3
Cycle Q Clear(g_c), s	25.3	0.0	10.8				7.3	26.7	0.0	0.4	14.0	5.3
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	660	0	292				101	3615	0	7	3346	1016
V/C Ratio(X)	0.87	0.00	0.41				0.81	0.52	0.00	0.55	0.31	0.13
Avail Cap(c_a), veh/h	1085	0	481				216	3615	0	73	3346	1016
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.33	0.33	0.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	63.2	0.0	57.3				74.6	10.4	0.0	79.5	11.6	10.1
Incr Delay (d2), s/veh	4.5	0.0	0.9				2.0	0.2	0.0	21.3	0.2	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	11.8	0.0	9.7				3.4	9.8	0.0	0.2	5.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	58.2				76.6	10.6	0.0	100.8	11.8	10.4
LnGrp LOS	E	A	E				E	B	A	F	B	B
Approach Vol, veh/h		695						1949			1179	
Approach Delay, s/veh		66.1						13.3			12.0	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	120.2		34.8	13.6	111.7						
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	28.7		27.3	9.3	16.0						
Green Ext Time (p_c), s	0.0	42.2		2.6	0.1	17.5						

Intersection Summary

HCM 6th Ctrl Delay	22.5
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.

Year 2050 PM  
10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2243	0	1	1013	18	0	0	0	20	0	22
Future Volume (veh/h)	13	2243	0	1	1013	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	2266	0	1	1044	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	3239	59				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	4608	84				1590	0	1415
Grp Volume(v), veh/h	13	2266	0	1	688	375				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	45.4	0.0	0.1	13.9	13.9				1.8	0.0	2.3
Cycle Q Clear(g_c), s	1.3	45.4	0.0	0.1	13.9	13.9				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	0.70	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)	0.81	0.81	0.00	0.96	0.96	0.96				1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	13.1	0.0	79.9	9.1	9.1				51.9	0.0	52.1
Incr Delay (d2), s/veh	17.1	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	15.1	0.0	0.1	4.7	5.2				0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	14.2	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		2279			1064							47
Approach Delay, s/veh		14.6			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	47.4		4.3	3.3	15.9						
Green Ext Time (p_c), s	0.0	54.2		0.1	0.0	22.6						

Intersection Summary























HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

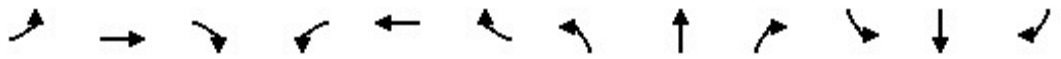
HCM 6th Signalized Intersection Summary  
40: Miramar Rd. & Dowdy St.

Year 2050 PM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	175	0	112	0	0	0	94	2180	0	4	900	53
Future Volume (veh/h)	175	0	112	0	0	0	94	2180	0	4	900	53
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	254	0	162				104	2422	0	4	938	55
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	279	0	358				124	3750	0	7	3294	193
Arrive On Green	0.16	0.00	0.16				0.07	0.74	0.00	0.00	0.67	0.67
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4887	286
Grp Volume(v), veh/h	254	0	162				104	2422	0	4	647	346
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1796
Q Serve(g_s), s	22.6	0.0	14.2				9.3	38.1	0.0	0.4	12.4	12.4
Cycle Q Clear(g_c), s	22.6	0.0	14.2				9.3	38.1	0.0	0.4	12.4	12.4
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	279	0	358				124	3750	0	7	2276	1210
V/C Ratio(X)	0.91	0.00	0.45				0.84	0.65	0.00	0.55	0.28	0.29
Avail Cap(c_a), veh/h	432	0	495				216	3750	0	62	2276	1210
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				0.68	0.68	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.3	0.0	53.2				73.5	10.3	0.0	79.5	10.5	10.5
Incr Delay (d2), s/veh	12.4	0.0	0.3				3.8	0.6	0.0	20.9	0.3	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	11.2	0.0	12.8				4.4	13.6	0.0	0.2	4.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	0.0	53.5				77.3	10.9	0.0	100.4	10.8	11.1
LnGrp LOS	E	A	D				E	B	A	F	B	B
Approach Vol, veh/h		416						2526			997	
Approach Delay, s/veh		68.9						13.7			11.3	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	124.8		30.1	15.7	114.2						
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	40.1		24.6	11.3	14.4						
Green Ext Time (p_c), s	0.0	48.1		0.6	0.1	12.2						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.9									
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.

Year 2050 PM  
10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↑↑↑		↶	↑↑↑					↶	↷	
Traffic Volume (veh/h)	110	2252	0	23	916	94	0	0	0	118	0	64
Future Volume (veh/h)	110	2252	0	23	916	94	0	0	0	118	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	116	2371	0	25	985	101				104	43	73
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	137	3412	0	32	2859	292				377	133	225
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	4658	476				1767	623	1057
Grp Volume(v), veh/h	116	2371	0	25	714	372				104	0	116
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1757				1767	0	1680
Q Serve(g_s), s	10.4	46.0	0.0	2.2	16.6	16.6				7.9	0.0	9.3
Cycle Q Clear(g_c), s	10.4	46.0	0.0	2.2	16.6	16.6				7.9	0.0	9.3
Prop In Lane	1.00		0.00	1.00		0.27				1.00		0.63
Lane Grp Cap(c), veh/h	137	3412	0	32	2073	1078				377	0	358
V/C Ratio(X)	0.85	0.69	0.00	0.79	0.34	0.35				0.28	0.00	0.32
Avail Cap(c_a), veh/h	239	3412	0	85	2073	1078				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)	0.70	0.70	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	16.0	0.0	78.3	15.1	15.1				52.6	0.0	53.2
Incr Delay (d2), s/veh	3.9	0.8	0.0	14.8	0.5	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	4.9	17.5	0.0	1.2	6.6	7.0				3.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	16.9	0.0	93.1	15.6	16.0				54.4	0.0	55.6
LnGrp LOS	E	B	A	F	B	B				D	A	E
Approach Vol, veh/h		2487			1111						220	
Approach Delay, s/veh		19.7			17.5						55.1	
Approach LOS		B			B						E	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.2	113.8		39.0	16.8	104.2						
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	48.0		11.3	12.4	18.6						
Green Ext Time (p_c), s	0.0	47.7		0.5	0.1	18.4						

Intersection Summary

HCM 6th Ctrl Delay	21.1
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	56	16	0	0	0
Future Vol, veh/h	0	56	16	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	61	17	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	17	0	-	0	78 17
Stage 1	-	-	-	-	17 -
Stage 2	-	-	-	-	61 -
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	1600	-	-	-	925 1062
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	962 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1600	-	-	-	925 1062
Mov Cap-2 Maneuver	-	-	-	-	925 -
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	962 -

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)	1600	-	-	-	-
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	56	16	0	0	0
Future Vol, veh/h	0	56	16	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	61	17	0	0	0

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	17	0	-	0	78 17
Stage 1	-	-	-	-	17 -
Stage 2	-	-	-	-	61 -
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	1600	-	-	-	925 1062
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	962 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1600	-	-	-	925 1062
Mov Cap-2 Maneuver	-	-	-	-	925 -
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	962 -

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)	1600	-	-	-	-
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.

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	1494	815	0	2319	554	257	0	338	0	0	0
Future Volume (veh/h)	0	1494	815	0	2319	554	257	0	338	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	1968	0	0	2606	0	279	0	367			
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	1968	0	0	2606	0	279	0	367			
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	24.2	0.0	9.9	0.0	9.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	24.2	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	0.42		0.00	0.61		1.13	0.00	1.83			
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	0.11	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	4.0	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	95.1	0.0	394.0			
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	0.0	0.0	0.0	6.3	0.0	7.6	0.0	14.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	4.0	0.0	159.1	0.0	458.1			
LnGrp LOS	A	A		A	A		F	A	F			
Approach Vol, veh/h		1968	A		2606	A		646				
Approach Delay, s/veh		0.0			4.0			329.0				
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				26.2		11.9				
Green Ext Time (p_c), s		16.4				21.9		0.0				

Intersection Summary













HCM 6th Ctrl Delay	42.7
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

Year 2050 PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2162	613	0	1953	726	0	0	0	543	0	156
Future Volume (veh/h)	0	2162	613	0	1953	726	0	0	0	543	0	156
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	2276	0	0	2219	0				631	0	181
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	3952		0	3952					446	0	360
Arrive On Green	0.00	0.77	0.00	0.00	0.77	0.00				0.13	0.00	0.13
Sat Flow, veh/h	0	5443	0	0	5274	1585				3456	0	2790
Grp Volume(v), veh/h	0	2276	0	0	2219	0				631	0	181
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	25.1	0.0	0.0	24.0	0.0				17.8	0.0	8.3
Cycle Q Clear(g_c), s	0.0	25.1	0.0	0.0	24.0	0.0				17.8	0.0	8.3
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3952		0	3952					446	0	360
V/C Ratio(X)	0.00	0.58		0.00	0.56					1.42	0.00	0.50
Avail Cap(c_a), veh/h	0	3952		0	3952					446	0	360
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	6.4	0.0	0.0	6.2	0.0				60.1	0.0	56.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0				199.9	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
%ile BackOfQ(50%),veh/ln	0.0	8.1	0.0	0.0	7.6	0.0				20.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.0	0.0	0.0	6.3	0.0				260.0	0.0	56.4
LnGrp LOS	A	A		A	A					F	A	E
Approach Vol, veh/h		2276	A		2219	A					812	
Approach Delay, s/veh		7.0			6.3						214.6	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		114.0		24.0		114.0						
Change Period (Y+Rc), s		7.2		6.2		7.2						
Max Green Setting (Gmax), s		52.8		17.8		46.8						
Max Q Clear Time (g_c+I1), s		27.1		19.8		26.0						
Green Ext Time (p_c), s		15.7		0.0		13.3						

Intersection Summary

HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



---

**Appendix M: Horizon Year 2050 With Project Synchro Worksheets**

Provided on the following page

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	0	18	687	0	5
Future Vol, veh/h	96	0	18	687	0	5
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	163	0	23	859	0	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	163	0	1068 163
Stage 1	-	-	-	-	163 -
Stage 2	-	-	-	-	905 -
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	-	-	1410	-	244 879
Stage 1	-	-	-	-	864 -
Stage 2	-	-	-	-	393 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1410	-	236 879
Mov Cap-2 Maneuver	-	-	-	-	236 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	393 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	879	-	-	1410	-
HCM Lane V/C Ratio	0.011	-	-	0.016	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

**Intersection**

Int Delay, s/veh 0.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	0	135	1	28	1006	8	0	0	5	2	0	0
Future Vol, veh/h	0	135	1	28	1006	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	201	1	35	1273	10	0	0	8	4	0	0






















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1284	0	0	202
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	537	-	-	1364
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	536	-	-	1364
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.2	9.4	47.8
HCM LOS			A	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	829	1364	-	-	536	-	88
HCM Lane V/C Ratio	0.01	0.026	-	-	-	-	0.045
HCM Control Delay (s)	9.4	7.7	-	-	0	-	47.8
HCM Lane LOS	A	A	-	-	A	-	E
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	0.1

HCM 6th Signalized Intersection Summary  
3: Towne Centre Dr. & Eastgate Mall

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	267	166	73	616	469	417	1012	276	50	115	69
Future Volume (veh/h)	486	267	166	73	616	469	417	1012	276	50	115	69
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	528	290	180	79	670	510	453	1100	300	57	131	78
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	461	840	505	100	610	461	508	970	262	96	508	282
Arrive On Green	0.13	0.40	0.40	0.06	0.32	0.32	0.15	0.36	0.36	0.03	0.23	0.23
Sat Flow, veh/h	3428	2097	1261	1767	1891	1430	3428	2732	738	3428	2164	1199
Grp Volume(v), veh/h	528	242	228	79	624	556	453	706	694	57	105	104
Grp Sat Flow(s),veh/h/ln	1714	1763	1595	1767	1763	1558	1714	1763	1707	1714	1763	1600
Q Serve(g_s), s	16.6	11.8	12.3	5.4	39.8	39.8	16.0	43.8	43.8	2.0	6.0	6.6
Cycle Q Clear(g_c), s	16.6	11.8	12.3	5.4	39.8	39.8	16.0	43.8	43.8	2.0	6.0	6.6
Prop In Lane	1.00		0.79	1.00		0.92	1.00		0.43	1.00		0.75
Lane Grp Cap(c), veh/h	461	706	639	100	569	503	508	626	606	96	414	376
V/C Ratio(X)	1.14	0.34	0.36	0.79	1.10	1.11	0.89	1.13	1.15	0.59	0.25	0.28
Avail Cap(c_a), veh/h	461	706	639	175	569	503	567	626	606	142	414	376
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	25.7	25.8	57.5	41.8	41.8	51.6	39.8	39.8	59.3	38.4	38.6
Incr Delay (d2), s/veh	87.9	1.3	1.6	5.2	67.2	72.2	14.2	76.5	83.7	2.2	1.5	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	12.8	5.2	5.0	2.6	27.7	25.2	7.9	31.9	32.1	0.9	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.3	27.0	27.4	62.6	109.0	114.0	65.8	116.3	123.5	61.4	39.9	40.4
LnGrp LOS	F	C	C	E	F	F	E	F	F	E	D	D
Approach Vol, veh/h		998			1259			1853			266	
Approach Delay, s/veh		87.6			108.3			106.6			44.7	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	55.1	22.7	34.2	21.0	45.5	7.9	49.0				
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	12.2	* 45	20.4	28.5	16.6	39.8	5.1	43.8				
Max Q Clear Time (g_c+I1), s	7.4	14.3	18.0	8.6	18.6	41.8	4.0	45.8				
Green Ext Time (p_c), s	0.0	6.2	0.3	1.9	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	99.0
HCM 6th LOS	F

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.

Year 2050 + Project AM  
10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	156	46	67	173	196	645	1638	623	38	261	112
Future Volume (veh/h)	225	156	46	67	173	196	645	1638	623	38	261	112
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		0.97	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	274	190	56	76	197	223	679	1724	656	42	287	123
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	169	726	207	97	404	349	533	1504	662	131	789	330
Arrive On Green	0.10	0.27	0.27	0.06	0.23	0.23	0.13	0.43	0.43	0.03	0.33	0.33
Sat Flow, veh/h	1767	2691	768	1767	1763	1524	1767	3526	1553	1767	2417	1010
Grp Volume(v), veh/h	274	122	124	76	197	223	679	1724	656	42	207	203
Grp Sat Flow(s),veh/h/ln	1767	1763	1697	1767	1763	1524	1767	1763	1553	1767	1763	1664
Q Serve(g_s), s	8.6	4.9	5.2	3.8	8.7	11.9	11.6	38.3	37.7	1.4	8.1	8.4
Cycle Q Clear(g_c), s	8.6	4.9	5.2	3.8	8.7	11.9	11.6	38.3	37.7	1.4	8.1	8.4
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	169	476	458	97	404	349	533	1504	662	131	575	543
V/C Ratio(X)	1.62	0.26	0.27	0.78	0.49	0.64	1.27	1.15	0.99	0.32	0.36	0.37
Avail Cap(c_a), veh/h	169	634	610	140	609	526	533	1504	662	181	575	543
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	40.6	25.7	25.8	41.9	30.0	31.2	24.6	25.7	25.6	23.9	23.1	23.2
Incr Delay (d2), s/veh	303.9	0.3	0.4	9.6	1.6	3.4	137.2	74.1	32.7	0.5	1.8	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	18.0	2.1	2.1	1.9	3.8	4.6	26.4	30.4	19.0	0.6	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	344.5	26.0	26.2	51.5	31.6	34.7	161.8	99.9	58.3	24.4	24.8	25.2
LnGrp LOS	F	C	C	D	C	C	F	F	E	C	C	C
Approach Vol, veh/h		520			496			3059			452	
Approach Delay, s/veh		193.9			36.1			104.7			24.9	
Approach LOS		F			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	44.1	9.3	29.3	16.0	35.1	13.0	25.7				
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	5.1	* 36	7.1	32.3	11.6	29.3	8.6	* 31				
Max Q Clear Time (g_c+I1), s	3.4	40.3	5.8	7.2	13.6	10.4	10.6	13.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	2.5	0.0	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			99.5									
HCM 6th LOS			F									
<b>Notes</b>												
* 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.

























Year 2050 + Project AM  
10/31/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	1	1647	64	0	379
Future Volume (veh/h)	11	1	1647	64	0	379
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	15	1	1752	68	0	462
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	30	26	2211	85	0	2253
Arrive On Green	0.02	0.02	0.64	0.64	0.00	0.64
Sat Flow, veh/h	1767	1572	3553	134	0	3711
Grp Volume(v), veh/h	15	1	888	932	0	462
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1831	0	1763
Q Serve(g_s), s	0.2	0.0	10.4	10.7	0.0	1.5
Cycle Q Clear(g_c), s	0.2	0.0	10.4	10.7	0.0	1.5
Prop In Lane	1.00	1.00		0.07	0.00	
Lane Grp Cap(c), veh/h	30	26	1127	1170	0	2253
V/C Ratio(X)	0.51	0.04	0.79	0.80	0.00	0.21
Avail Cap(c_a), veh/h	1365	1215	1127	1170	0	2253
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	13.9	13.8	3.7	3.8	0.0	2.1
Incr Delay (d2), s/veh	4.9	0.2	5.6	5.7	0.0	0.2
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	1.8	1.8	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	14.0	9.4	9.4	0.0	2.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	16		1820			462
Approach Delay, s/veh	18.5		9.4			2.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	5.4
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		12.7			3.5	2.2
Green Ext Time (p_c), s		5.1			3.6	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Year 2050 + Project AM  
10/31/2022























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	1111	126	386	1694	1918	141	267	329	249	40	40
Future Volume (veh/h)	437	1111	126	386	1694	1918	141	267	329	249	40	40
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	470	1195	135	411	1802	2040	158	300	370	307	49	49
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	382	2153	751	457	2282	1530	206	682	900	359	839	371
Arrive On Green	0.15	0.57	0.57	0.13	0.45	0.45	0.06	0.19	0.19	0.10	0.24	0.24
Sat Flow, veh/h	3428	5066	1545	3428	5066	2752	3428	3526	2746	3428	3526	1559
Grp Volume(v), veh/h	470	1195	135	411	1802	2040	158	300	370	307	49	49
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1376	1714	1763	1373	1714	1763	1559
Q Serve(g_s), s	15.6	20.9	5.4	16.5	42.5	63.1	6.4	10.5	14.7	12.3	1.5	3.5
Cycle Q Clear(g_c), s	15.6	20.9	5.4	16.5	42.5	63.1	6.4	10.5	14.7	12.3	1.5	3.5
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	382	2153	751	457	2282	1530	206	682	900	359	839	371
V/C Ratio(X)	1.23	0.56	0.18	0.90	0.79	1.33	0.77	0.44	0.41	0.85	0.06	0.13
Avail Cap(c_a), veh/h	382	2153	751	487	2282	1530	287	982	1134	504	1199	530
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	59.6	22.1	15.1	59.7	32.8	31.2	64.8	49.8	36.7	61.6	41.2	42.0
Incr Delay (d2), s/veh	116.6	0.6	0.3	17.8	2.9	154.6	4.8	1.1	0.7	7.4	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	12.7	7.7	1.9	8.3	17.8	57.6	2.9	4.8	5.1	5.8	0.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	176.2	22.7	15.4	77.6	35.7	185.8	69.6	50.8	37.4	69.0	41.3	42.3
LnGrp LOS	F	C	B	E	D	F	E	D	D	E	D	D
Approach Vol, veh/h		1800			4253			828			405	
Approach Delay, s/veh		62.2			111.7			48.4			62.4	
Approach LOS		E			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	65.0	12.8	38.6	20.0	68.6	19.1	32.4				
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	19.9	40.7	11.7	47.6	15.6	* 46	20.6	* 39				
Max Q Clear Time (g_c+l1), s	18.5	22.9	8.4	5.5	17.6	65.1	14.3	16.7				
Green Ext Time (p_c), s	0.2	12.0	0.1	0.8	0.0	0.0	0.3	7.2				

Intersection Summary												
HCM 6th Ctrl Delay			89.6									
HCM 6th LOS			F									

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

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	335	87	164	904	38	297	125	138	9	12	24
Future Volume (veh/h)	167	335	87	164	904	38	297	125	138	9	12	24
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	176	353	92	178	983	41	386	162	179	16	21	42
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	195	1011	260	100	1069	45	109	641	541	26	162	324
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	2773	713	1767	3442	144	1767	1856	1566	1767	543	1087
Grp Volume(v), veh/h	176	223	222	178	503	521	386	162	179	16	0	63
Grp Sat Flow(s),veh/h/ln	1767	1763	1724	1767	1763	1823	1767	1856	1566	1767	0	1630
Q Serve(g_s), s	8.9	8.3	8.5	5.1	24.9	24.9	5.6	5.7	7.6	0.8	0.0	2.6
Cycle Q Clear(g_c), s	8.9	8.3	8.5	5.1	24.9	24.9	5.6	5.7	7.6	0.8	0.0	2.6
Prop In Lane	1.00		0.41	1.00		0.08	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	195	643	629	100	547	566	109	641	541	26	0	486
V/C Ratio(X)	0.90	0.35	0.35	1.79	0.92	0.92	3.53	0.25	0.33	0.62	0.00	0.13
Avail Cap(c_a), veh/h	195	643	629	100	547	566	109	641	541	100	0	486
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	39.8	20.9	21.0	42.7	30.1	30.1	42.5	21.2	21.9	44.3	0.0	23.2
Incr Delay (d2), s/veh	37.4	1.5	1.6	391.5	23.0	22.5	1161.0	0.9	1.6	8.6	0.0	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	5.8	3.6	3.6	13.0	13.7	14.0	37.7	2.6	3.0	0.4	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	22.4	22.5	434.2	53.1	52.6	1203.4	22.2	23.5	53.0	0.0	23.7
LnGrp LOS	E	C	C	F	D	D	F	C	C	D	A	C
Approach Vol, veh/h		621			1202			727				79
Approach Delay, s/veh		38.0			109.3			649.7				29.6
Approach LOS		D			F			F				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	39.1	10.0	31.9	14.4	34.2	5.7	36.2				
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	10.0	*28	5.1	27.5				
Max Q Clear Time (g_c+I1), s	7.1	10.5	7.6	4.6	10.9	26.9	2.8	9.6				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.2	0.0	0.7	0.0	0.8				

Intersection Summary		
HCM 6th Ctrl Delay		239.5
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.

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	547	111	30	45	24	160	549	306	114	85	70
Future Volume (veh/h)	284	547	111	30	45	24	160	549	306	114	85	70
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	330	636	129	38	58	31	174	597	333	136	101	83
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	775	797	346	258	402	220	92	622	347	92	550	409
Arrive On Green	0.23	0.23	0.23	0.25	0.25	0.25	0.05	0.29	0.29	0.05	0.29	0.29
Sat Flow, veh/h	3428	3526	1532	1023	1597	873	1767	2158	1203	1767	1908	1418
Grp Volume(v), veh/h	330	636	129	67	0	60	174	488	442	136	92	92
Grp Sat Flow(s),veh/h/ln	1714	1763	1532	1804	0	1689	1767	1763	1598	1767	1763	1564
Q Serve(g_s), s	8.8	18.3	7.6	3.1	0.0	3.0	5.6	29.2	29.2	5.6	4.2	4.7
Cycle Q Clear(g_c), s	8.8	18.3	7.6	3.1	0.0	3.0	5.6	29.2	29.2	5.6	4.2	4.7
Prop In Lane	1.00		1.00	0.57		0.52	1.00		0.75	1.00		0.91
Lane Grp Cap(c), veh/h	775	797	346	454	0	425	92	508	460	92	508	450
V/C Ratio(X)	0.43	0.80	0.37	0.15	0.00	0.14	1.89	0.96	0.96	1.47	0.18	0.20
Avail Cap(c_a), veh/h	863	887	386	454	0	425	92	508	460	92	508	450
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	35.5	39.2	35.1	31.2	0.0	31.1	50.8	37.6	37.6	50.8	28.7	28.9
Incr Delay (d2), s/veh	0.4	4.8	0.7	0.7	0.0	0.7	436.6	31.2	33.2	262.6	0.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.4	2.9	1.4	0.0	1.3	13.7	16.8	15.4	9.2	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	44.0	35.8	31.9	0.0	31.8	487.4	68.8	70.8	313.4	29.5	29.9
LnGrp LOS	D	D	D	C	A	C	F	E	E	F	C	C
Approach Vol, veh/h		1095			127			1104			320	
Approach Delay, s/veh		40.6			31.9			135.6			150.3	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	36.2		29.2	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	7.6	31.2		20.3	7.6	6.7		5.1				
Green Ext Time (p_c), s	0.0	0.0		3.5	0.0	1.6		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			93.1									
HCM 6th LOS			F									

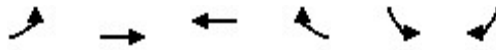
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	0	4	51	389	1	9	86	5
Future Volume (veh/h)	0	0	1	1	0	4	51	389	1	9	86	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	8	57	432	1	11	109	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	28	122	0	19	85	2111	5	20	1864	102
Arrive On Green	0.00	0.00	0.02	0.02	0.00	0.02	0.05	0.58	0.58	0.01	0.55	0.55
Sat Flow, veh/h	0	0	1568	259	0	1038	1767	3608	8	1767	3398	186
Grp Volume(v), veh/h	0	0	4	10	0	0	57	211	222	11	56	59
Grp Sat Flow(s),veh/h/ln	0	0	1568	1297	0	0	1767	1763	1854	1767	1763	1821
Q Serve(g_s), s	0.0	0.0	0.1	0.2	0.0	0.0	1.2	2.1	2.1	0.2	0.5	0.6
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	1.2	2.1	2.1	0.2	0.5	0.6
Prop In Lane	0.00		1.00	0.20		0.80	1.00		0.00	1.00		0.10
Lane Grp Cap(c), veh/h	0	0	28	141	0	0	85	1031	1084	20	967	999
V/C Ratio(X)	0.00	0.00	0.14	0.07	0.00	0.00	0.67	0.20	0.20	0.54	0.06	0.06
Avail Cap(c_a), veh/h	0	0	1064	1137	0	0	269	1031	1084	245	967	999
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	17.8	18.0	0.0	0.0	17.2	3.6	3.6	18.1	3.9	3.9
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.2	0.0	0.0	8.9	0.4	0.4	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	0.5	0.5	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	20.1	18.2	0.0	0.0	26.1	4.1	4.0	38.3	4.0	4.0
LnGrp LOS	A	A	C	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		4			10			490			126	
Approach Delay, s/veh		20.1			18.2			6.6			7.0	
Approach LOS		C			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	26.4		5.6	6.2	25.1		5.6				
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	5.6	20.2		25.0				
Max Q Clear Time (g_c+I1), s	2.2	4.1		2.1	3.2	2.6		2.3				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	0.5		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
10: Eastgate Mall & Easter Wy.

Year 2050 + Project AM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕↕	↕↔		↕↕	
Traffic Volume (veh/h)	36	763	524	25	42	54
Future Volume (veh/h)	36	763	524	25	42	54
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	39	829	557	27	51	65
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	605	1708	1658	80	75	96
Arrive On Green	0.48	0.48	0.48	0.48	0.11	0.11
Sat Flow, veh/h	824	3618	3515	166	708	903
Grp Volume(v), veh/h	39	829	287	297	117	0
Grp Sat Flow(s),veh/h/ln	824	1763	1763	1825	1625	0
Q Serve(g_s), s	0.8	4.0	2.5	2.5	1.7	0.0
Cycle Q Clear(g_c), s	3.3	4.0	2.5	2.5	1.7	0.0
Prop In Lane	1.00			0.09	0.44	0.56
Lane Grp Cap(c), veh/h	605	1708	854	884	173	0
V/C Ratio(X)	0.06	0.49	0.34	0.34	0.68	0.00
Avail Cap(c_a), veh/h	857	2786	1393	1442	1962	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	5.0	4.3	4.0	4.0	10.7	0.0
Incr Delay (d2), s/veh	0.1	0.3	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	0.4	0.3	0.3	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	4.6	4.3	4.3	12.4	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		868	584		117	
Approach Delay, s/veh		4.6	4.3		12.4	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		17.4		7.6		17.4
Change Period (Y+Rc), s		5.3		4.9		5.3
Max Green Setting (Gmax), s		19.7		30.1		19.7
Max Q Clear Time (g_c+I1), s		6.0		3.7		4.5
Green Ext Time (p_c), s		6.1		0.2		4.4

Intersection Summary

























HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.






















HCM 6th Signalized Intersection Summary  
 11: Genesee Ave. & Eastgate Mall

Year 2050 + Project AM  
 11/10/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	316	90	102	447	587	66	460	181	478	502	149
Future Volume (veh/h)	91	316	90	102	447	587	66	460	181	478	502	149
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	121	421	120	111	486	638	69	479	189	576	605	180
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	115	736	606	135	756	615	88	882	333	457	1266	367
Arrive On Green	0.07	0.40	0.40	0.08	0.41	0.41	0.02	0.08	0.08	0.04	0.11	0.11
Sat Flow, veh/h	1767	1856	1529	1767	1856	1510	1767	3592	1357	3428	3850	1114
Grp Volume(v), veh/h	121	421	120	111	486	638	69	449	219	576	529	256
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	1856	1510	1767	1689	1572	1714	1689	1587
Q Serve(g_s), s	8.6	23.4	6.8	8.2	27.8	53.8	5.1	16.9	17.7	17.6	19.4	20.1
Cycle Q Clear(g_c), s	8.6	23.4	6.8	8.2	27.8	53.8	5.1	16.9	17.7	17.6	19.4	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.70
Lane Grp Cap(c), veh/h	115	736	606	135	756	615	88	829	386	457	1111	522
V/C Ratio(X)	1.05	0.57	0.20	0.82	0.64	1.04	0.78	0.54	0.57	1.26	0.48	0.49
Avail Cap(c_a), veh/h	115	736	606	222	756	615	130	829	386	457	1111	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.96	0.96	0.96	0.91	0.91	0.91
Uniform Delay (d), s/veh	61.7	31.1	26.1	60.1	31.4	39.1	64.2	53.5	53.9	63.1	48.1	48.4
Incr Delay (d2), s/veh	98.2	0.7	0.1	4.6	1.4	45.8	9.0	2.4	5.7	132.4	1.3	3.0
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	7.0	10.6	2.5	3.8	12.7	27.4	2.6	8.0	8.1	16.6	9.1	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	159.9	31.8	26.1	64.7	32.8	84.9	73.2	56.0	59.6	195.5	49.5	51.4
LnGrp LOS	F	C	C	E	C	F	E	E	E	F	D	D
Approach Vol, veh/h		662			1235			737			1361	
Approach Delay, s/veh		54.2			62.6			58.6			111.6	
Approach LOS		D			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	38.1	14.5	57.4	11.0	49.1	13.0	58.9				
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	17.6	32.4	16.6	* 46	9.7	40.3	8.6	53.8				
Max Q Clear Time (g_c+I1), s	19.6	19.7	10.2	25.4	7.1	22.1	10.6	55.8				
Green Ext Time (p_c), s	0.0	4.9	0.1	1.9	0.0	7.3	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			77.2									
HCM 6th LOS			E									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 12: Genesee Ave. & Executive Dr.

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	214	60	116	432	185	115	493	171	85	546	83
Future Volume (veh/h)	33	214	60	116	432	185	115	493	171	85	546	83
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		0.97	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	38	249	70	149	554	237	121	519	180	99	635	97
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	49	646	177	200	639	272	145	1829	613	121	2110	318
Arrive On Green	0.03	0.24	0.24	0.06	0.27	0.27	0.08	0.49	0.49	0.14	0.95	0.95
Sat Flow, veh/h	1767	2718	745	3428	2381	1015	1767	3729	1250	1767	4429	667
Grp Volume(v), veh/h	38	159	160	149	410	381	121	468	231	99	482	250
Grp Sat Flow(s),veh/h/ln	1767	1763	1700	1714	1763	1633	1767	1689	1602	1767	1689	1718
Q Serve(g_s), s	2.8	10.0	10.4	5.6	29.3	29.4	8.9	10.8	11.3	7.2	1.2	1.3
Cycle Q Clear(g_c), s	2.8	10.0	10.4	5.6	29.3	29.4	8.9	10.8	11.3	7.2	1.2	1.3
Prop In Lane	1.00		0.44	1.00		0.62	1.00		0.78	1.00		0.39
Lane Grp Cap(c), veh/h	49	419	404	200	473	438	145	1656	786	121	1609	819
V/C Ratio(X)	0.78	0.38	0.40	0.75	0.87	0.87	0.83	0.28	0.29	0.82	0.30	0.31
Avail Cap(c_a), veh/h	115	616	594	275	642	595	236	1656	786	249	1609	819
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	0.54	0.54	0.54	0.92	0.92	0.92
Uniform Delay (d), s/veh	63.8	42.2	42.3	61.2	46.0	46.1	59.7	19.9	20.0	56.2	1.6	1.7
Incr Delay (d2), s/veh	9.6	0.2	0.2	4.0	7.3	8.2	3.4	0.2	0.5	4.7	0.4	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	1.4	4.4	4.4	2.6	13.7	12.9	4.1	4.3	4.4	3.2	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	42.4	42.6	65.2	53.4	54.3	63.0	20.1	20.5	60.9	2.1	2.5
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	A	A
Approach Vol, veh/h		357			940			820			831	
Approach Delay, s/veh		45.8			55.6			26.6			9.2	
Approach LOS		D			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	70.2	12.1	36.3	15.3	68.4	8.0	40.3				
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	37.5	10.6	46.1	17.6	* 39	8.6	48.1				
Max Q Clear Time (g_c+I1), s	9.2	13.3	7.6	12.4	10.9	3.3	4.8	31.4				
Green Ext Time (p_c), s	0.1	6.1	0.1	1.3	0.1	7.5	0.0	3.2				























Intersection Summary												
HCM 6th Ctrl Delay			33.3									
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

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	3	54	14	4	14	299	2500	221	13	572	19
Future Volume (veh/h)	22	3	54	14	4	14	299	2500	221	13	572	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	18	0	72	23	7	23	311	2604	230	17	743	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	125	0	220	88	19	62	372	2572	220	37	1778	60
Arrive On Green	0.07	0.00	0.07	0.05	0.05	0.05	0.21	0.54	0.54	0.02	0.35	0.35
Sat Flow, veh/h	1767	0	3123	1767	380	1250	1767	4734	405	1767	5025	169
Grp Volume(v), veh/h	18	0	72	23	0	30	311	1833	1001	17	499	269
Grp Sat Flow(s),veh/h/ln	1767	0	1562	1767	0	1631	1767	1689	1761	1767	1689	1817
Q Serve(g_s), s	0.5	0.0	1.3	0.7	0.0	1.0	9.6	30.9	31.0	0.5	6.4	6.4
Cycle Q Clear(g_c), s	0.5	0.0	1.3	0.7	0.0	1.0	9.6	30.9	31.0	0.5	6.4	6.4
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.23	1.00		0.09
Lane Grp Cap(c), veh/h	125	0	220	88	0	81	372	1835	957	37	1195	643
V/C Ratio(X)	0.14	0.00	0.33	0.26	0.00	0.37	0.84	1.00	1.05	0.46	0.42	0.42
Avail Cap(c_a), veh/h	558	0	986	558	0	514	524	1835	957	155	1195	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	25.2	26.1	0.0	26.2	21.6	13.0	13.0	27.6	14.0	14.0
Incr Delay (d2), s/veh	0.5	0.0	0.9	1.6	0.0	2.8	8.1	20.7	41.8	8.9	1.1	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	0.2	0.0	0.5	0.3	0.0	0.4	4.5	14.0	20.2	0.3	2.3	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	26.1	27.6	0.0	29.0	29.7	33.7	54.8	36.5	15.0	16.0
LnGrp LOS	C	A	C	C	A	C	C	C	F	D	B	B
Approach Vol, veh/h		90			53			3145			785	
Approach Delay, s/veh		25.9			28.4			40.1			15.8	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	35.5		8.5	16.5	24.7		7.3				
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	2.5	33.0		3.3	11.6	8.4		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.5	3.7		0.1				

Intersection Summary

























HCM 6th Ctrl Delay	34.9
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.

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	598	1244	119	208	857	368	231	1346	195	232	271	110
Future Volume (veh/h)	598	1244	119	208	857	368	231	1346	195	232	271	110
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		0.98
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	672	1398	134	219	902	387	262	1530	222	290	339	138
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	717	1825	537	268	1161	515	312	1623	494	337	1660	503
Arrive On Green	0.21	0.36	0.36	0.03	0.08	0.08	0.09	0.32	0.32	0.10	0.33	0.33
Sat Flow, veh/h	3428	5066	1492	3428	5066	1572	3428	5066	1541	3428	5066	1534
Grp Volume(v), veh/h	672	1398	134	219	902	387	262	1530	222	290	339	138
Grp Sat Flow(s),veh/h/ln	1714	1689	1492	1714	1689	1572	1714	1689	1541	1714	1689	1534
Q Serve(g_s), s	27.0	34.1	8.8	8.9	24.5	30.2	10.5	41.2	16.0	11.7	6.8	9.3
Cycle Q Clear(g_c), s	27.0	34.1	8.8	8.9	24.5	30.2	10.5	41.2	16.0	11.7	6.8	9.3
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	717	1825	537	268	1161	515	312	1623	494	337	1660	503
V/C Ratio(X)	0.94	0.77	0.25	0.82	0.78	0.75	0.84	0.94	0.45	0.86	0.20	0.27
Avail Cap(c_a), veh/h	744	1825	537	291	1161	515	424	1625	494	375	1660	503
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)	0.63	0.63	0.63	0.19	0.19	0.19	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	54.4	39.6	31.5	67.2	61.2	50.2	62.6	46.3	37.8	62.2	33.9	34.8
Incr Delay (d2), s/veh	13.2	2.0	0.7	3.0	1.0	2.0	8.0	12.3	2.9	14.2	0.1	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	13.0	14.5	3.3	4.2	11.3	13.1	5.0	19.1	6.5	5.8	2.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	41.6	32.2	70.2	62.2	52.1	70.7	58.6	40.7	76.4	34.0	35.2
LnGrp LOS	E	D	C	E	E	D	E	E	D	E	C	D
Approach Vol, veh/h		2204			1508			2014			767	
Approach Delay, s/veh		48.9			60.8			58.2			50.2	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	55.9	17.2	51.6	33.7	37.6	18.2	50.6				
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	11.9	* 48	17.3	* 43	30.4	29.4	15.3	44.9				
Max Q Clear Time (g_c+I1), s	10.9	36.1	12.5	11.3	29.0	32.2	13.7	43.2				
Green Ext Time (p_c), s	0.0	10.7	0.2	4.4	0.3	0.0	0.1	1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			54.7									
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  
15: Regents Rd. & Eastgate Mall

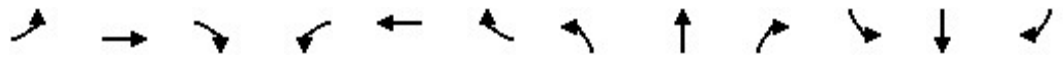
Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	23	77	221	126	268	391	710	579	62	175	4
Future Volume (veh/h)	1	23	77	221	126	268	391	710	579	62	175	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	28	93	260	148	315	434	789	643	81	227	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	245	198	247	477	417	466	1698	724	104	964	21
Arrive On Green	0.00	0.13	0.13	0.14	0.27	0.27	0.26	0.48	0.48	0.06	0.27	0.27
Sat Flow, veh/h	1767	1856	1500	1767	1763	1541	1767	3526	1502	1767	3526	77
Grp Volume(v), veh/h	1	28	93	260	148	315	434	789	643	81	113	119
Grp Sat Flow(s),veh/h/ln	1767	1856	1500	1767	1763	1541	1767	1763	1502	1767	1763	1840
Q Serve(g_s), s	0.1	1.3	5.6	13.6	6.5	18.2	23.3	14.6	37.8	4.4	4.9	4.9
Cycle Q Clear(g_c), s	0.1	1.3	5.6	13.6	6.5	18.2	23.3	14.6	37.8	4.4	4.9	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	2	245	198	247	477	417	466	1698	724	104	482	503
V/C Ratio(X)	0.52	0.11	0.47	1.05	0.31	0.76	0.93	0.46	0.89	0.78	0.23	0.24
Avail Cap(c_a), veh/h	93	610	493	247	733	641	537	1698	724	167	482	503
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	48.6	37.2	39.1	41.9	28.3	32.5	35.0	16.9	22.9	45.2	27.5	27.5
Incr Delay (d2), s/veh	61.9	0.1	0.6	72.1	0.3	2.3	20.4	0.9	15.2	4.8	1.1	1.1
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	0.1	0.6	2.1	10.8	2.8	6.9	12.4	5.9	15.6	2.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.5	37.3	39.7	113.9	28.6	34.8	55.4	17.8	38.1	50.0	28.6	28.6
LnGrp LOS	F	D	D	F	C	C	E	B	D	D	C	C
Approach Vol, veh/h		122			723			1866			313	
Approach Delay, s/veh		39.8			62.0			33.5			34.1	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	51.8	18.0	17.8	30.1	31.5	4.5	31.3				
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	6.4	39.8	15.6	7.6	25.3	6.9	2.1	20.2				
Green Ext Time (p_c), s	0.0	5.1	0.0	0.2	0.3	1.9	0.0	2.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									



HCM 6th Signalized Intersection Summary  
 16: Regents Rd. & Miramar St./Executive Dr.

Year 2050 + Project AM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔	↔	↔	↕		↔	↕	
Traffic Volume (veh/h)	19	6	33	80	5	255	17	1422	236	31	435	3
Future Volume (veh/h)	19	6	33	80	5	255	17	1422	236	31	435	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	0.97		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	32	10	56	103	0	315	19	1580	262	37	518	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	405	63	355	852	0	412	32	1383	223	55	1685	13
Arrive On Green	0.27	0.27	0.27	0.27	0.00	0.27	0.02	0.46	0.46	0.03	0.47	0.47
Sat Flow, veh/h	1050	236	1322	2565	0	1536	1767	3022	488	1767	3584	28
Grp Volume(v), veh/h	32	0	66	103	0	315	19	903	939	37	255	267
Grp Sat Flow(s),veh/h/ln	1050	0	1558	1283	0	1536	1767	1763	1747	1767	1763	1849
Q Serve(g_s), s	1.3	0.0	1.9	1.9	0.0	11.0	0.6	26.7	26.7	1.2	5.2	5.2
Cycle Q Clear(g_c), s	1.3	0.0	1.9	3.8	0.0	11.0	0.6	26.7	26.7	1.2	5.2	5.2
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.28	1.00		0.01
Lane Grp Cap(c), veh/h	405	0	418	852	0	412	32	806	799	55	829	869
V/C Ratio(X)	0.08	0.00	0.16	0.12	0.00	0.76	0.59	1.12	1.17	0.68	0.31	0.31
Avail Cap(c_a), veh/h	555	0	640	1218	0	632	154	806	799	154	829	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.3	17.7	0.0	19.7	28.4	15.8	15.8	28.0	9.6	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.0	3.1	6.3	70.0	91.6	5.3	1.0	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	0.3	0.0	0.6	0.5	0.0	3.9	0.3	24.5	29.0	0.6	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	16.4	17.8	0.0	22.8	34.7	85.9	107.4	33.3	10.5	10.5
LnGrp LOS	B	A	B	B	A	C	C	F	F	C	B	B
Approach Vol, veh/h		98			418			1861			559	
Approach Delay, s/veh		16.3			21.5			96.2			12.0	
Approach LOS		B			C			F			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	31.6		20.6	5.5	32.3		20.6				
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9				
Max Green Setting (Gmax), s	5.1	26.7		24.0	5.1	26.7		24.0				
Max Q Clear Time (g_c+I1), s	3.2	28.7		3.9	2.6	7.2		13.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	3.1		1.3				

Intersection Summary






















HCM 6th Ctrl Delay	66.9
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 17: Regents Rd. & Regents Park Row

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	7	251	130	12	83	148	1096	272	26	362	32
Future Volume (veh/h)	67	7	251	130	12	83	148	1096	272	26	362	32
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	79	8	295	157	14	100	166	1231	306	31	436	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	457	14	508	289	65	463	131	1209	294	46	1264	112
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.10	0.58	0.58	0.03	0.39	0.39
Sat Flow, veh/h	1251	41	1518	1068	194	1384	1767	2767	674	1767	3255	290
Grp Volume(v), veh/h	79	0	303	157	0	114	166	775	762	31	235	240
Grp Sat Flow(s),veh/h/ln	1251	0	1559	1068	0	1578	1767	1763	1678	1767	1763	1782
Q Serve(g_s), s	3.4	0.0	11.2	10.0	0.0	3.6	5.2	30.6	30.6	1.2	6.6	6.7
Cycle Q Clear(g_c), s	7.0	0.0	11.2	21.2	0.0	3.6	5.2	30.6	30.6	1.2	6.6	6.7
Prop In Lane	1.00		0.97	1.00		0.88	1.00		0.40	1.00		0.16
Lane Grp Cap(c), veh/h	457	0	522	289	0	528	131	770	733	46	685	692
V/C Ratio(X)	0.17	0.00	0.58	0.54	0.00	0.22	1.26	1.01	1.04	0.68	0.34	0.35
Avail Cap(c_a), veh/h	469	0	537	299	0	543	131	770	733	131	685	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	0.98	0.98	0.98
Uniform Delay (d), s/veh	19.2	0.0	19.2	28.0	0.0	16.7	31.5	14.7	14.7	33.8	15.1	15.1
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.9	0.0	0.1	124.7	11.3	22.4	6.3	1.3	1.3
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	0.9	0.0	3.9	2.5	0.0	1.2	6.6	10.3	12.1	0.6	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	20.2	28.9	0.0	16.8	156.2	25.9	37.1	40.1	16.4	16.5
LnGrp LOS	B	A	C	C	A	B	F	F	F	D	B	B
Approach Vol, veh/h		382			271			1703			506	
Approach Delay, s/veh		20.0			23.8			43.6			17.9	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	35.5		28.3	9.6	32.1		28.3				
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	32.6		13.2	7.2	8.7		23.2				
Green Ext Time (p_c), s	0.0	0.0		1.1	0.0	3.5		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 18: La Jolla Village Dr. & Regents Rd.

Year 2050 + Project AM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1023	1262	104	85	796	178	371	558	205	130	100	359
Future Volume (veh/h)	1023	1262	104	85	796	178	371	558	205	130	100	359
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	1112	1372	113	96	894	200	395	594	218	160	123	443
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	2400	198	142	1585	476	350	1077	460	183	1083	473
Arrive On Green	0.23	0.50	0.50	0.01	0.10	0.10	0.10	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3428	4758	392	3428	5066	1522	3428	3526	1506	1767	3526	1541
Grp Volume(v), veh/h	1112	974	511	96	894	200	395	594	218	160	123	443
Grp Sat Flow(s),veh/h/ln	1714	1689	1773	1714	1689	1522	1714	1763	1506	1767	1763	1541
Q Serve(g_s), s	32.6	28.1	28.1	3.9	23.5	17.3	14.3	19.7	16.4	12.5	3.5	39.1
Cycle Q Clear(g_c), s	32.6	28.1	28.1	3.9	23.5	17.3	14.3	19.7	16.4	12.5	3.5	39.1
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	1703	894	142	1585	476	350	1077	460	183	1083	473
V/C Ratio(X)	1.39	0.57	0.57	0.68	0.56	0.42	1.13	0.55	0.47	0.87	0.11	0.94
Avail Cap(c_a), veh/h	798	1703	894	211	1585	476	350	1077	460	213	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)	0.11	0.11	0.11	0.58	0.58	0.58	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	53.7	24.2	24.2	68.1	53.7	50.9	62.8	40.6	39.5	61.8	34.8	47.2
Incr Delay (d2), s/veh	177.7	0.2	0.3	1.2	0.8	1.6	87.4	0.7	0.9	22.6	0.2	25.4
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	33.7	11.2	11.8	1.8	10.9	7.3	10.5	8.7	6.3	6.8	1.6	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	231.4	24.3	24.5	69.3	54.5	52.4	150.3	41.3	40.4	84.4	35.0	72.6
LnGrp LOS	F	C	C	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2597			1190			1207				726
Approach Delay, s/veh		113.0			55.4			76.8				68.8
Approach LOS		F			E			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	76.4	18.7	48.7	37.0	49.6	18.9	48.5				
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	8.6	* 55	14.3	* 43	32.6	30.6	16.9	40.0				
Max Q Clear Time (g_c+I1), s	5.9	30.1	16.3	41.1	34.6	25.5	14.5	21.7				
Green Ext Time (p_c), s	0.0	21.5	0.0	0.7	0.0	4.2	0.1	5.7				

Intersection Summary




















HCM 6th Ctrl Delay	87.8
HCM 6th LOS	F

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.

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	931	152	85	1188	0	318	0	74	0	0	0
Future Volume (veh/h)	11	931	152	85	1188	0	318	0	74	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	1083	177	89	1251	0	413	0	96			
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	2517	759	111	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	1083	177	89	1251	0	413	0	96			
Grp Sat Flow(s),veh/h/ln	1781	1689	1528	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	1.0	18.1	8.7	6.6	19.7	0.0	12.2	0.0	5.8			
Cycle Q Clear(g_c), s	1.0	18.1	8.7	6.6	19.7	0.0	12.2	0.0	5.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	26	2517	759	111	2759	0	1119	0	513			
V/C Ratio(X)	0.51	0.43	0.23	0.80	0.45	0.00	0.37	0.00	0.19			
Avail Cap(c_a), veh/h	115	2517	759	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)	0.94	0.94	0.94	0.65	0.65	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.6	21.2	18.9	61.0	18.2	0.0	34.0	0.0	31.9			
Incr Delay (d2), s/veh	13.9	0.5	0.7	3.3	0.1	0.0	0.9	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	7.3	3.3	3.1	7.7	0.0	5.3	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	21.8	19.6	64.3	18.3	0.0	35.0	0.0	32.7			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		1273			1340			509				
Approach Delay, s/veh		22.0			21.3			34.5				
Approach LOS		C			C			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	12.7	71.3			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	8.6	20.1			3.0	21.7		14.2				
Green Ext Time (p_c), s	0.1	18.3			0.0	17.1		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Year 2050 + Project AM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	677	757	727	283	700	582	215	78	183	72	11	78
Future Volume (veh/h)	677	757	727	283	700	582	215	78	183	72	11	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		0.99	1.00		0.99	1.00		0.92
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	720	805	773	308	761	633	336	122	286	101	0	120
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	613	2715	829	361	2343	800	397	288	423	187	0	266
Arrive On Green	0.18	0.54	0.54	0.11	0.46	0.46	0.12	0.15	0.15	0.05	0.00	0.09
Sat Flow, veh/h	3428	5066	1547	3428	5066	1550	3428	1856	2730	3534	0	2890
Grp Volume(v), veh/h	720	805	773	308	761	633	336	122	286	101	0	120
Grp Sat Flow(s),veh/h/ln	1714	1689	1547	1714	1689	1550	1714	1856	1365	1767	0	1445
Q Serve(g_s), s	23.6	11.6	61.2	11.7	12.5	44.2	12.7	7.8	13.1	3.7	0.0	5.2
Cycle Q Clear(g_c), s	23.6	11.6	61.2	11.7	12.5	44.2	12.7	7.8	13.1	3.7	0.0	5.2
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	613	2715	829	361	2343	800	397	288	423	187	0	266
V/C Ratio(X)	1.17	0.30	0.93	0.85	0.32	0.79	0.85	0.42	0.68	0.54	0.00	0.45
Avail Cap(c_a), veh/h	613	2715	829	457	2343	800	964	493	726	431	0	309
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)	0.83	0.83	0.83	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.2	16.9	28.4	58.0	22.4	26.2	57.2	50.4	52.6	60.9	0.0	56.8
Incr Delay (d2), s/veh	92.5	0.2	16.2	9.2	0.3	7.2	1.9	0.4	0.7	0.9	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	18.0	4.6	25.5	5.5	5.1	17.5	5.6	3.7	4.5	1.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.7	17.1	44.6	67.3	22.8	33.4	59.1	50.8	53.4	61.8	0.0	57.2
LnGrp LOS	F	B	D	E	C	C	E	D	D	E	A	E
Approach Vol, veh/h		2298			1702			744			221	
Approach Delay, s/veh		67.0			34.8			55.5			59.3	
Approach LOS		E			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	66.7	20.2	17.1	18.3	76.4	11.9	25.4				
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	23.6	37.3	37.1	14.1	17.6	43.3	16.1	35.1				
Max Q Clear Time (g_c+I1), s	25.6	46.2	14.7	7.2	13.7	63.2	5.7	15.1				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.1	0.2	0.0	0.1	1.1				

Intersection Summary												
HCM 6th Ctrl Delay			53.9									
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.




























Year 2050 + Project AM  
 10/31/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	133	825	0	7	1638	525	176	0	101
Future Volume (veh/h)	0	0	133	825	0	7	1638	525	176	0	101
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			148	917	0	7	1706	547	259	149	149
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			173	3868	0	15	3419	1034	389	178	178
Arrive On Green			0.10	0.76	0.00	0.01	0.67	0.67	0.11	0.11	0.11
Sat Flow, veh/h			1767	5233	0	1781	5066	1531	3428	1572	1572
Grp Volume(v), veh/h			148	917	0	7	1706	547	259	149	149
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1531	1714	1572	1572
Q Serve(g_s), s			10.9	6.9	0.0	0.5	21.8	23.8	9.6	12.3	12.3
Cycle Q Clear(g_c), s			10.9	6.9	0.0	0.5	21.8	23.8	9.6	12.3	12.3
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			173	3868	0	15	3419	1034	389	178	178
V/C Ratio(X)			0.85	0.24	0.00	0.46	0.50	0.53	0.67	0.84	0.84
Avail Cap(c_a), veh/h			276	3868	0	74	3419	1034	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)			0.89	0.89	0.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh			58.6	4.5	0.0	65.1	10.5	10.8	56.1	57.3	57.3
Incr Delay (d2), s/veh			7.2	0.1	0.0	12.3	0.3	1.2	0.7	3.9	3.9
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			5.2	2.2	0.0	0.3	7.9	8.0	4.2	10.5	10.5
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			65.8	4.6	0.0	77.4	10.8	12.0	56.9	61.2	61.2
LnGrp LOS			E	A	A	E	B	B	E	E	E
Approach Vol, veh/h				1065			2260		408		
Approach Delay, s/veh				13.1			11.3		58.5		
Approach LOS				B			B		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.6	106.5		19.9	17.3	94.8					
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	20.6	63.3					
Max Q Clear Time (g_c+I1), s	2.5	8.9		14.3	12.9	25.8					
Green Ext Time (p_c), s	0.0	18.6		0.7	0.1	28.9					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay				17.0							
HCM 6th LOS				B							













HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 			 			
Traffic Volume (veh/h)	198	1567	0	0	645	531	1219	0	720	0	0	0
Future Volume (veh/h)	198	1567	0	0	645	531	1219	0	720	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	211	1667	0	0	768	632	1270	0	750			
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	221	2071	0	0	2154	774	1567	0	1394			
Arrive On Green	0.02	0.13	0.00	0.00	0.29	0.29	0.44	0.00	0.44			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	211	1667	0	0	768	632	1270	0	750			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	5.5	28.7	0.0	0.0	7.3	19.6	28.1	0.0	15.7			
Cycle Q Clear(g_c), s	5.5	28.7	0.0	0.0	7.3	19.6	28.1	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	221	2071	0	0	2154	774	1567	0	1394			
V/C Ratio(X)	0.96	0.80	0.00	0.00	0.36	0.82	0.81	0.00	0.54			
Avail Cap(c_a), veh/h	221	2071	0	0	2154	774	1567	0	1394			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.82	0.82	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	35.4	0.0	0.0	25.5	29.9	21.8	0.0	18.3			
Incr Delay (d2), s/veh	42.5	2.8	0.0	0.0	0.4	8.9	4.7	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	3.7	13.4	0.0	0.0	2.6	7.1	11.9	0.0	5.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	38.3	0.0	0.0	25.9	38.8	26.4	0.0	19.8			
LnGrp LOS	F	D	A	A	C	D	C	A	B			
Approach Vol, veh/h		1878			1400			2020				
Approach Delay, s/veh		43.7			31.8			24.0				
Approach LOS		D			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		44.0			11.0	33.0		46.0				
Change Period (Y+Rc), s		7.2			* 5.2	7.2		6.1				
Max Green Setting (Gmax), s		36.8			* 5.8	25.8		39.9				
Max Q Clear Time (g_c+I1), s		30.7			7.5	21.6		30.1				
Green Ext Time (p_c), s		4.8			0.0	2.8		6.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									
<b>Notes</b>												
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

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↗↘	↑↑↑↑					↘	↗	↗↘
Traffic Volume (veh/h)	0	568	172	129	1619	0	0	0	0	1188	1	1186
Future Volume (veh/h)	0	568	172	129	1619	0	0	0	0	1188	1	1186
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		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	617	187	133	1669	0				1226	0	1223
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	2219	796	199	2054	0				1579	0	1385
Arrive On Green	0.00	0.30	0.30	0.06	0.41	0.00				0.45	0.00	0.45
Sat Flow, veh/h	0	7867	2697	3428	5233	0				3534	0	3101
Grp Volume(v), veh/h	0	617	187	133	1669	0				1226	0	1223
Grp Sat Flow(s),veh/h/ln	0	1503	1349	1714	1689	0				1767	0	1550
Q Serve(g_s), s	0.0	5.7	4.7	3.4	26.3	0.0				26.4	0.0	32.4
Cycle Q Clear(g_c), s	0.0	5.7	4.7	3.4	26.3	0.0				26.4	0.0	32.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2219	796	199	2054	0				1579	0	1385
V/C Ratio(X)	0.00	0.28	0.23	0.67	0.81	0.00				0.78	0.00	0.88
Avail Cap(c_a), veh/h	0	2219	796	202	2054	0				1645	0	1444
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	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.4	24.0	41.5	23.7	0.0				21.1	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.3	0.7	6.3	2.9	0.0				2.3	0.0	6.6
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	2.0	1.6	1.6	10.5	0.0				10.8	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.7	24.7	47.9	26.6	0.0				23.4	0.0	29.4
LnGrp LOS	A	C	C	D	C	A				C	A	C
Approach Vol, veh/h		804			1802						2449	
Approach Delay, s/veh		24.7			28.2						26.4	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.9	33.8		46.3		43.7						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 5.3	24.8		41.9		34.8						
Max Q Clear Time (g_c+I1), s	5.4	7.7		34.4		28.3						
Green Ext Time (p_c), s	0.0	4.7		5.8		5.1						






























Intersection Summary		
HCM 6th Ctrl Delay		26.7
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.

Year 2050 + Project AM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		  		 	  		 				 	
Traffic Volume (veh/h)	14	2153	221	110	1318	3	526	4	259	7	6	16
Future Volume (veh/h)	14	2153	221	110	1318	3	526	4	259	7	6	16
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	2290	235	134	1607	4	605	0	301	12	11	29
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	2346	1058	152	2581	6	784	0	698	121	111	191
Arrive On Green	0.01	0.46	0.46	0.04	0.49	0.49	0.22	0.00	0.22	0.13	0.13	0.13
Sat Flow, veh/h	1767	5066	1531	3428	5217	13	3534	0	3145	943	865	1488
Grp Volume(v), veh/h	15	2290	235	134	1040	571	605	0	301	23	0	29
Grp Sat Flow(s),veh/h/ln	1767	1689	1531	1714	1689	1853	1767	0	1572	1808	0	1488
Q Serve(g_s), s	1.2	62.0	8.0	5.4	31.5	31.5	22.5	0.0	11.5	1.6	0.0	2.4
Cycle Q Clear(g_c), s	1.2	62.0	8.0	5.4	31.5	31.5	22.5	0.0	11.5	1.6	0.0	2.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.52		1.00
Lane Grp Cap(c), veh/h	22	2346	1058	152	1671	917	784	0	698	233	0	191
V/C Ratio(X)	0.67	0.98	0.22	0.88	0.62	0.62	0.77	0.00	0.43	0.10	0.00	0.15
Avail Cap(c_a), veh/h	69	2346	1058	152	1671	917	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)	0.74	0.74	0.74	0.45	0.45	0.45	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	36.8	8.2	66.5	25.8	25.8	51.1	0.0	46.9	53.8	0.0	54.2
Incr Delay (d2), s/veh	9.2	11.3	0.4	22.2	0.8	1.4	7.2	0.0	1.9	0.8	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	27.5	5.1	2.9	12.8	14.2	10.8	0.0	4.7	0.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	48.2	8.6	88.7	26.6	27.3	58.4	0.0	48.8	54.7	0.0	55.9
LnGrp LOS	E	D	A	F	C	C	E	A	D	D	A	E
Approach Vol, veh/h		2540			1745			906				52
Approach Delay, s/veh		44.7			31.6			55.2				55.4
Approach LOS		D			C			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	70.5		22.9	6.2	75.0		36.0				
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9				
Max Green Setting (Gmax), s	6.2	* 61		18.0	5.5	61.6		35.0				
Max Q Clear Time (g_c+I1), s	7.4	64.0		4.4	3.2	33.5		24.5				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	23.1		6.6				

Intersection Summary













HCM 6th Ctrl Delay 42.2  
 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.

Year 2050 + Project AM  
 11/11/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↖		↖			
Traffic Volume (veh/h)	0	1092	734	0	1493	0	1144	0	286	0	0	0
Future Volume (veh/h)	0	1092	734	0	1493	0	1144	0	286	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	1149	773	0	1623	0	1271	0	318			
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	2379	1385	0	2998	0	1444	0	1166			
Arrive On Green	0.00	0.94	0.94	0.00	0.47	0.00	0.42	0.00	0.42			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1149	773	0	1623	0	1271	0	318			
Grp Sat Flow(s),veh/h/ln	0	1689	1540	0	1596	0	1714	0	1384			
Q Serve(g_s), s	0.0	3.0	56.4	0.0	21.7	0.0	40.9	0.0	9.0			
Cycle Q Clear(g_c), s	0.0	3.0	56.4	0.0	21.7	0.0	40.9	0.0	9.0			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2379	1385	0	2998	0	1444	0	1166			
V/C Ratio(X)	0.00	0.48	0.56	0.00	0.54	0.00	0.88	0.00	0.27			
Avail Cap(c_a), veh/h	0	2379	1385	0	2998	0	1926	0	1554			
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	2.0	0.4	0.0	22.6	0.0	31.9	0.0	22.7			
Incr Delay (d2), s/veh	0.0	0.6	1.4	0.0	0.2	0.0	4.0	0.0	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	0.0	0.8	1.9	0.0	8.1	0.0	17.4	0.0	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.6	1.8	0.0	22.8	0.0	35.9	0.0	22.8			
LnGrp LOS	A	A	A	A	C	A	D	A	C			
Approach Vol, veh/h		1922			1623			1589				
Approach Delay, s/veh		2.3			22.8			33.3				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		63.9			63.9			56.1				
Change Period (Y+Rc), s		7.5			7.5			5.6				
Max Green Setting (Gmax), s		39.5			39.5			67.4				
Max Q Clear Time (g_c+I1), s		58.4			23.7			42.9				
Green Ext Time (p_c), s		0.0			10.3			7.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

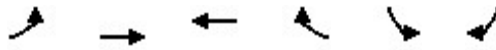
HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1261	0	0	2197	550	0	0	0	677	0	1813
Future Volume (veh/h)	0	1261	0	0	2197	550	0	0	0	677	0	1813
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	1314	0	0	2388	326				705	0	1316
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	2301	0	0	2301	1401				1497	0	1209
Arrive On Green	0.00	0.45	0.00	0.00	0.45	0.45				0.44	0.00	0.44
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	1314	0	0	2388	326				705	0	1316
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	22.9	0.0	0.0	54.5	3.4				17.5	0.0	52.4
Cycle Q Clear(g_c), s	0.0	22.9	0.0	0.0	54.5	3.4				17.5	0.0	52.4
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2301	0	0	2301	1401				1497	0	1209
V/C Ratio(X)	0.00	0.57	0.00	0.00	1.04	0.23				0.47	0.00	1.09
Avail Cap(c_a), veh/h	0	2301	0	0	2301	1401				1497	0	1209
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	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.1	0.0	0.0	32.8	0.9				24.0	0.0	33.8
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	26.3	0.3				0.2	0.0	53.6
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	9.3	0.0	0.0	27.1	6.4				7.1	0.0	26.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	0.0	0.0	59.0	1.2				24.2	0.0	87.4
LnGrp LOS	A	C	A	A	F	A				C	A	F
Approach Vol, veh/h		1314			2714						2021	
Approach Delay, s/veh		25.2			52.1						65.4	
Approach LOS		C			D						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		62.0		58.0		62.0						
Change Period (Y+Rc), s		7.5		5.6		7.5						
Max Green Setting (Gmax), s		54.5		52.4		54.5						
Max Q Clear Time (g_c+I1), s		24.9		54.4		56.5						
Green Ext Time (p_c), s		11.7		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				50.7								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 27: Eastgate Mall & Eastgate Dr.

Year 2050 + Project AM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↙	↘
Traffic Volume (veh/h)	14	223	1278	57	63	26
Future Volume (veh/h)	14	223	1278	57	63	26
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	15	232	1318	59	67	28
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	25	1247	1071	48	246	103
Arrive On Green	0.01	0.67	0.61	0.61	0.21	0.21
Sat Flow, veh/h	1767	1856	1762	79	1191	498
Grp Volume(v), veh/h	15	232	0	1377	96	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1841	1706	0
Q Serve(g_s), s	0.7	4.1	0.0	53.0	4.1	0.0
Cycle Q Clear(g_c), s	0.7	4.1	0.0	53.0	4.1	0.0
Prop In Lane	1.00			0.04	0.70	0.29
Lane Grp Cap(c), veh/h	25	1247	0	1119	352	0
V/C Ratio(X)	0.61	0.19	0.00	1.23	0.27	0.00
Avail Cap(c_a), veh/h	81	1313	0	1119	352	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	42.8	5.4	0.0	17.1	29.1	0.0
Incr Delay (d2), s/veh	21.7	0.1	0.0	111.9	1.9	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	0.5	1.4	0.0	53.7	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.5	5.4	0.0	129.0	31.0	0.0
LnGrp LOS	E	A	A	F	C	A
Approach Vol, veh/h		247	1377		96	
Approach Delay, s/veh		9.0	129.0		31.0	
Approach LOS		A	F		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.3		22.9	5.6	58.7
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.0	4.0	53.0
Max Q Clear Time (g_c+I1), s		6.1		6.1	2.7	55.0
Green Ext Time (p_c), s		1.5		0.2	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	106.3
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.

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	227	526	109	102	3
Future Vol, veh/h	5	227	526	109	102	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	258	548	114	159	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	663	0	-	0	876 606
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	270 -
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	921	-	-	-	318 495
Stage 1	-	-	-	-	543 -
Stage 2	-	-	-	-	773 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	920	-	-	-	315 495
Mov Cap-2 Maneuver	-	-	-	-	315 -
Stage 1	-	-	-	-	539 -
Stage 2	-	-	-	-	772 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	27.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	920	-	-	-	318
HCM Lane V/C Ratio	0.006	-	-	-	0.516
HCM Control Delay (s)	8.9	-	-	-	27.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.8

Intersection						
Int Delay, s/veh	0.7					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	739	69	13	334	16	15
Future Vol, veh/h	739	69	13	334	16	15
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	795	74	14	367	21	19




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	873	0	1011 799
Stage 1	-	-	-	-	799 -
Stage 2	-	-	-	-	212 -
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	-	-	765	-	249 383
Stage 1	-	-	-	-	439 -
Stage 2	-	-	-	-	801 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	762	-	244 382
Mov Cap-2 Maneuver	-	-	-	-	244 -
Stage 1	-	-	-	-	429 -
Stage 2	-	-	-	-	801 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	19
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	762	-	296
HCM Lane V/C Ratio	-	-	0.019	-	0.134
HCM Control Delay (s)	-	-	9.8	-	19
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	2052	0	0	2205	1244	0	0	0	224	0	153
Future Volume (veh/h)	327	2052	0	0	2205	1244	0	0	0	224	0	153
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	348	2183	0	0	2423	1367				280	0	191
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	292	3472	0	3	3405	839				521	0	239
Arrive On Green	0.09	0.69	0.00	0.00	0.53	0.53				0.15	0.00	0.15
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	348	2183	0	0	2423	1367				280	0	191
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	5.6	15.7	0.0	0.0	18.8	35.1				5.0	0.0	7.7
Cycle Q Clear(g_c), s	5.6	15.7	0.0	0.0	18.8	35.1				5.0	0.0	7.7
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	292	3472	0	3	3405	839				521	0	239
V/C Ratio(X)	1.19	0.63	0.00	0.00	0.71	1.63				0.54	0.00	0.80
Avail Cap(c_a), veh/h	292	3472	0	138	3405	839				526	0	241
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	30.1	5.7	0.0	0.0	11.5	15.3				25.8	0.0	26.9
Incr Delay (d2), s/veh	115.4	0.9	0.0	0.0	1.3	288.8				1.6	0.0	18.4
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	6.9	3.9	0.0	0.0	5.8	89.8				2.0	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	145.5	6.6	0.0	0.0	12.8	304.1				27.4	0.0	45.3
LnGrp LOS	F	A	A	A	B	F				C	A	D
Approach Vol, veh/h		2531			3790						471	
Approach Delay, s/veh		25.7			117.9						34.7	
Approach LOS		C			F						C	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	51.4		14.4	10.0	41.4						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	5.1	34.7		10.1	5.6	* 35						
Max Q Clear Time (g_c+I1), s	0.0	17.7		9.7	7.6	37.1						
Green Ext Time (p_c), s	0.0	16.2		0.1	0.0	0.0						

Intersection Summary

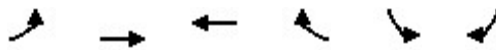
HCM 6th Ctrl Delay	77.8
HCM 6th LOS	E

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

Year 2050 + Project AM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↑↑↑	↑↑↑	↕	↕	
Traffic Volume (veh/h)	106	2831	3587	56	32	65
Future Volume (veh/h)	106	2831	3587	56	32	65
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	123	3292	3899	61	40	80
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	118	237
Arrive On Green	0.07	0.80	0.70	0.70	0.22	0.22
Sat Flow, veh/h	1767	5233	5233	1537	538	1076
Grp Volume(v), veh/h	123	3292	3899	61	121	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1628	0
Q Serve(g_s), s	10.3	55.9	105.2	1.9	9.4	0.0
Cycle Q Clear(g_c), s	10.3	55.9	105.2	1.9	9.4	0.0
Prop In Lane	1.00			1.00	0.33	0.66
Lane Grp Cap(c), veh/h	121	4049	3553	1078	358	0
V/C Ratio(X)	1.01	0.81	1.10	0.06	0.34	0.00
Avail Cap(c_a), veh/h	121	4049	3553	1078	358	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.74	0.74	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	69.8	8.6	22.4	7.0	49.3	0.0
Incr Delay (d2), s/veh	73.9	1.4	44.4	0.0	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	7.2	17.7	52.5	0.6	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	143.7	10.0	66.8	7.0	51.8	0.0
LnGrp LOS	F	B	F	A	D	A
Approach Vol, veh/h		3415	3960		121	
Approach Delay, s/veh		14.8	65.8		51.8	
Approach LOS		B	E		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		57.9		11.4	12.3	107.2
Green Ext Time (p_c), s		48.0		0.2	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

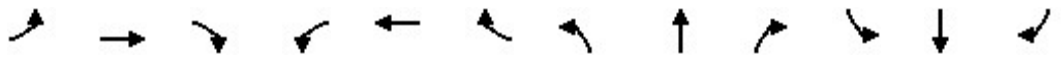
Notes

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  
32: Miramar Rd. & Miramar Pl.

Year 2050 + Project AM  
10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑					↘	↕	↙
Traffic Volume (veh/h)	128	2751	0	22	3493	94	0	0	0	62	0	53
Future Volume (veh/h)	128	2751	0	22	3493	94	0	0	0	62	0	53
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	151	3236	0	23	3677	99				171	0	77
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	73	3441	0	36	3339	89				729	0	324
Arrive On Green	0.04	0.68	0.00	0.02	0.66	0.66				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5069	135				3534	0	1572
Grp Volume(v), veh/h	151	3236	0	23	2437	1339				171	0	77
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1827				1767	0	1572
Q Serve(g_s), s	6.6	90.7	0.0	2.1	105.4	105.4				6.5	0.0	6.5
Cycle Q Clear(g_c), s	6.6	90.7	0.0	2.1	105.4	105.4				6.5	0.0	6.5
Prop In Lane	1.00		0.00	1.00		0.07				1.00		1.00
Lane Grp Cap(c), veh/h	73	3441	0	36	2225	1203				729	0	324
V/C Ratio(X)	2.07	0.94	0.00	0.65	1.10	1.11				0.23	0.00	0.24
Avail Cap(c_a), veh/h	73	3441	0	56	2225	1203				729	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.7	22.8	0.0	77.8	27.3	27.3				53.0	0.0	53.0
Incr Delay (d2), s/veh	496.5	2.3	0.0	1.8	43.8	52.1				0.8	0.0	1.7
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	13.1	34.8	0.0	1.0	53.5	60.7				3.0	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	573.2	25.1	0.0	79.6	71.1	79.4				53.7	0.0	54.7
LnGrp LOS	F	C	A	E	F	F				D	A	D
Approach Vol, veh/h		3387			3799						248	
Approach Delay, s/veh		49.6			74.0						54.0	
Approach LOS		D			E						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.7	114.4		37.9	11.0	111.1						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.9		33.0	6.6	105.4						
Max Q Clear Time (g_c+I1), s	4.1	92.7		8.5	8.6	107.4						
Green Ext Time (p_c), s	0.0	14.1		0.8	0.0	0.0						

Intersection Summary

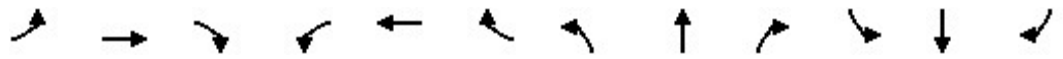
HCM 6th Ctrl Delay	62.2
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
33: Miramar Rd. & Camino Santa Fe

Year 2050 + Project AM  
10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑		↔	↑		↔	↑	↔↔
Traffic Volume (veh/h)	836	1081	20	20	2584	116	17	8	8	61	2	1074
Future Volume (veh/h)	836	1081	20	20	2584	116	17	8	8	61	2	1074
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	939	1215	19	21	2664	115	23	11	0	66	0	771
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	652	2946	46	54	1986	85	426	448	0	97	0	685
Arrive On Green	0.19	0.57	0.57	0.02	0.40	0.40	0.24	0.24	0.00	0.03	0.00	0.03
Sat Flow, veh/h	3428	5137	80	3428	4978	212	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	939	799	435	21	1796	983	23	11	0	66	0	771
Grp Sat Flow(s),veh/h/ln	1714	1689	1840	1714	1689	1813	1767	1856	0	1767	0	1572
Q Serve(g_s), s	27.6	19.2	19.2	0.9	57.9	57.9	1.5	0.7	0.0	2.7	0.0	4.0
Cycle Q Clear(g_c), s	27.6	19.2	19.2	0.9	57.9	57.9	1.5	0.7	0.0	2.7	0.0	4.0
Prop In Lane	1.00		0.04	1.00		0.12	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	652	1937	1055	54	1348	723	426	448	0	97	0	685
V/C Ratio(X)	1.44	0.41	0.41	0.39	1.33	1.36	0.05	0.02	0.00	0.68	0.00	1.13
Avail Cap(c_a), veh/h	652	1937	1055	95	1348	723	426	448	0	97	0	685
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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.8	17.3	17.3	70.7	43.6	43.6	42.3	42.0	0.0	69.9	0.0	56.8
Incr Delay (d2), s/veh	206.6	0.7	1.2	1.7	155.0	170.2	0.2	0.1	0.0	31.8	0.0	74.4
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	30.7	7.7	8.5	0.4	52.9	59.9	0.7	0.3	0.0	1.7	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	265.4	17.9	18.5	72.4	198.6	213.8	42.6	42.1	0.0	101.7	0.0	131.2
LnGrp LOS	F	B	B	E	F	F	D	D	A	F	A	F
Approach Vol, veh/h		2173			2800			34				837
Approach Delay, s/veh		125.0			203.0			42.4				128.9
Approach LOS		F			F			D				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	89.0		9.5	32.0	63.7		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	27.6	* 58		35.0				
Max Q Clear Time (g_c+I1), s	2.9	21.2		6.0	29.6	59.9		3.5				
Green Ext Time (p_c), s	0.0	23.8		0.0	0.0	0.0		0.0				

Intersection Summary




























HCM 6th Ctrl Delay	162.4
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.

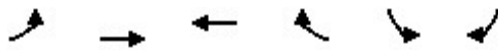
HCM 6th Signalized Intersection Summary  
34: Miramar Rd. & Commerce Ave.

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	 
Traffic Volume (veh/h)	97	959	68	82	2427	105	75	14	41	23	16	50
Future Volume (veh/h)	97	959	68	82	2427	105	75	14	41	23	16	50
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	103	1020	72	85	2502	108	117	22	64	27	19	58
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	146	2904	205	105	3080	132	213	45	101	222	147	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	4823	340	1767	4978	213	742	189	428	778	621	1570
Grp Volume(v), veh/h	103	714	378	85	1690	920	203	0	0	46	0	58
Grp Sat Flow(s),veh/h/ln	1714	1689	1786	1767	1689	1813	1359	0	0	1399	0	1570
Q Serve(g_s), s	4.4	16.0	16.0	7.1	39.7	41.5	17.4	0.0	0.0	0.0	0.0	4.4
Cycle Q Clear(g_c), s	4.4	16.0	16.0	7.1	39.7	41.5	21.0	0.0	0.0	3.6	0.0	4.4
Prop In Lane	1.00		0.19	1.00		0.12	0.58		0.32	0.59		1.00
Lane Grp Cap(c), veh/h	146	2034	1075	105	2089	1122	359	0	0	369	0	372
V/C Ratio(X)	0.70	0.35	0.35	0.81	0.81	0.82	0.56	0.00	0.00	0.12	0.00	0.16
Avail Cap(c_a), veh/h	219	2034	1075	172	2089	1122	359	0	0	369	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	0.34	0.34	0.34	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.9	15.1	15.1	68.3	8.6	8.7	52.4	0.0	0.0	44.9	0.0	45.4
Incr Delay (d2), s/veh	2.1	0.4	0.8	2.0	1.2	2.4	6.3	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	6.3	6.8	3.2	9.3	10.7	7.6	0.0	0.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	15.5	15.9	70.3	9.8	11.2	58.7	0.0	0.0	45.6	0.0	46.3
LnGrp LOS	E	B	B	E	A	B	E	A	A	D	A	D
Approach Vol, veh/h		1195			2695			203				104
Approach Delay, s/veh		20.6			12.2			58.7				46.0
Approach LOS		C			B			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	96.3		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	9.1	18.0		6.4	6.4	43.5		23.0				
Green Ext Time (p_c), s	0.0	20.3		0.6	0.0	44.6		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.7								
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  
35: Miramar Rd. & Production Ave.

Year 2050 + Project AM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↗↗↗	↖↖↖		↘	↙
Traffic Volume (veh/h)	74	953	2572	101	32	76
Future Volume (veh/h)	74	953	2572	101	32	76
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	78	1003	2652	104	43	103
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	97	3516	3049	118	414	368
Arrive On Green	0.07	0.92	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5165	194	1767	1572
Grp Volume(v), veh/h	78	1003	1782	974	43	103
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1815	1767	1572
Q Serve(g_s), s	6.5	3.1	65.3	67.8	2.9	8.1
Cycle Q Clear(g_c), s	6.5	3.1	65.3	67.8	2.9	8.1
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	97	3516	2060	1107	414	368
V/C Ratio(X)	0.81	0.29	0.86	0.88	0.10	0.28
Avail Cap(c_a), veh/h	125	3516	2060	1107	414	368
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.44	0.44	1.00	1.00
Uniform Delay (d), s/veh	68.8	1.9	24.2	24.6	45.1	47.1
Incr Delay (d2), s/veh	18.6	0.2	2.4	4.8	0.5	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	3.4	0.9	25.9	29.6	1.3	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	87.4	2.1	26.5	29.5	45.6	49.0
LnGrp LOS	F	A	C	C	D	D
Approach Vol, veh/h		1081	2756		146	
Approach Delay, s/veh		8.2	27.6		48.0	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.0		40.0	12.6	97.4
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		5.1		10.1	8.5	69.8
Green Ext Time (p_c), s		27.3		0.2	0.0	19.7

Intersection Summary

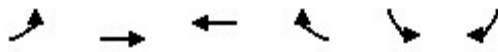
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

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.

Year 2050 + Project AM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	53	944	2602	91	35	74
Future Volume (veh/h)	53	944	2602	91	35	74
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	56	1004	2655	93	39	82
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	78	3634	3232	112	379	338
Arrive On Green	0.09	1.00	0.64	0.64	0.21	0.21
Sat Flow, veh/h	1767	5233	5189	174	1767	1572
Grp Volume(v), veh/h	56	1004	1776	972	39	82
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1819	1767	1572
Q Serve(g_s), s	4.6	0.0	59.3	61.3	2.7	6.5
Cycle Q Clear(g_c), s	4.6	0.0	59.3	61.3	2.7	6.5
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	78	3634	2173	1171	379	338
V/C Ratio(X)	0.71	0.28	0.82	0.83	0.10	0.24
Avail Cap(c_a), veh/h	217	3634	2173	1171	379	338
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	20.1	20.4	47.3	48.8
Incr Delay (d2), s/veh	4.3	0.2	0.3	0.7	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	22.5	25.2	1.2	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.7	0.2	20.4	21.1	47.8	50.5
LnGrp LOS	E	A	C	C	D	D
Approach Vol, veh/h		1060	2748		121	
Approach Delay, s/veh		4.0	20.7		49.6	
Approach LOS		A	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		113.4		36.6	11.1	102.3
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		8.5	6.6	63.3
Green Ext Time (p_c), s		19.7		0.2	0.0	21.5

Intersection Summary

























HCM 6th Ctrl Delay	17.1
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.

Year 2050 + Project AM  
10/31/2022

													
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	923	3	5	2682	38	
Future Volume (veh/h)	23	0	18	0	0	0	35	923	3	5	2682	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	972	3	5	2737	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	2706	38	
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	5214	16	1767	5144	73	
Grp Volume(v), veh/h	53	0	0	0	0	0	37	630	345	5	1793	983	
Grp Sat Flow(s),veh/h/ln	1677	0	0	1767	1856	0	1767	1689	1853	1767	1689	1840	
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.5	15.6	0.4	78.9	78.9	
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	3.1	15.5	15.6	0.4	78.9	78.9	
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	0.34	0.34	0.56	1.01	1.02	
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	0.56	0.56	0.56	
Uniform Delay (d), s/veh	47.9	0.0	0.0	0.0	0.0	0.0	72.6	18.9	18.9	74.5	35.5	35.5	
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	56.6	0.5	0.9	27.9	18.2	25.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	0.0	0.0	2.2	6.3	7.0	0.3	36.1	41.3	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	48.8	0.0	0.0	0.0	0.0	0.0	129.2	19.3	19.7	102.3	53.8	61.3	
LnGrp LOS	D	A	A	A	A	A	F	B	B	F	F	F	
Approach Vol, veh/h		53			0			1012			2781		
Approach Delay, s/veh		48.8			0.0			23.5			56.5		
Approach LOS		D						C			E		
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	17.6		5.9	5.1	80.9		0.0					
Green Ext Time (p_c), s	0.0	8.0		0.2	0.0	0.0		0.0					
<b>Intersection Summary</b>													
HCM 6th Ctrl Delay			47.7										
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.

Year 2050 + Project AM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	144	0	125	0	0	0	150	745	0	1	2593	559
Future Volume (veh/h)	144	0	125	0	0	0	150	745	0	1	2593	559
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	220	0	101				153	760	0	1	2646	570
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	311	0	138				175	4097	0	2	3601	1093
Arrive On Green	0.09	0.00	0.09				0.10	0.81	0.00	0.00	0.71	0.71
Sat Flow, veh/h	3534	0	1562				1767	5233	0	1781	5066	1538
Grp Volume(v), veh/h	220	0	101				153	760	0	1	2646	570
Grp Sat Flow(s),veh/h/ln	1767	0	1562				1767	1689	0	1781	1689	1538
Q Serve(g_s), s	9.1	0.0	9.5				12.8	5.1	0.0	0.1	47.4	25.5
Cycle Q Clear(g_c), s	9.1	0.0	9.5				12.8	5.1	0.0	0.1	47.4	25.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	0	138				175	4097	0	2	3601	1093
V/C Ratio(X)	0.71	0.00	0.73				0.87	0.19	0.00	0.52	0.73	0.52
Avail Cap(c_a), veh/h	707	0	312				231	4097	0	61	3601	1093
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	66.5	0.0	66.7				66.6	3.2	0.0	74.9	13.1	10.0
Incr Delay (d2), s/veh	2.9	0.0	7.4				18.5	0.1	0.0	6.9	0.1	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	4.2	0.0	8.3				6.7	1.5	0.0	0.0	16.9	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	0.0	74.1				85.1	3.3	0.0	81.8	13.3	10.1
LnGrp LOS	E	A	E				F	A	A	F	B	B
Approach Vol, veh/h		321						913			3217	
Approach Delay, s/veh		70.9						17.0			12.7	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.6	127.3		18.1	19.3	112.6						
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+l1), s	2.1	7.1		11.5	14.8	49.4						
Green Ext Time (p_c), s	0.0	12.0		1.0	0.1	34.5						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									
<b>Notes</b>												
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.























Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	848	0	0	3140	28	0	0	0	10	0	7
Future Volume (veh/h)	19	848	0	0	3140	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	912	0	0	3204	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	3166	29				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	4659	42				1590	0	1415
Grp Volume(v), veh/h	20	912	0	0	2087	1146				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	10.5	0.0	0.0	101.9	101.9				1.1	0.0	0.8
Cycle Q Clear(g_c), s	1.9	10.5	0.0	0.0	101.9	101.9				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	0.28	0.00	0.00	1.01	1.02				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	7.3	0.0	0.0	24.0	24.0				46.9	0.0	46.7
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.0	8.7	12.3				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	3.4	0.0	0.0	36.2	40.7				0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.4	7.5	0.0	0.0	32.7	36.3				47.1	0.0	46.9
LnGrp LOS	F	A	A	A	F	F				D	A	D
Approach Vol, veh/h		932			3233						25	
Approach Delay, s/veh		9.4			34.0						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	12.5		3.1	3.9	103.9						
Green Ext Time (p_c), s	0.0	18.4		0.0	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			28.6									
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  
40: Miramar Rd. & Dowdy St.

Year 2050 + Project AM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	100	0	107	0	0	0	90	726	0	2	3109	312
Future Volume (veh/h)	100	0	107	0	0	0	90	726	0	2	3109	312
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	116	0	124				101	816	0	2	3273	328
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	155	0	248				123	4079	0	4	3458	334
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	4686	453
Grp Volume(v), veh/h	116	0	124				101	816	0	2	2324	1277
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1762
Q Serve(g_s), s	9.6	0.0	10.8				8.5	5.6	0.0	0.2	86.8	103.6
Cycle Q Clear(g_c), s	9.6	0.0	10.8				8.5	5.6	0.0	0.2	86.8	103.6
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.26
Lane Grp Cap(c), veh/h	155	0	248				123	4079	0	4	2492	1300
V/C Ratio(X)	0.75	0.00	0.50				0.82	0.20	0.00	0.53	0.93	0.98
Avail Cap(c_a), veh/h	707	0	738				366	4079	0	369	2492	1300
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	57.8				68.9	3.4	0.0	74.8	16.5	18.7
Incr Delay (d2), s/veh	2.7	0.0	0.6				5.0	0.1	0.0	3.7	0.9	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	4.5	0.0	9.6				4.0	1.7	0.0	0.1	30.3	39.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	0.0	58.4				73.9	3.5	0.0	78.5	17.4	23.2
LnGrp LOS	E	A	E				E	A	A	E	B	C
Approach Vol, veh/h		240						917			3603	
Approach Delay, s/veh		63.7						11.2			19.5	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.7	127.2		18.1	14.8	117.1						
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	7.6		12.8	10.5	105.6						
Green Ext Time (p_c), s	0.0	9.0		0.4	0.1	0.0						

Intersection Summary
























HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
41: Miramar Rd. & Cabot Dr.

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	53	794	0	6	3309	132	0	0	0	75	0	65
Future Volume (veh/h)	53	794	0	6	3309	132	0	0	0	75	0	65
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	60	892	0	6	3377	135				82	8	76
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	3240	128				366	32	302
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	4995	197				1767	153	1455
Grp Volume(v), veh/h	60	892	0	6	2267	1245				82	0	84
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1815				1767	0	1608
Q Serve(g_s), s	5.1	10.1	0.0	0.5	97.3	97.3				5.8	0.0	6.6
Cycle Q Clear(g_c), s	5.1	10.1	0.0	0.5	97.3	97.3				5.8	0.0	6.6
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	333
V/C Ratio(X)	0.81	0.26	0.00	0.57	1.03	1.06				0.22	0.00	0.25
Avail Cap(c_a), veh/h	74	3469	0	62	2191	1177				366	0	333
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	71.3	9.0	0.0	74.4	26.3	26.4				49.4	0.0	49.7
Incr Delay (d2), s/veh	43.2	0.2	0.0	16.8	28.9	43.0				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	3.2	3.7	0.0	0.3	45.4	53.4				2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.5	9.2	0.0	91.2	55.2	69.3				50.8	0.0	51.5
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		952			3518						166	
Approach Delay, s/veh		15.9			60.3						51.2	
Approach LOS		B			E						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	12.1		8.6	7.1	99.3						
Green Ext Time (p_c), s	0.0	14.0		0.4	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

**Intersection**

Int Delay, s/veh 0.3

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	96	708	140	15	0
Future Vol, veh/h	0	96	708	140	15	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	104	770	152	16	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	922	0	-	0	950	846
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	741	-	-	-	289	362
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	741	-	-	-	289	362
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	920	-

**Approach** EB WB SB

HCM Control Delay, s 0 0 18.2  
 HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	741	-	-	-	289
HCM Lane V/C Ratio	-	-	-	-	0.056
HCM Control Delay (s)	0	-	-	-	18.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

**Intersection**

Int Delay, s/veh 0.3

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	112	847	140	15	0
Future Vol, veh/h	0	112	847	140	15	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	122	921	152	16	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	1073	0	-	0	1119	997
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	122	-
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	650	-	-	-	229	296
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	650	-	-	-	229	296
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	903	-

**Approach** EB WB SB



















HCM Control Delay, s 0 0 21.9  
HCM LOS C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	650	-	-	-	229
HCM Lane V/C Ratio	-	-	-	-	0.071
HCM Control Delay (s)	0	-	-	-	21.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th Signalized Intersection Summary  
 44: I-5 NB Ramps & La Jolla Village Dr.

Year 2050 + Project AM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1201	632	0	1290	510	512	0	1046	0	0	0
Future Volume (veh/h)	0	1201	632	0	1290	510	512	0	1046	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	1507	0	0	1418	0	533	0	1090			
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	3161		0	2876		1126	0	909			
Arrive On Green	0.00	0.56	0.00	0.00	0.56	0.00	0.33	0.00	0.33			
Sat Flow, veh/h	0	5611	1585	0	5274	1585	3456	0	2790			
Grp Volume(v), veh/h	0	1507	0	0	1418	0	533	0	1090			
Grp Sat Flow(s),veh/h/ln	0	1870	1585	0	1702	1585	1728	0	1395			
Q Serve(g_s), s	0.0	19.2	0.0	0.0	20.1	0.0	14.8	0.0	39.1			
Cycle Q Clear(g_c), s	0.0	19.2	0.0	0.0	20.1	0.0	14.8	0.0	39.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3161		0	2876		1126	0	909			
V/C Ratio(X)	0.00	0.48		0.00	0.49		0.47	0.00	1.20			
Avail Cap(c_a), veh/h	0	3161		0	2876		1126	0	909			
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	0.45	0.00	0.00	0.69	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	15.6	0.0	0.0	15.8	0.0	32.2	0.0	40.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	100.3			
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	8.1	0.0	0.0	7.6	0.0	6.2	0.0	25.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	0.0	0.0	15.9	0.0	32.4	0.0	140.7			
LnGrp LOS	A	B		A	B		C	A	F			
Approach Vol, veh/h		1507	A		1418	A		1623				
Approach Delay, s/veh		15.9			15.9			105.1				
Approach LOS		B			B			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		74.8				74.8		45.2				
Change Period (Y+Rc), s		7.2				7.2		6.1				
Max Green Setting (Gmax), s		40.6				19.8		39.1				
Max Q Clear Time (g_c+I1), s		21.2				22.1		41.1				
Green Ext Time (p_c), s		8.0				0.0		0.0				

Intersection Summary













HCM 6th Ctrl Delay	47.7
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

Year 2050 + Project AM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	1539	304	0	1563	267	0	0	0	310	0	1038
Future Volume (veh/h)	0	1539	304	0	1563	267	0	0	0	310	0	1038
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	1620	0	0	1595	0				333	0	1116
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	1620	0	0	1595	0				333	0	1116
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	28.0	0.0	0.0	27.3	0.0				7.8	0.0	46.8
Cycle Q Clear(g_c), s	0.0	28.0	0.0	0.0	27.3	0.0				7.8	0.0	46.8
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	0.64		0.00	0.63					0.25	0.00	1.03
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	22.1	0.0	0.0	22.0	0.0				24.7	0.0	36.6
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.1	0.0				0.0	0.0	34.0
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	11.2	0.0	0.0	10.7	0.0				3.2	0.0	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	0.0	0.0	22.1	0.0				24.7	0.0	70.6
LnGrp LOS	A	C		A	C					C	A	F
Approach Vol, veh/h		1620	A		1595	A					1449	
Approach Delay, s/veh		23.3			22.1						60.1	
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		30.0		48.8		29.3						
Green Ext Time (p_c), s		0.0		0.0		0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.3									
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	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	606	1	4	74	0	21
Future Vol, veh/h	606	1	4	74	0	21
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	918	2	10	180	0	30

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	920	0	1119
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	200
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	-	-	738	-	228
Stage 1	-	-	-	-	387
Stage 2	-	-	-	-	831
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	738	-	225
Mov Cap-2 Maneuver	-	-	-	-	225
Stage 1	-	-	-	-	381
Stage 2	-	-	-	-	831

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	327	-	-	738	-
HCM Lane V/C Ratio	0.09	-	-	0.013	-
HCM Control Delay (s)	17.1	-	-	9.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

**Intersection**

Int Delay, s/veh 0.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗			↔			↔	
Traffic Vol, veh/h	1	879	2	7	106	4	1	0	18	7	0	0
Future Vol, veh/h	1	879	2	7	106	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	1072	2	13	193	7	1	0	26	12	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	201	0	0	1074
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	1365	-	-	645
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1364	-	-	645
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-





















Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.6	21.1	39
HCM LOS			C	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	251	645	-	-	1364	-	-
HCM Lane V/C Ratio	0.111	0.02	-	-	0.001	-	-
HCM Control Delay (s)	21.1	10.7	-	-	7.6	0	-
HCM Lane LOS	C	B	-	-	A	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-



HCM 6th Signalized Intersection Summary  
3: Towne Centre Dr. & Eastgate Mall

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	585	240	194	326	48	328	109	95	453	1026	477
Future Volume (veh/h)	74	585	240	194	326	48	328	109	95	453	1026	477
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		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	83	657	270	204	343	51	405	135	117	596	1350	628
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	129	616	253	149	927	136	289	576	458	660	1003	428
Arrive On Green	0.04	0.26	0.26	0.08	0.30	0.30	0.08	0.31	0.31	0.19	0.42	0.42
Sat Flow, veh/h	3428	2414	992	1767	3072	452	3428	1851	1470	3428	2390	1020
Grp Volume(v), veh/h	83	480	447	204	195	199	405	128	124	596	964	1014
Grp Sat Flow(s),veh/h/ln	1714	1763	1643	1767	1763	1761	1714	1763	1558	1714	1763	1647
Q Serve(g_s), s	3.0	32.1	32.1	10.6	10.9	11.2	10.6	6.8	7.5	21.4	52.8	52.8
Cycle Q Clear(g_c), s	3.0	32.1	32.1	10.6	10.9	11.2	10.6	6.8	7.5	21.4	52.8	52.8
Prop In Lane	1.00		0.60	1.00		0.26	1.00		0.94	1.00		0.62
Lane Grp Cap(c), veh/h	129	450	419	149	532	531	289	549	485	660	740	691
V/C Ratio(X)	0.64	1.07	1.07	1.37	0.37	0.37	1.40	0.23	0.26	0.90	1.30	1.47
Avail Cap(c_a), veh/h	188	450	419	149	532	531	289	549	485	837	740	691
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	59.7	46.9	46.9	57.6	34.5	34.6	57.6	32.2	32.4	49.6	36.5	36.5
Incr Delay (d2), s/veh	2.0	61.3	62.8	203.2	0.8	0.9	200.5	1.0	1.3	9.7	145.9	218.3
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	1.3	21.6	20.4	13.1	4.8	4.9	12.6	3.1	3.0	10.0	52.1	62.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	108.1	109.7	260.8	35.3	35.4	258.1	33.2	33.7	59.4	182.4	254.8
LnGrp LOS	E	F	F	F	D	D	F	C	C	E	F	F
Approach Vol, veh/h		1010			598			657			2574	
Approach Delay, s/veh		105.0			112.3			171.9			182.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	37.8	15.0	58.0	9.1	43.7	28.6	44.4				
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	10.6	* 32	10.6	52.8	6.9	35.0	30.7	32.7				
Max Q Clear Time (g_c+I1), s	12.6	34.1	12.6	54.8	5.0	13.2	23.4	9.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.1	0.9	2.5				

Intersection Summary



























HCM 6th Ctrl Delay	156.2
HCM 6th LOS	F

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.

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				 
Traffic Volume (veh/h)	57	70	184	427	333	39	278	219	110	37	1360	197
Future Volume (veh/h)	57	70	184	427	333	39	278	219	110	37	1360	197
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	65	80	209	464	362	42	305	241	121	42	1545	224
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	83	373	324	256	982	113	198	1360	598	477	1084	154
Arrive On Green	0.05	0.21	0.21	0.14	0.31	0.31	0.06	0.39	0.39	0.03	0.35	0.35
Sat Flow, veh/h	1767	1763	1533	1767	3175	366	1767	3526	1550	1767	3094	441
Grp Volume(v), veh/h	65	80	209	464	200	204	305	241	121	42	869	900
Grp Sat Flow(s),veh/h/ln	1767	1763	1533	1767	1763	1778	1767	1763	1550	1767	1763	1772
Q Serve(g_s), s	3.1	3.2	10.7	12.5	7.6	7.7	5.6	3.9	4.5	1.3	30.2	30.2
Cycle Q Clear(g_c), s	3.1	3.2	10.7	12.5	7.6	7.7	5.6	3.9	4.5	1.3	30.2	30.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	83	373	324	256	545	550	198	1360	598	477	617	621
V/C Ratio(X)	0.78	0.21	0.65	1.81	0.37	0.37	1.54	0.18	0.20	0.09	1.41	1.45
Avail Cap(c_a), veh/h	217	654	569	256	697	703	198	1360	598	530	617	621
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	28.1	31.0	36.9	23.2	23.3	23.6	17.5	17.6	17.0	28.0	28.0
Incr Delay (d2), s/veh	5.8	0.3	2.4	380.1	0.7	0.7	265.9	0.3	0.8	0.0	192.7	211.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	4.1	32.3	3.2	3.3	17.1	1.6	1.7	0.5	45.1	48.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	28.4	33.5	416.9	23.9	24.0	289.5	17.7	18.4	17.0	220.7	239.7
LnGrp LOS	D	C	C	F	C	C	F	B	B	B	F	F
Approach Vol, veh/h		354			868			667			1811	
Approach Delay, s/veh		34.7			234.0			142.1			225.4	
Approach LOS		C			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	39.1	16.9	23.3	10.0	36.0	8.5	31.8				
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	5.1	* 31	12.5	32.0	5.6	30.2	10.6	* 34				
Max Q Clear Time (g_c+I1), s	3.3	6.5	14.5	12.7	7.6	32.2	5.1	9.7				
Green Ext Time (p_c), s	0.0	2.3	0.0	1.9	0.0	0.0	0.0	4.1				

Intersection Summary												
HCM 6th Ctrl Delay			194.2									
HCM 6th LOS			F									

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.

























Year 2050 + Project PM  
10/31/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↕			↷
Traffic Volume (veh/h)	114	10	457	6	0	1376
Future Volume (veh/h)	114	10	457	6	0	1376
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	134	12	491	6	0	1496
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	182	162	2080	25	0	2056
Arrive On Green	0.10	0.10	0.58	0.58	0.00	0.58
Sat Flow, veh/h	1767	1572	3659	44	0	3711
Grp Volume(v), veh/h	134	12	243	254	0	1496
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1847	0	1763
Q Serve(g_s), s	2.3	0.2	2.1	2.1	0.0	9.6
Cycle Q Clear(g_c), s	2.3	0.2	2.1	2.1	0.0	9.6
Prop In Lane	1.00	1.00		0.02	0.00	
Lane Grp Cap(c), veh/h	182	162	1028	1077	0	2056
V/C Ratio(X)	0.74	0.07	0.24	0.24	0.00	0.73
Avail Cap(c_a), veh/h	1246	1109	1028	1077	0	2056
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	13.6	12.7	3.1	3.1	0.0	4.7
Incr Delay (d2), s/veh	2.2	0.1	0.5	0.5	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.4	0.4	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	12.7	3.7	3.7	0.0	7.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	146		497			1496
Approach Delay, s/veh	15.5		3.7			7.0
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		23.1			23.1	8.1
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		4.1			11.6	4.3
Green Ext Time (p_c), s		3.3			5.6	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
6: Towne Centre Dr. & La Jolla Village Dr.

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1483	194	513	1856	397	226	79	681	1181	278	187
Future Volume (veh/h)	30	1483	194	513	1856	397	226	79	681	1181	278	187
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	34	1685	220	529	1913	409	240	84	724	1218	287	193
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	69	1401	557	459	1995	1647	286	886	1062	699	1311	582
Arrive On Green	0.01	0.09	0.09	0.13	0.39	0.39	0.08	0.25	0.25	0.20	0.37	0.37
Sat Flow, veh/h	3428	5066	1541	3428	5066	2750	3428	3526	2751	3428	3526	1564
Grp Volume(v), veh/h	34	1685	220	529	1913	409	240	84	724	1218	287	193
Grp Sat Flow(s),veh/h/ln	1714	1689	1541	1714	1689	1375	1714	1763	1376	1714	1763	1564
Q Serve(g_s), s	1.5	41.5	18.1	20.1	55.2	10.5	10.3	2.7	32.9	30.6	8.3	13.3
Cycle Q Clear(g_c), s	1.5	41.5	18.1	20.1	55.2	10.5	10.3	2.7	32.9	30.6	8.3	13.3
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	69	1401	557	459	1995	1647	286	886	1062	699	1311	582
V/C Ratio(X)	0.49	1.20	0.39	1.15	0.96	0.25	0.84	0.09	0.68	1.74	0.22	0.33
Avail Cap(c_a), veh/h	117	1401	557	459	1995	1647	370	917	1086	699	1311	582
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	73.7	68.2	45.8	64.9	44.3	14.3	67.7	43.1	38.4	59.7	32.2	33.8
Incr Delay (d2), s/veh	1.7	97.1	1.7	90.6	12.6	0.4	10.1	0.1	2.4	338.2	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	0.7	31.6	7.8	14.6	25.3	3.4	5.0	1.2	11.5	46.2	3.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	165.3	47.6	155.5	56.9	14.6	77.9	43.2	40.8	397.9	32.3	34.2
LnGrp LOS	E	F	D	F	E	B	E	D	D	F	C	C
Approach Vol, veh/h		1939			2851			1048			1698	
Approach Delay, s/veh		150.3			69.1			49.5			294.8	
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	47.0	16.9	61.1	7.4	64.6	35.0	43.0				
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	43.5	12.3	15.3	3.5	57.2	32.6	34.9				
Green Ext Time (p_c), s	0.0	0.0	0.2	5.0	0.0	0.0	0.0	2.4				

Intersection Summary























HCM 6th Ctrl Delay	138.1
HCM 6th LOS	F

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

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	854	244	120	316	9	151	7	240	77	116	146
Future Volume (veh/h)	19	854	244	120	316	9	151	7	240	77	116	146
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	20	909	260	135	355	10	157	7	250	112	168	212
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	31	976	279	100	1400	39	110	567	478	100	221	278
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	2704	772	1767	3498	98	1767	1856	1565	1767	735	928
Grp Volume(v), veh/h	20	592	577	135	178	187	157	7	250	112	0	380
Grp Sat Flow(s),veh/h/ln	1767	1763	1713	1767	1763	1834	1767	1856	1565	1767	0	1663
Q Serve(g_s), s	1.0	29.1	29.2	5.1	6.1	6.1	5.6	0.2	11.9	5.1	0.0	18.7
Cycle Q Clear(g_c), s	1.0	29.1	29.2	5.1	6.1	6.1	5.6	0.2	11.9	5.1	0.0	18.7
Prop In Lane	1.00		0.45	1.00		0.05	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	31	637	619	100	706	734	110	567	478	100	0	499
V/C Ratio(X)	0.65	0.93	0.93	1.35	0.25	0.25	1.43	0.01	0.52	1.12	0.00	0.76
Avail Cap(c_a), veh/h	228	637	619	100	706	734	110	567	478	100	0	499
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	43.9	27.7	27.7	42.5	18.0	18.0	42.2	21.8	25.8	42.5	0.0	28.6
Incr Delay (d2), s/veh	8.2	22.1	23.0	208.9	0.9	0.8	236.9	0.0	4.0	125.4	0.0	10.5
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	15.6	15.3	8.0	2.6	2.7	9.6	0.1	4.8	5.7	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	49.7	50.7	251.3	18.9	18.9	279.1	21.8	29.9	167.9	0.0	39.1
LnGrp LOS	D	D	D	F	B	B	F	C	C	F	A	D
Approach Vol, veh/h		1189			500			414			492	
Approach Delay, s/veh		50.2			81.6			124.3			68.4	
Approach LOS		D			F			F			E	
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	6.0	42.1	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	7.1	31.2	7.6	20.7	3.0	8.1	7.1	13.9				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.9	0.0	2.0	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			71.5									
HCM 6th LOS			E									

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.

Year 2050 + Project PM  
10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	39	246	277	441	137	92	128	23	34	461	132
Future Volume (veh/h)	75	39	246	277	441	137	92	128	23	34	461	132
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	104	54	342	338	538	167	114	158	28	37	507	145
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	824	847	368	271	457	147	74	920	159	47	787	224
Arrive On Green	0.24	0.24	0.24	0.25	0.25	0.25	0.04	0.31	0.31	0.03	0.29	0.29
Sat Flow, veh/h	3428	3526	1533	1097	1849	596	1767	2990	518	1767	2695	766
Grp Volume(v), veh/h	104	54	342	555	0	488	114	92	94	37	331	321
Grp Sat Flow(s),veh/h/ln	1714	1763	1533	1801	0	1741	1767	1763	1746	1767	1763	1698
Q Serve(g_s), s	2.6	1.3	23.8	27.0	0.0	27.0	4.6	4.1	4.3	2.3	17.9	18.1
Cycle Q Clear(g_c), s	2.6	1.3	23.8	27.0	0.0	27.0	4.6	4.1	4.3	2.3	17.9	18.1
Prop In Lane	1.00		1.00	0.61		0.34	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	824	847	368	445	0	430	74	542	537	47	515	496
V/C Ratio(X)	0.13	0.06	0.93	1.25	0.00	1.13	1.53	0.17	0.18	0.79	0.64	0.65
Avail Cap(c_a), veh/h	847	871	379	445	0	430	74	542	537	74	515	496
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	32.5	32.0	40.6	41.1	0.0	41.1	52.3	27.6	27.7	52.9	33.7	33.8
Incr Delay (d2), s/veh	0.1	0.0	28.6	128.6	0.0	85.6	295.9	0.7	0.7	10.6	6.1	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.6	11.8	27.7	0.0	21.6	8.1	1.9	1.9	1.1	8.4	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	32.1	69.1	169.8	0.0	126.7	348.2	28.3	28.4	63.5	39.8	40.2
LnGrp LOS	C	C	E	F	A	F	F	C	C	E	D	D
Approach Vol, veh/h		500			1043			300			689	
Approach Delay, s/veh		57.5			149.6			149.9			41.3	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	38.9		31.2	9.0	37.2		31.9				
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9				
Max Green Setting (Gmax), s	4.6	31.9		27.0	4.6	31.9		27.0				
Max Q Clear Time (g_c+I1), s	4.3	6.3		25.8	6.6	20.1		29.0				
Green Ext Time (p_c), s	0.0	1.6		0.3	0.0	4.7		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				102.0								
HCM 6th LOS				F								

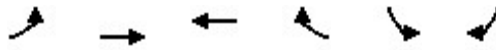
HCM 6th Signalized Intersection Summary  
 9: Judicial Dr. & Judicial Drwy.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	11	1	0	4	34	139	1	4	378	1
Future Volume (veh/h)	13	0	11	1	0	4	34	139	1	4	378	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	1.00		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	21	0	18	3	0	12	42	172	1	5	430	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	187	0	35	131	0	66	67	2043	12	10	1935	4
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.04	0.57	0.57	0.01	0.54	0.54
Sat Flow, veh/h	819	0	702	334	0	1335	1767	3593	21	1767	3608	8
Grp Volume(v), veh/h	39	0	0	15	0	0	42	84	89	5	210	221
Grp Sat Flow(s),veh/h/ln	1522	0	0	1668	0	0	1767	1763	1852	1767	1763	1854
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.9	0.8	0.8	0.1	2.4	2.4
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.3	0.0	0.0	0.9	0.8	0.8	0.1	2.4	2.4
Prop In Lane	0.54		0.46	0.20		0.80	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	222	0	0	197	0	0	67	1002	1053	10	945	994
V/C Ratio(X)	0.18	0.00	0.00	0.08	0.00	0.00	0.63	0.08	0.08	0.52	0.22	0.22
Avail Cap(c_a), veh/h	1124	0	0	1123	0	0	263	1002	1053	239	945	994
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	0.0	17.2	0.0	0.0	17.9	3.7	3.7	18.7	4.6	4.6
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	9.4	0.2	0.2	37.9	0.5	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	0.3	0.0	0.0	0.1	0.0	0.0	0.5	0.2	0.2	0.1	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	0.0	17.3	0.0	0.0	27.2	3.8	3.8	56.5	5.1	5.1
LnGrp LOS	B	A	A	B	A	A	C	A	A	E	A	A
Approach Vol, veh/h		39			15			215			436	
Approach Delay, s/veh		17.8			17.3			8.4			5.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	26.3		6.8	5.8	25.1		6.8				
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	5.6	20.2		25.0				
Max Q Clear Time (g_c+I1), s	2.1	2.8		2.9	2.9	4.4		2.3				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.0	2.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
10: Eastgate Mall & Easter Wy.

Year 2050 + Project PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↕	↕↕	↕↔		↕↕	
Traffic Volume (veh/h)	89	501	754	60	39	52
Future Volume (veh/h)	89	501	754	60	39	52
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	100	563	811	65	60	80
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	478	1800	1687	135	86	115
Arrive On Green	0.51	0.51	0.51	0.51	0.12	0.12
Sat Flow, veh/h	628	3618	3398	265	690	919
Grp Volume(v), veh/h	100	563	432	444	141	0
Grp Sat Flow(s),veh/h/ln	628	1763	1763	1807	1620	0
Q Serve(g_s), s	3.4	2.6	4.5	4.5	2.3	0.0
Cycle Q Clear(g_c), s	7.9	2.6	4.5	4.5	2.3	0.0
Prop In Lane	1.00			0.15	0.43	0.57
Lane Grp Cap(c), veh/h	478	1800	900	923	202	0
V/C Ratio(X)	0.21	0.31	0.48	0.48	0.70	0.00
Avail Cap(c_a), veh/h	644	2735	1368	1402	1628	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	7.0	4.0	4.4	4.4	11.7	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.6	0.6	1.6	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	0.3	0.3	0.7	0.7	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.3	4.1	5.0	5.0	13.4	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		663	876		141	
Approach Delay, s/veh		4.6	5.0		13.4	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		19.6		8.4		19.6
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		9.9		4.3		6.5
Green Ext Time (p_c), s		4.4		0.2		6.9

Intersection Summary

HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
11: Genesee Ave. & Eastgate Mall

Year 2050 + Project PM  
10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	175	58	280	361	421	39	350	111	540	1283	110
Future Volume (veh/h)	16	175	58	280	361	421	39	350	111	540	1283	110
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		0.96	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	20	222	73	308	397	463	42	376	119	568	1351	116
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	28	394	320	332	713	579	54	1163	350	509	1991	171
Arrive On Green	0.02	0.21	0.21	0.19	0.38	0.38	0.01	0.10	0.10	0.30	0.84	0.84
Sat Flow, veh/h	1767	1856	1507	1767	1856	1507	1767	3839	1155	3428	4732	406
Grp Volume(v), veh/h	20	222	73	308	397	463	42	328	167	568	964	503
Grp Sat Flow(s),veh/h/ln	1767	1856	1507	1767	1856	1507	1767	1689	1618	1714	1689	1761
Q Serve(g_s), s	1.5	14.1	5.3	22.6	22.1	36.0	3.1	11.9	12.7	19.6	13.9	13.9
Cycle Q Clear(g_c), s	1.5	14.1	5.3	22.6	22.1	36.0	3.1	11.9	12.7	19.6	13.9	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.23
Lane Grp Cap(c), veh/h	28	394	320	332	713	579	54	1023	490	509	1421	741
V/C Ratio(X)	0.72	0.56	0.23	0.93	0.56	0.80	0.78	0.32	0.34	1.12	0.68	0.68
Avail Cap(c_a), veh/h	92	478	388	371	768	623	80	1023	490	509	1421	741
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	0.91	0.91	0.91	0.98	0.98	0.98	0.75	0.75	0.75
Uniform Delay (d), s/veh	64.7	46.5	43.0	52.7	31.8	36.1	64.9	46.8	47.1	46.4	7.2	7.2
Incr Delay (d2), s/veh	12.1	0.5	0.1	24.8	0.3	5.6	12.5	0.8	1.8	70.9	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.6	2.0	12.3	10.0	14.0	1.6	5.6	5.8	12.3	3.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.8	47.0	43.2	77.5	32.1	41.7	77.3	47.6	49.0	117.3	9.1	10.9
LnGrp LOS	E	D	D	E	C	D	E	D	D	F	A	B
Approach Vol, veh/h		315			1168			537			2035	
Approach Delay, s/veh		48.0			47.9			50.3			39.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	45.7	29.2	33.1	8.4	61.2	6.5	55.8				
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	19.6	31.3	27.7	* 34	6.0	44.9	6.9	54.6				
Max Q Clear Time (g_c+I1), s	21.6	14.7	24.6	16.1	5.1	15.9	3.5	38.0				
Green Ext Time (p_c), s	0.0	4.2	0.2	0.9	0.0	18.2	0.0	2.4				




























Intersection Summary		
HCM 6th Ctrl Delay		44.1
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.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 			 	 
Traffic Volume (veh/h)	39	141	92	217	364	102	65	383	78	164	1605	156
Future Volume (veh/h)	39	141	92	217	364	102	65	383	78	164	1605	156
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	45	164	107	252	423	119	71	421	86	178	1745	170
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	58	326	199	305	575	160	90	2138	423	182	2613	254
Arrive On Green	0.03	0.16	0.16	0.09	0.21	0.21	0.05	0.51	0.51	0.21	1.00	1.00
Sat Flow, veh/h	1767	2078	1267	3428	2699	750	1767	4227	837	1767	4685	455
Grp Volume(v), veh/h	45	137	134	252	275	267	71	334	173	178	1256	659
Grp Sat Flow(s),veh/h/ln	1767	1763	1582	1714	1763	1686	1767	1689	1686	1767	1689	1763
Q Serve(g_s), s	3.3	9.4	10.3	9.5	19.2	19.6	5.2	7.2	7.5	13.2	0.0	0.0
Cycle Q Clear(g_c), s	3.3	9.4	10.3	9.5	19.2	19.6	5.2	7.2	7.5	13.2	0.0	0.0
Prop In Lane	1.00		0.80	1.00		0.44	1.00		0.50	1.00		0.26
Lane Grp Cap(c), veh/h	58	276	248	305	375	359	90	1708	853	182	1883	983
V/C Ratio(X)	0.78	0.50	0.54	0.83	0.73	0.74	0.79	0.20	0.20	0.98	0.67	0.67
Avail Cap(c_a), veh/h	155	589	529	405	642	614	262	1708	853	182	1883	983
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)	0.98	0.98	0.98	1.00	1.00	1.00	0.96	0.96	0.96	0.67	0.67	0.67
Uniform Delay (d), s/veh	63.4	50.9	51.2	59.1	48.4	48.6	61.9	17.9	18.0	52.2	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.5	0.7	7.8	1.0	1.2	5.3	0.2	0.5	48.1	1.3	2.5
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	1.6	4.2	4.1	4.5	8.6	8.4	2.5	2.9	3.1	7.6	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.3	51.4	51.9	67.0	49.5	49.8	67.2	18.1	18.5	100.3	1.3	2.5
LnGrp LOS	E	D	D	E	D	D	E	B	B	F	A	A
Approach Vol, veh/h		316			794			578			2093	
Approach Delay, s/veh		54.4			55.1			24.3			10.1	
Approach LOS		D			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	72.3	16.1	25.6	11.2	79.1	8.7	33.0				
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	13.6	39.5	15.6	44.1	19.6	* 34	11.6	48.1				
Max Q Clear Time (g_c+I1), s	15.2	9.5	11.5	12.3	7.2	2.0	5.3	21.6				
Green Ext Time (p_c), s	0.0	4.4	0.2	1.1	0.1	22.8	0.0	2.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			25.4									
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  
 13: Genesee Ave. & Executive Square

Year 2050 + Project PM  
 10/31/2022

























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	2	258	190	11	24	39	700	13	6	2222	14
Future Volume (veh/h)	47	2	258	190	11	24	39	700	13	6	2222	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	42	0	362	294	0	0	43	769	14	7	2442	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	274	0	485	417	219	0	71	2383	43	16	2257	14
Arrive On Green	0.15	0.00	0.15	0.12	0.00	0.00	0.04	0.47	0.47	0.01	0.43	0.43
Sat Flow, veh/h	1767	0	3133	3534	1856	0	1767	5118	93	1767	5194	32
Grp Volume(v), veh/h	42	0	362	294	0	0	43	507	276	7	1587	870
Grp Sat Flow(s),veh/h/ln	1767	0	1566	1767	1856	0	1767	1689	1833	1767	1689	1848
Q Serve(g_s), s	1.5	0.0	7.9	5.7	0.0	0.0	1.7	6.7	6.8	0.3	31.0	31.0
Cycle Q Clear(g_c), s	1.5	0.0	7.9	5.7	0.0	0.0	1.7	6.7	6.8	0.3	31.0	31.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	274	0	485	417	219	0	71	1573	854	16	1467	803
V/C Ratio(X)	0.15	0.00	0.75	0.70	0.00	0.00	0.61	0.32	0.32	0.44	1.08	1.08
Avail Cap(c_a), veh/h	446	0	790	892	468	0	124	1573	854	124	1467	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	28.8	30.3	0.0	0.0	33.7	12.0	12.0	35.2	20.2	20.2
Incr Delay (d2), s/veh	0.3	0.0	2.3	2.2	0.0	0.0	8.0	0.5	1.0	17.6	48.8	56.8
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	0.6	0.0	3.0	2.5	0.0	0.0	0.9	2.4	2.7	0.2	20.8	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	31.1	32.4	0.0	0.0	41.7	12.5	13.0	52.7	69.0	76.9
LnGrp LOS	C	A	C	C	A	A	D	B	B	D	F	F
Approach Vol, veh/h		404			294			826			2464	
Approach Delay, s/veh		30.6			32.4			14.2			71.8	
Approach LOS		C			C			B			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	37.7		15.6	7.4	35.5		12.9				
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	5.0	31.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	8.8		9.9	3.7	33.0		7.7				
Green Ext Time (p_c), s	0.0	5.3		1.0	0.0	0.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		52.8
HCM 6th LOS		D

Notes  
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 14: Genesee Ave. & La Jolla Village Dr.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	813	193	468	1735	254	165	312	237	326	965	336
Future Volume (veh/h)	226	813	193	468	1735	254	165	312	237	326	965	336
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	233	838	199	482	1789	262	174	328	249	362	1072	373
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	278	2036	602	494	2355	919	219	1018	308	410	1302	391
Arrive On Green	0.08	0.40	0.40	0.29	0.93	0.93	0.06	0.20	0.20	0.12	0.26	0.26
Sat Flow, veh/h	3428	5066	1498	3428	5066	1572	3428	5066	1533	3428	5066	1523
Grp Volume(v), veh/h	233	838	199	482	1789	262	174	328	249	362	1072	373
Grp Sat Flow(s),veh/h/ln	1714	1689	1498	1714	1689	1572	1714	1689	1533	1714	1689	1523
Q Serve(g_s), s	10.1	17.8	13.7	20.9	12.7	2.0	7.5	8.3	23.2	15.6	29.9	36.2
Cycle Q Clear(g_c), s	10.1	17.8	13.7	20.9	12.7	2.0	7.5	8.3	23.2	15.6	29.9	36.2
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	278	2036	602	494	2355	919	219	1018	308	410	1302	391
V/C Ratio(X)	0.84	0.41	0.33	0.98	0.76	0.29	0.80	0.32	0.81	0.88	0.82	0.95
Avail Cap(c_a), veh/h	334	2036	602	494	2355	919	265	1018	308	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)	0.59	0.59	0.59	0.61	0.61	0.61	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	67.9	32.1	30.9	53.1	3.3	1.8	69.3	51.2	57.2	65.0	52.5	54.8
Incr Delay (d2), s/veh	7.9	0.4	0.9	25.7	1.5	0.5	10.6	0.8	19.9	1.3	0.4	6.1
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	4.7	7.4	5.2	9.8	1.9	0.6	3.6	3.6	10.7	6.9	12.8	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	32.5	31.8	78.9	4.7	2.2	79.8	52.0	77.1	66.3	53.0	61.0
LnGrp LOS	E	C	C	E	A	A	E	D	E	E	D	E
Approach Vol, veh/h		1270			2533			751			1807	
Approach Delay, s/veh		40.4			18.6			66.8			57.3	
Approach LOS		D			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	65.8	14.0	44.2	16.6	75.2	22.4	35.9				
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	21.6	* 59	11.6	* 39	14.6	65.5	22.6	27.3				
Max Q Clear Time (g_c+I1), s	22.9	19.8	9.5	38.2	12.1	14.7	17.6	25.2				
Green Ext Time (p_c), s	0.0	19.8	0.1	0.4	0.1	44.4	0.4	1.2				

Intersection Summary

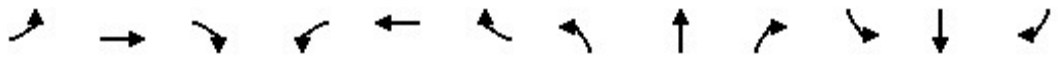
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

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

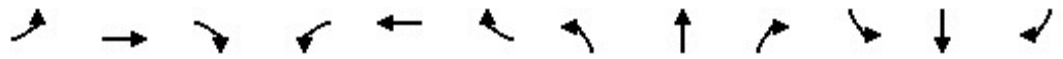
Year 2050 + Project PM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	136	598	389	41	78	60	199	116	50	476	1
Future Volume (veh/h)	5	136	598	389	41	78	60	199	116	50	476	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		0.93	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	6	155	680	463	49	93	72	240	140	58	553	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	11	679	561	392	1025	900	81	768	317	74	764	1
Arrive On Green	0.01	0.37	0.37	0.22	0.58	0.58	0.05	0.22	0.22	0.04	0.21	0.21
Sat Flow, veh/h	1767	1856	1534	1767	1763	1548	1767	3526	1456	1767	3610	7
Grp Volume(v), veh/h	6	155	680	463	49	93	72	240	140	58	270	284
Grp Sat Flow(s),veh/h/ln	1767	1856	1534	1767	1763	1548	1767	1763	1456	1767	1763	1854
Q Serve(g_s), s	0.4	6.9	43.9	26.6	1.4	3.2	4.9	6.9	10.0	3.9	17.1	17.1
Cycle Q Clear(g_c), s	0.4	6.9	43.9	26.6	1.4	3.2	4.9	6.9	10.0	3.9	17.1	17.1
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	11	679	561	392	1025	900	81	768	317	74	373	392
V/C Ratio(X)	0.56	0.23	1.21	1.18	0.05	0.10	0.89	0.31	0.44	0.78	0.72	0.72
Avail Cap(c_a), veh/h	94	679	561	392	1025	900	81	768	317	90	373	392
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	26.3	38.0	46.7	10.8	11.2	56.9	39.4	40.6	56.9	44.0	44.0
Incr Delay (d2), s/veh	16.0	0.1	111.0	105.1	0.0	0.0	62.7	1.1	4.4	24.1	11.6	11.0
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	0.2	3.1	33.5	23.0	0.6	1.1	3.6	3.1	4.0	2.2	8.7	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	26.4	149.1	151.8	10.8	11.2	119.7	40.4	45.0	81.0	55.6	55.1
LnGrp LOS	E	C	F	F	B	B	F	D	D	F	E	E
Approach Vol, veh/h		841			605			452			612	
Approach Delay, s/veh		125.9			118.8			54.5			57.8	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.1	31.0	48.8	9.9	30.3	5.1	74.7				
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	6.1	25.1	26.6	43.9	5.5	25.4	6.4	64.1				
Max Q Clear Time (g_c+I1), s	5.9	12.0	28.6	45.9	6.9	19.1	2.4	5.2				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	2.5	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			94.7									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
 16: Regents Rd. & Miramar St./Executive Dr.

Year 2050 + Project PM  
 10/31/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↶↷		↶	↶↷	
Traffic Volume (veh/h)	9	10	28	346	7	47	20	307	149	54	1365	15
Future Volume (veh/h)	9	10	28	346	7	47	20	307	149	54	1365	15
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	0.97		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	13	15	41	404	0	54	24	365	177	56	1422	16
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	466	110	300	844	0	395	39	1045	497	72	1697	19
Arrive On Green	0.26	0.26	0.26	0.26	0.00	0.26	0.02	0.46	0.46	0.04	0.48	0.48
Sat Flow, veh/h	1328	426	1165	2583	0	1535	1767	2289	1088	1767	3568	40
Grp Volume(v), veh/h	13	0	56	404	0	54	24	279	263	56	702	736
Grp Sat Flow(s),veh/h/ln	1328	0	1591	1291	0	1535	1767	1763	1614	1767	1763	1845
Q Serve(g_s), s	0.4	0.0	1.6	8.3	0.0	1.6	0.8	5.9	6.1	1.8	20.1	20.2
Cycle Q Clear(g_c), s	0.4	0.0	1.6	9.9	0.0	1.6	0.8	5.9	6.1	1.8	20.1	20.2
Prop In Lane	1.00		0.73	1.00		1.00	1.00		0.67	1.00		0.02
Lane Grp Cap(c), veh/h	466	0	410	844	0	395	39	805	737	72	838	878
V/C Ratio(X)	0.03	0.00	0.14	0.48	0.00	0.14	0.61	0.35	0.36	0.77	0.84	0.84
Avail Cap(c_a), veh/h	676	0	661	1251	0	638	158	805	737	158	838	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.6	20.4	0.0	16.6	28.1	10.2	10.2	27.6	13.3	13.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.2	5.7	1.2	1.3	6.4	9.8	9.4
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	0.1	0.0	0.5	2.3	0.0	0.5	0.4	2.2	2.1	0.9	8.8	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	16.6	20.8	0.0	16.7	33.8	11.4	11.6	34.0	23.0	22.7
LnGrp LOS	B	A	B	C	A	B	C	B	B	C	C	C
Approach Vol, veh/h		69			458			566			1494	
Approach Delay, s/veh		16.5			20.3			12.4			23.3	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	31.4		19.8	5.7	32.5		19.8				
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	3.8	8.1		3.6	2.8	22.2		11.9				
Green Ext Time (p_c), s	0.0	3.4		0.2	0.0	3.3		1.5				

Intersection Summary

HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 17: Regents Rd. & Regents Park Row

Year 2050 + Project PM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	11	257	248	18	72	117	322	96	34	1547	48
Future Volume (veh/h)	16	11	257	248	18	72	117	322	96	34	1547	48
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	22	15	347	276	20	80	131	362	108	35	1595	49
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	484	22	516	251	110	441	131	1122	328	50	1319	40
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	1267	65	1498	1012	320	1280	1767	2641	773	1767	3484	107
Grp Volume(v), veh/h	22	0	362	276	0	100	131	239	231	35	804	840
Grp Sat Flow(s),veh/h/ln	1267	0	1563	1012	0	1600	1767	1763	1651	1767	1763	1828
Q Serve(g_s), s	0.9	0.0	13.8	10.3	0.0	3.1	5.2	6.3	6.5	1.4	26.5	26.5
Cycle Q Clear(g_c), s	3.9	0.0	13.8	24.1	0.0	3.1	5.2	6.3	6.5	1.4	26.5	26.5
Prop In Lane	1.00		0.96	1.00		0.80	1.00		0.47	1.00		0.06
Lane Grp Cap(c), veh/h	484	0	538	251	0	551	131	749	701	50	667	692
V/C Ratio(X)	0.05	0.00	0.67	1.10	0.00	0.18	1.00	0.32	0.33	0.70	1.20	1.21
Avail Cap(c_a), veh/h	484	0	538	251	0	551	131	749	701	131	667	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.50	0.50	0.50	0.53	0.53	0.53
Uniform Delay (d), s/veh	17.4	0.0	19.6	32.0	0.0	16.1	32.4	13.4	13.5	33.7	21.8	21.8
Incr Delay (d2), s/veh	0.0	0.0	2.7	85.7	0.0	0.1	54.9	0.6	0.6	3.5	100.0	103.3
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	5.0	10.1	0.0	1.1	4.1	2.4	2.3	0.6	28.4	30.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	22.3	117.7	0.0	16.1	87.3	14.0	14.1	37.2	121.7	125.1
LnGrp LOS	B	A	C	F	A	B	F	B	B	D	F	F
Approach Vol, veh/h		384			376			601			1679	
Approach Delay, s/veh		22.0			90.7			30.0			121.6	
Approach LOS		C			F			C			F	
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	8.5		15.8	7.2	28.5		26.1				
Green Ext Time (p_c), s	0.0	3.5		1.1	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			87.1									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
 18: La Jolla Village Dr. & Regents Rd.

Year 2050 + Project PM  
 10/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	1013	189	383	2499	181	213	204	91	152	743	823
Future Volume (veh/h)	331	1013	189	383	2499	181	213	204	91	152	743	823
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	348	1066	199	387	2524	183	232	222	99	165	808	895
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	242	1802	336	435	2425	734	174	1068	456	187	1262	552
Arrive On Green	0.07	0.42	0.42	0.04	0.16	0.16	0.05	0.30	0.30	0.11	0.36	0.36
Sat Flow, veh/h	3428	4266	795	3428	5066	1533	3428	3526	1506	1767	3526	1543
Grp Volume(v), veh/h	348	843	422	387	2524	183	232	222	99	165	808	895
Grp Sat Flow(s),veh/h/ln	1714	1689	1685	1714	1689	1533	1714	1763	1506	1767	1763	1543
Q Serve(g_s), s	10.6	28.8	28.9	16.9	71.8	15.7	7.6	7.0	7.4	13.8	28.6	53.7
Cycle Q Clear(g_c), s	10.6	28.8	28.9	16.9	71.8	15.7	7.6	7.0	7.4	13.8	28.6	53.7
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	1426	712	435	2425	734	174	1068	456	187	1262	552
V/C Ratio(X)	1.44	0.59	0.59	0.89	1.04	0.25	1.34	0.21	0.22	0.88	0.64	1.62
Avail Cap(c_a), veh/h	242	1426	712	475	2425	734	174	1068	456	219	1262	552
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)	0.39	0.39	0.39	0.53	0.53	0.53	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	69.7	33.4	33.4	70.8	63.2	39.5	71.2	38.9	39.0	66.2	40.1	48.2
Incr Delay (d2), s/veh	205.5	0.7	1.4	9.7	25.6	0.4	184.7	0.1	0.3	3.4	0.2	279.9
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	11.6	12.1	12.2	8.4	38.5	6.6	7.8	3.1	2.8	6.4	12.5	63.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	275.2	34.1	34.8	80.5	88.8	40.0	255.9	39.0	39.3	69.5	40.3	328.1
LnGrp LOS	F	C	C	F	F	D	F	D	D	E	D	F
Approach Vol, veh/h		1613			3094			553			1868	
Approach Delay, s/veh		86.3			84.8			130.1			180.8	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.4	69.2	12.0	59.4	15.0	77.6	20.3	51.1				
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	20.8	* 49	7.6	* 54	10.6	58.6	18.6	42.3				
Max Q Clear Time (g_c+I1), s	18.9	30.9	9.6	55.7	12.6	73.8	15.8	9.4				
Green Ext Time (p_c), s	0.2	14.8	0.0	0.0	0.0	0.0	0.1	2.3				




















Intersection Summary												
HCM 6th Ctrl Delay											113.8	
HCM 6th LOS											F	

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.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1659	243	28	731	0	124	0	75	0	0	0
Future Volume (veh/h)	11	1659	243	28	731	0	124	0	75	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	1746	256	30	795	0	138	0	83			
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	2689	812	38	2725	0	1145	0	525			
Arrive On Green	0.01	0.53	0.53	0.02	0.54	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	1746	256	30	795	0	138	0	83			
Grp Sat Flow(s),veh/h/ln	1781	1689	1529	1767	1689	0	1714	0	1572			
Q Serve(g_s), s	0.9	32.6	12.5	2.2	11.4	0.0	3.7	0.0	4.9			
Cycle Q Clear(g_c), s	0.9	32.6	12.5	2.2	11.4	0.0	3.7	0.0	4.9			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	24	2689	812	38	2725	0	1145	0	525			
V/C Ratio(X)	0.50	0.65	0.32	0.79	0.29	0.00	0.12	0.00	0.16			
Avail Cap(c_a), veh/h	115	2689	812	115	2725	0	1145	0	525			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.66	0.66	0.66	0.89	0.89	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	64.7	22.2	17.4	64.3	16.7	0.0	30.5	0.0	30.9			
Incr Delay (d2), s/veh	10.2	0.8	0.7	11.6	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	12.9	4.6	1.1	4.4	0.0	1.6	0.0	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	23.0	18.1	75.9	16.8	0.0	30.7	0.0	31.5			
LnGrp LOS	E	C	B	E	B	A	C	A	C			
Approach Vol, veh/h		2014			825			221				
Approach Delay, s/veh		22.7			18.9			31.0				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	7.2	75.8			6.3	76.7		49.0				
Change Period (Y+Rc), s	4.4	5.7			4.5	5.7		4.9				
Max Green Setting (Gmax), s	8.6	64.3			8.5	64.3		44.1				
Max Q Clear Time (g_c+I1), s	4.2	34.6			2.9	13.4		6.9				
Green Ext Time (p_c), s	0.0	25.6			0.0	9.6		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 20: Genesee Ave. & Campus Point Dr.

Year 2050 + Project PM  
 10/31/2022

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	86	964	264	238	535	73	401	13	388	566	100	593
Future Volume (veh/h)	86	964	264	238	535	73	401	13	388	566	100	593
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		0.96
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	99	1108	303	259	582	79	427	14	413	615	0	718
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	146	1908	582	270	2091	942	490	374	550	680	0	759
Arrive On Green	0.04	0.38	0.38	0.08	0.41	0.41	0.14	0.20	0.20	0.19	0.00	0.25
Sat Flow, veh/h	3428	5066	1545	3428	5066	1549	3428	1856	2731	3534	0	3026
Grp Volume(v), veh/h	99	1108	303	259	582	79	427	14	413	615	0	718
Grp Sat Flow(s),veh/h/ln	1714	1689	1545	1714	1689	1549	1714	1856	1366	1767	0	1513
Q Serve(g_s), s	3.8	23.0	20.1	9.9	10.1	2.8	16.1	0.8	18.8	22.5	0.0	30.8
Cycle Q Clear(g_c), s	3.8	23.0	20.1	9.9	10.1	2.8	16.1	0.8	18.8	22.5	0.0	30.8
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	146	1908	582	270	2091	942	490	374	550	680	0	759
V/C Ratio(X)	0.68	0.58	0.52	0.96	0.28	0.08	0.87	0.04	0.75	0.90	0.00	0.95
Avail Cap(c_a), veh/h	213	1908	582	270	2091	942	909	509	749	881	0	782
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	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.3	32.8	31.9	60.6	25.7	10.8	55.4	42.4	49.6	52.1	0.0	48.6
Incr Delay (d2), s/veh	2.0	1.2	3.2	42.4	0.3	0.2	1.9	0.0	1.7	9.2	0.0	19.5
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	1.7	9.7	8.0	5.9	4.2	1.0	7.1	0.4	6.5	10.8	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	34.1	35.1	102.9	26.0	11.0	57.3	42.4	51.3	61.3	0.0	68.1
LnGrp LOS	E	C	D	F	C	B	E	D	D	E	A	E
Approach Vol, veh/h		1510			920			854			1333	
Approach Delay, s/veh		36.3			46.4			54.2			64.9	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	60.2	23.8	38.0	14.8	55.4	30.3	31.5				
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	8.2	34.8	35.0	34.1	10.4	32.6	32.9	36.2				
Max Q Clear Time (g_c+I1), s	5.8	12.1	18.1	32.8	11.9	25.0	24.5	20.8				
Green Ext Time (p_c), s	0.0	5.5	0.8	0.4	0.0	5.7	0.9	0.9				

Intersection Summary												
HCM 6th Ctrl Delay	49.9											
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.




























Year 2050 + Project PM  
 10/31/2022



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations			↘	↑↑↑		↘	↑↑↑	↗	↘↗		↗
Traffic Volume (veh/h)	0	0	63	1316	0	3	1006	117	326	0	137
Future Volume (veh/h)	0	0	63	1316	0	3	1006	117	326	0	137
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			64	1329	0	3	1027	119	340	143	143
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			75	3864	0	7	3672	1111	408	187	187
Arrive On Green			0.04	0.76	0.00	0.00	0.72	0.72	0.12	0.12	0.12
Sat Flow, veh/h			1767	5233	0	1781	5066	1532	3428	1572	1572
Grp Volume(v), veh/h			64	1329	0	3	1027	119	340	143	143
Grp Sat Flow(s),veh/h/ln			1767	1689	0	1781	1689	1532	1714	1572	1572
Q Serve(g_s), s			4.7	11.1	0.0	0.2	9.2	3.1	12.8	11.6	11.6
Cycle Q Clear(g_c), s			4.7	11.1	0.0	0.2	9.2	3.1	12.8	11.6	11.6
Prop In Lane			1.00		0.00	1.00		1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h			75	3864	0	7	3672	1111	408	187	187
V/C Ratio(X)			0.85	0.34	0.00	0.43	0.28	0.11	0.83	0.76	0.76
Avail Cap(c_a), veh/h			75	3864	0	101	3672	1111	1171	537	537
HCM Platoon Ratio			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)			0.83	0.83	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh			62.8	5.0	0.0	65.6	6.3	5.4	56.9	56.4	56.4
Incr Delay (d2), s/veh			48.8	0.2	0.0	34.8	0.2	0.2	1.7	2.4	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			3.2	3.6	0.0	0.2	3.2	1.0	5.6	10.0	10.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh			111.6	5.2	0.0	100.4	6.4	5.6	58.6	58.8	58.8
LnGrp LOS			F	A	A	F	A	A	E	E	E
Approach Vol, veh/h				1393			1149		483		
Approach Delay, s/veh				10.1			6.6		58.7		
Approach LOS				B			A		E		
Timer - Assigned Phs	1	2		4	5	6					
Phs Duration (G+Y+Rc), s	5.0	106.4		20.6	10.0	101.4					
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7					
Max Green Setting (Gmax), s	7.5	64.3		45.1	5.6	66.3					
Max Q Clear Time (g_c+I1), s	2.2	13.1		14.8	6.7	11.2					
Green Ext Time (p_c), s	0.0	28.2		0.9	0.0	15.5					
<b>Intersection Summary</b>											
HCM 6th Ctrl Delay			16.5								
HCM 6th LOS			B								

HCM 6th Signalized Intersection Summary  
 22: I-5 NB Ramps & Genesee Ave.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   	 			 			
Traffic Volume (veh/h)	894	1004	0	0	685	954	279	0	200	0	0	0
Future Volume (veh/h)	894	1004	0	0	685	954	279	0	200	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	951	1068	0	0	721	1004	321	0	230			
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	1004	3304	0	0	2267	815	707	0	629			
Arrive On Green	0.59	1.00	0.00	0.00	0.30	0.30	0.20	0.00	0.20			
Sat Flow, veh/h	3428	5233	0	0	7867	2702	3534	0	3145			
Grp Volume(v), veh/h	951	1068	0	0	721	1004	321	0	230			
Grp Sat Flow(s),veh/h/ln	1714	1689	0	0	1503	1351	1767	0	1572			
Q Serve(g_s), s	23.2	0.0	0.0	0.0	6.7	27.2	7.2	0.0	5.7			
Cycle Q Clear(g_c), s	23.2	0.0	0.0	0.0	6.7	27.2	7.2	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1004	3304	0	0	2267	815	707	0	629			
V/C Ratio(X)	0.95	0.32	0.00	0.00	0.32	1.23	0.45	0.00	0.37			
Avail Cap(c_a), veh/h	1059	3304	0	0	2267	815	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)	0.79	0.79	0.00	0.00	0.92	0.92	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.0	0.0	0.0	0.0	24.3	31.4	31.7	0.0	31.1			
Incr Delay (d2), s/veh	13.6	0.2	0.0	0.0	0.3	114.1	2.1	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	6.8	0.1	0.0	0.0	2.4	21.4	3.2	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.2	0.0	0.0	24.6	145.5	33.8	0.0	32.7			
LnGrp LOS	C	A	A	A	C	F	C	A	C			
Approach Vol, veh/h		2019			1725			551				
Approach Delay, s/veh		15.0			95.0			33.3				
Approach LOS		B			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.9			31.5	34.4		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+l1), s		2.0			25.2	29.2		9.2				
Green Ext Time (p_c), s		10.2			1.1	0.0		1.5				

Intersection Summary













HCM 6th Ctrl Delay	49.5
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  
 23: Genesee Ave. & I-5 SB Ramps

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗↘	↖↗	↑↑↑					↘	↖	↗↘
Traffic Volume (veh/h)	0	1417	503	253	673	0	0	0	0	562	6	686
Future Volume (veh/h)	0	1417	503	253	673	0	0	0	0	562	6	686
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	1476	524	275	732	0				658	0	798
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	2914	1047	358	2758	0				1088	0	954
Arrive On Green	0.00	0.39	0.39	0.10	0.54	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	7867	2701	3428	5233	0				3534	0	3098
Grp Volume(v), veh/h	0	1476	524	275	732	0				658	0	798
Grp Sat Flow(s),veh/h/ln	0	1503	1350	1714	1689	0				1767	0	1549
Q Serve(g_s), s	0.0	13.5	13.3	7.0	6.9	0.0				14.3	0.0	21.6
Cycle Q Clear(g_c), s	0.0	13.5	13.3	7.0	6.9	0.0				14.3	0.0	21.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2914	1047	358	2758	0				1088	0	954
V/C Ratio(X)	0.00	0.51	0.50	0.77	0.27	0.00				0.60	0.00	0.84
Avail Cap(c_a), veh/h	0	2914	1047	507	2758	0				1253	0	1098
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	0.94	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.0	20.9	39.2	10.9	0.0				26.5	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.6	1.7	4.3	0.2	0.0				0.6	0.0	5.2
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	4.7	4.3	3.1	2.5	0.0				5.9	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.6	22.6	43.5	11.1	0.0				27.1	0.0	34.2
LnGrp LOS	A	C	C	D	B	A				C	A	C
Approach Vol, veh/h		2000			1007						1456	
Approach Delay, s/veh		21.9			20.0						31.0	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.1	42.1		33.8		56.2						
Change Period (Y+Rc), s	* 4.7	7.2		6.1		7.2						
Max Green Setting (Gmax), s	* 13	26.8		31.9		44.8						
Max Q Clear Time (g_c+I1), s	9.0	15.5		23.6		8.9						
Green Ext Time (p_c), s	0.4	8.6		4.1		5.9						

Intersection Summary		
HCM 6th Ctrl Delay		24.4
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.

Year 2050 + Project PM  
 10/31/2022

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	39	1544	419	439	2582	17	468	12	139	5	3	5
Future Volume (veh/h)	39	1544	419	439	2582	17	468	12	139	5	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	1678	455	457	2690	18	498	0	157	7	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	2106	928	500	2757	18	656	0	584	137	78	178
Arrive On Green	0.03	0.42	0.42	0.15	0.53	0.53	0.19	0.00	0.19	0.12	0.12	0.12
Sat Flow, veh/h	1767	5066	1528	3428	5191	35	3534	0	3145	1144	654	1482
Grp Volume(v), veh/h	42	1678	455	457	1748	960	498	0	157	11	0	7
Grp Sat Flow(s),veh/h/ln	1767	1689	1528	1714	1689	1849	1767	0	1572	1798	0	1482
Q Serve(g_s), s	3.5	43.4	25.3	19.7	75.5	75.9	20.0	0.0	6.4	0.8	0.0	0.6
Cycle Q Clear(g_c), s	3.5	43.4	25.3	19.7	75.5	75.9	20.0	0.0	6.4	0.8	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.64		1.00
Lane Grp Cap(c), veh/h	54	2106	928	500	1794	982	656	0	584	216	0	178
V/C Ratio(X)	0.78	0.80	0.49	0.91	0.97	0.98	0.76	0.00	0.27	0.05	0.00	0.04
Avail Cap(c_a), veh/h	64	2106	928	526	1794	982	825	0	734	216	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)	0.09	0.09	0.09	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	38.3	17.0	63.1	34.2	34.3	57.9	0.0	52.3	58.4	0.0	58.4
Incr Delay (d2), s/veh	3.8	0.3	0.2	2.5	2.8	4.8	8.0	0.0	1.1	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	18.0	13.9	8.8	30.9	34.6	9.7	0.0	2.7	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	38.6	17.1	65.6	37.0	39.1	65.9	0.0	53.5	58.9	0.0	58.8
LnGrp LOS	E	D	B	E	D	D	E	A	D	E	A	E
Approach Vol, veh/h		2175			3165			655				18
Approach Delay, s/veh		34.8			41.8			62.9				58.8
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.3	68.1		22.9	9.0	85.4		32.8				
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	21.7	45.4		2.8	5.5	77.9		22.0				
Green Ext Time (p_c), s	0.2	8.9		0.0	0.0	0.0		5.8				

Intersection Summary













HCM 6th Ctrl Delay	41.6
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.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↘	↖		↗			
Traffic Volume (veh/h)	0	1104	1295	0	1979	0	561	0	175	0	0	0
Future Volume (veh/h)	0	1104	1295	0	1979	0	561	0	175	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	1162	1363	0	2151	0	623	0	194			
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	3502	1401	0	4413	0	733	0	591			
Arrive On Green	0.00	1.00	1.00	0.00	0.69	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	0	5233	1540	0	6903	0	3428	0	2768			
Grp Volume(v), veh/h	0	1162	1363	0	2151	0	623	0	194			
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	95.4	0.0	21.6	0.0	24.1	0.0	8.2			
Cycle Q Clear(g_c), s	0.0	0.0	95.4	0.0	21.6	0.0	24.1	0.0	8.2			
Prop In Lane	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3502	1401	0	4413	0	733	0	591			
V/C Ratio(X)	0.00	0.33	0.97	0.00	0.49	0.00	0.85	0.00	0.33			
Avail Cap(c_a), veh/h	0	3502	1401	0	4413	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	0.44	0.44	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	9.9	0.0	52.1	0.0	45.9			
Incr Delay (d2), s/veh	0.0	0.1	10.8	0.0	0.1	0.0	2.9	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	30.4	0.0	7.3	0.0	10.7	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.1	10.8	0.0	10.0	0.0	55.0	0.0	46.2			
LnGrp LOS	A	A	B	A	A	A	E	A	D			
Approach Vol, veh/h		2525			2151				817			
Approach Delay, s/veh		5.9			10.0				52.9			
Approach LOS		A			A				D			
Timer - Assigned Phs		2			6				8			
Phs Duration (G+Y+Rc), s		102.9			102.9				35.1			
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		97.4			23.6				26.1			
Green Ext Time (p_c), s		0.0			20.9				3.4			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
 26: La Jolla Village Dr. & I-805 SB Ramps

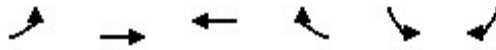
Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2336	0	0	1942	636	0	0	0	190	0	813
Future Volume (veh/h)	0	2336	0	0	1942	636	0	0	0	190	0	813
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	2433	0	0	2002	398				211	0	292
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	3919	0	0	3919	1423				451	0	364
Arrive On Green	0.00	0.77	0.00	0.00	0.77	0.77				0.13	0.00	0.13
Sat Flow, veh/h	0	5400	0	0	5233	1572				3428	0	2768
Grp Volume(v), veh/h	0	2433	0	0	2002	398				211	0	292
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	1572				1714	0	1384
Q Serve(g_s), s	0.0	28.9	0.0	0.0	20.4	4.4				7.9	0.0	14.1
Cycle Q Clear(g_c), s	0.0	28.9	0.0	0.0	20.4	4.4				7.9	0.0	14.1
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3919	0	0	3919	1423				451	0	364
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.51	0.28				0.47	0.00	0.80
Avail Cap(c_a), veh/h	0	3919	0	0	3919	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(l)	0.00	1.00	0.00	0.00	0.55	0.55				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.8	0.0	0.0	5.9	0.8				55.5	0.0	58.2
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.3	0.3				0.8	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.3	0.0	0.0	6.5	3.2				3.5	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.6	0.0	0.0	6.1	1.1				56.2	0.0	62.3
LnGrp LOS	A	A	A	A	A	A				E	A	E
Approach Vol, veh/h		2433			2400						503	
Approach Delay, s/veh		7.6			5.3						59.8	
Approach LOS		A			A						E	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		114.3		23.7		114.3						
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		30.9		16.1		22.4						
Green Ext Time (p_c), s		30.7		2.0		30.3						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
27: Eastgate Mall & Eastgate Dr.

Year 2050 + Project PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	1216	207	12	59	21
Future Volume (veh/h)	24	1216	207	12	59	21
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	28	1414	244	14	92	33
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	39	1268	1064	61	249	89
Arrive On Green	0.02	0.68	0.61	0.61	0.20	0.20
Sat Flow, veh/h	1767	1856	1738	100	1250	448
Grp Volume(v), veh/h	28	1414	0	258	126	0
Grp Sat Flow(s),veh/h/ln	1767	1856	0	1837	1712	0
Q Serve(g_s), s	1.4	61.7	0.0	5.7	5.7	0.0
Cycle Q Clear(g_c), s	1.4	61.7	0.0	5.7	5.7	0.0
Prop In Lane	1.00			0.05	0.73	0.26
Lane Grp Cap(c), veh/h	39	1268	0	1125	341	0
V/C Ratio(X)	0.71	1.12	0.00	0.23	0.37	0.00
Avail Cap(c_a), veh/h	129	1268	0	1125	341	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	43.8	14.3	0.0	7.9	31.2	0.0
Incr Delay (d2), s/veh	20.7	63.2	0.0	0.5	3.1	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	0.8	42.6	0.0	2.2	2.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.6	77.5	0.0	8.4	34.3	0.0
LnGrp LOS	E	F	A	A	C	A
Approach Vol, veh/h		1442	258		126	
Approach Delay, s/veh		77.2	8.4		34.3	
Approach LOS		E	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.4		22.9	6.4	61.0
Change Period (Y+Rc), s		* 5.7		4.9	4.4	5.7
Max Green Setting (Gmax), s		* 62		18.0	6.6	50.4
Max Q Clear Time (g_c+I1), s		63.7		7.7	3.4	7.7
Green Ext Time (p_c), s		0.0		0.2	0.0	1.7

Intersection Summary

HCM 6th Ctrl Delay	64.5
HCM 6th LOS	E

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.

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	637	178	73	96	8
Future Vol, veh/h	3	637	178	73	96	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	758	223	91	103	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	315	0	-	0	1036 270
Stage 1	-	-	-	-	270 -
Stage 2	-	-	-	-	766 -
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	1240	-	-	-	255 766
Stage 1	-	-	-	-	773 -
Stage 2	-	-	-	-	457 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1239	-	-	-	254 765
Mov Cap-2 Maneuver	-	-	-	-	254 -
Stage 1	-	-	-	-	770 -
Stage 2	-	-	-	-	457 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	268
HCM Lane V/C Ratio	0.003	-	-	-	0.417
HCM Control Delay (s)	7.9	-	-	-	27.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2

Intersection						
Int Delay, s/veh	1.2					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	299	49	19	725	44	26
Future Vol, veh/h	299	49	19	725	44	26
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	325	53	23	863	56	33




















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	382	0	807 329
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	478 -
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	-	-	1168	-	333 709
Stage 1	-	-	-	-	726 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1164	-	325 706
Mov Cap-2 Maneuver	-	-	-	-	325 -
Stage 1	-	-	-	-	709 -
Stage 2	-	-	-	-	588 -

Approach	NB	SB	SW
HCM Control Delay, s	0	0.2	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1164	-	406
HCM Lane V/C Ratio	-	-	0.019	-	0.218
HCM Control Delay (s)	-	-	8.2	-	16.3
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0.1	-	0.8

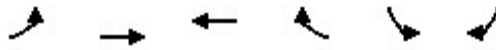
HCM 6th Signalized Intersection Summary  
30: Miramar Rd. & Eastgate Mall

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	2171	0	2	2857	204	0	0	0	993	0	310
Future Volume (veh/h)	161	2171	0	2	2857	204	0	0	0	993	0	310
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	183	2467	0	2	3007	215				1103	0	344
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	208	2572	0	4	2867	706				895	0	410
Arrive On Green	0.06	0.51	0.00	0.00	0.45	0.45				0.26	0.00	0.26
Sat Flow, veh/h	3428	5233	0	1781	6383	1572				3428	0	1572
Grp Volume(v), veh/h	183	2467	0	2	3007	215				1103	0	344
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1781	1596	1572				1714	0	1572
Q Serve(g_s), s	3.5	30.8	0.0	0.1	29.6	5.7				17.2	0.0	13.6
Cycle Q Clear(g_c), s	3.5	30.8	0.0	0.1	29.6	5.7				17.2	0.0	13.6
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	208	2572	0	4	2867	706				895	0	410
V/C Ratio(X)	0.88	0.96	0.00	0.51	1.05	0.30				1.23	0.00	0.84
Avail Cap(c_a), veh/h	208	2572	0	108	2867	706				895	0	410
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	30.7	15.6	0.0	32.8	18.2	11.6				24.3	0.0	23.0
Incr Delay (d2), s/veh	31.2	10.5	0.0	34.1	31.4	1.1				114.5	0.0	15.0
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	2.3	12.3	0.0	0.1	15.6	6.3				20.7	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	26.1	0.0	66.9	49.6	12.7				138.8	0.0	38.0
LnGrp LOS	E	C	A	E	F	B				F	A	D
Approach Vol, veh/h		2650			3224						1447	
Approach Delay, s/veh		28.5			47.1						114.8	
Approach LOS		C			D						F	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	4.5	39.8		21.6	8.4	35.9						
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3						
Max Green Setting (Gmax), s	4.0	28.7		17.2	4.0	* 30						
Max Q Clear Time (g_c+I1), s	2.1	32.8		19.2	5.5	31.6						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.8									
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

Year 2050 + Project PM  
 10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	2795	3226	75	80	94
Future Volume (veh/h)	39	2795	3226	75	80	94
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	1900	1900
Adj Flow Rate, veh/h	44	3140	3708	86	86	101
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	44	3856	3590	1089	194	228
Arrive On Green	0.02	0.76	0.47	0.47	0.26	0.26
Sat Flow, veh/h	1767	5233	5233	1537	756	888
Grp Volume(v), veh/h	44	3140	3708	86	188	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1537	1653	0
Q Serve(g_s), s	4.0	62.3	113.4	4.9	15.3	0.0
Cycle Q Clear(g_c), s	4.0	62.3	113.4	4.9	15.3	0.0
Prop In Lane	1.00			1.00	0.46	0.54
Lane Grp Cap(c), veh/h	44	3856	3590	1089	425	0
V/C Ratio(X)	1.00	0.81	1.03	0.08	0.44	0.00
Avail Cap(c_a), veh/h	44	3856	3590	1089	425	0
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	1.00	0.00
Uniform Delay (d), s/veh	78.0	12.0	42.0	13.5	49.8	0.0
Incr Delay (d2), s/veh	39.5	0.2	16.1	0.0	3.3	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	2.3	21.3	54.1	1.7	6.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	117.5	12.2	58.1	13.5	53.2	0.0
LnGrp LOS	F	B	F	B	D	A
Approach Vol, veh/h		3184	3794		188	
Approach Delay, s/veh		13.6	57.1		53.2	
Approach LOS		B	E		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		128.0		46.0	8.4	119.6
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8
Max Green Setting (Gmax), s		108.2		41.1	4.0	* 1E2
Max Q Clear Time (g_c+I1), s		64.3		17.3	6.0	115.4
Green Ext Time (p_c), s		43.3		0.3	0.0	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.  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.






















HCM 6th Signalized Intersection Summary  
32: Miramar Rd. & Miramar Pl.

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	27	2839	0	8	3339	54	0	0	0	111	0	62
Future Volume (veh/h)	27	2839	0	8	3339	54	0	0	0	111	0	62
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	3190	0	8	3478	56				159	0	51
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	3470	0	17	3456	55				747	0	332
Arrive On Green	0.04	1.00	0.00	0.01	0.67	0.67				0.21	0.00	0.21
Sat Flow, veh/h	1767	5233	0	1781	5133	82				3534	0	1572
Grp Volume(v), veh/h	30	3190	0	8	2281	1253				159	0	51
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1838				1767	0	1572
Q Serve(g_s), s	2.7	0.0	0.0	0.7	107.7	107.7				5.9	0.0	4.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.7	107.7	107.7				5.9	0.0	4.2
Prop In Lane	1.00		0.00	1.00		0.04				1.00		1.00
Lane Grp Cap(c), veh/h	38	3470	0	17	2274	1238				747	0	332
V/C Ratio(X)	0.78	0.92	0.00	0.48	1.00	1.01				0.21	0.00	0.15
Avail Cap(c_a), veh/h	154	3470	0	56	2274	1238				747	0	332
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.33	0.33	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	78.9	26.1	26.1				52.1	0.0	51.4
Incr Delay (d2), s/veh	10.9	1.9	0.0	1.9	6.4	11.1				0.7	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	1.3	0.6	0.0	0.3	42.5	47.9				2.7	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	1.9	0.0	80.8	32.5	37.2				52.8	0.0	52.4
LnGrp LOS	F	A	A	F	F	F				D	A	D
Approach Vol, veh/h		3220			3542						210	
Approach Delay, s/veh		2.6			34.3						52.7	
Approach LOS		A			C						D	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	6.0	115.3		38.7	7.9	113.4						
Change Period (Y+Rc), s	4.5	5.7		4.9	4.4	5.7						
Max Green Setting (Gmax), s	5.0	106.1		33.8	13.9	97.3						
Max Q Clear Time (g_c+I1), s	2.7	2.0		7.9	4.7	109.7						
Green Ext Time (p_c), s	0.0	101.8		0.7	0.0	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												




















HCM 6th Signalized Intersection Summary  
33: Miramar Rd. & Camino Santa Fe

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1189	2055	60	35	1477	81	51	36	7	110	3	1159
Future Volume (veh/h)	1189	2055	60	35	1477	81	51	36	7	110	3	1159
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	1239	2141	59	38	1605	83	72	51	-1	130	0	941
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	959	2823	78	74	1474	76	426	448	0	134	0	999
Arrive On Green	0.28	0.56	0.56	0.02	0.30	0.30	0.24	0.24	0.00	0.04	0.00	0.04
Sat Flow, veh/h	3428	5066	139	3428	4926	255	1767	1856	0	3534	0	3145
Grp Volume(v), veh/h	1239	1425	775	38	1100	588	72	50	0	130	0	941
Grp Sat Flow(s),veh/h/ln	1714	1689	1828	1714	1689	1804	1767	1856	0	1767	0	1572
Q Serve(g_s), s	40.6	46.9	47.2	1.6	43.4	43.4	4.7	3.0	0.0	5.3	0.0	5.5
Cycle Q Clear(g_c), s	40.6	46.9	47.2	1.6	43.4	43.4	4.7	3.0	0.0	5.3	0.0	5.5
Prop In Lane	1.00		0.08	1.00		0.14	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	959	1882	1019	74	1010	540	426	448	0	134	0	999
V/C Ratio(X)	1.29	0.76	0.76	0.51	1.09	1.09	0.17	0.11	0.00	0.97	0.00	0.94
Avail Cap(c_a), veh/h	959	1882	1019	118	1010	540	426	448	0	134	0	999
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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.3	24.6	24.7	70.2	50.8	50.9	43.5	42.9	0.0	69.7	0.0	48.2
Incr Delay (d2), s/veh	139.1	2.9	5.3	2.0	55.7	65.4	0.9	0.5	0.0	70.2	0.0	17.5
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	35.9	19.2	21.6	0.7	26.1	29.3	2.2	1.5	0.0	3.7	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	191.3	27.5	30.0	72.3	106.6	116.2	44.4	43.4	0.0	139.9	0.0	65.7
LnGrp LOS	F	C	C	E	F	F	D	D	A	F	A	E
Approach Vol, veh/h		3439			1726			122			1071	
Approach Delay, s/veh		87.1			109.1			44.0			74.7	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	86.7		11.0	45.0	49.2		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	78.9		5.5	40.6	* 43		35.0				
Max Q Clear Time (g_c+l1), s	3.6	49.2		7.5	42.6	45.4		6.7				
Green Ext Time (p_c), s	0.0	26.9		0.0	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			90.2									
HCM 6th LOS			F									
<b>Notes</b>												
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.

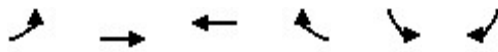
Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	2035	20	32	1216	43	50	9	49	81	5	88
Future Volume (veh/h)	86	2035	20	32	1216	43	50	9	49	81	5	88
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	90	2120	21	36	1382	49	53	10	52	105	6	114
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	130	3245	32	46	3091	110	128	32	105	293	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	5171	51	1767	5019	178	380	127	418	995	62	1571
Grp Volume(v), veh/h	90	1384	757	36	930	501	115	0	0	111	0	114
Grp Sat Flow(s),veh/h/ln	1714	1689	1845	1767	1689	1820	925	0	0	1057	0	1571
Q Serve(g_s), s	4.1	41.4	41.5	3.3	38.6	38.6	8.9	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	4.1	41.4	41.5	3.3	38.6	38.6	25.9	0.0	0.0	16.9	0.0	9.4
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	130	2119	1158	46	2079	1121	265	0	0	309	0	394
V/C Ratio(X)	0.69	0.65	0.65	0.78	0.45	0.45	0.43	0.00	0.00	0.36	0.00	0.29
Avail Cap(c_a), veh/h	227	2119	1158	117	2079	1121	265	0	0	309	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(l)	0.51	0.51	0.51	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	76.0	18.8	18.8	78.8	39.9	39.9	57.9	0.0	0.0	51.2	0.0	48.4
Incr Delay (d2), s/veh	1.3	0.8	1.5	9.0	0.6	1.2	5.1	0.0	0.0	3.2	0.0	1.9
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	1.9	16.3	18.0	1.6	17.8	19.4	4.7	0.0	0.0	4.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	19.6	20.3	87.9	40.5	41.1	63.0	0.0	0.0	54.5	0.0	50.3
LnGrp LOS	E	B	C	F	D	D	E	A	A	D	A	D
Approach Vol, veh/h		2231			1467			115				225
Approach Delay, s/veh		22.2			41.9			63.0				52.3
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	10.5	104.5		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	43.5		18.9	6.1	40.6		27.9				
Green Ext Time (p_c), s	0.0	42.4		1.4	0.0	31.1		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			32.2									
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  
35: Miramar Rd. & Production Ave.

Year 2050 + Project PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	53	2097	1215	28	51	80
Future Volume (veh/h)	53	2097	1215	28	51	80
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	58	2304	1293	30	73	114
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	74	3486	3150	73	432	384
Arrive On Green	0.03	0.46	0.62	0.62	0.24	0.24
Sat Flow, veh/h	1767	5233	5257	118	1767	1572
Grp Volume(v), veh/h	58	2304	858	465	73	114
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1831	1767	1572
Q Serve(g_s), s	5.2	56.4	20.8	20.8	5.2	9.4
Cycle Q Clear(g_c), s	5.2	56.4	20.8	20.8	5.2	9.4
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	74	3486	2090	1133	432	384
V/C Ratio(X)	0.78	0.66	0.41	0.41	0.17	0.30
Avail Cap(c_a), veh/h	150	3486	2090	1133	432	384
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.66	0.66	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	77.0	28.6	15.6	15.6	47.6	49.2
Incr Delay (d2), s/veh	4.5	0.7	0.5	1.0	0.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	24.5	8.2	9.1	2.4	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.5	29.3	16.1	16.6	48.5	51.2
LnGrp LOS	F	C	B	B	D	D
Approach Vol, veh/h		2362	1323		187	
Approach Delay, s/veh		30.6	16.3		50.1	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.0		44.0	11.1	104.9
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		58.4		11.4	7.2	22.8
Green Ext Time (p_c), s		48.8		0.3	0.0	43.4

Intersection Summary

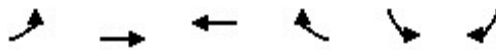
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

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.

Year 2050 + Project PM  
10/31/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗
Traffic Volume (veh/h)	81	2085	1141	75	80	104
Future Volume (veh/h)	81	2085	1141	75	80	104
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	91	2343	1214	80	91	118
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	113	3552	2956	195	415	370
Arrive On Green	0.06	0.70	0.61	0.61	0.23	0.23
Sat Flow, veh/h	1767	5233	5014	319	1767	1572
Grp Volume(v), veh/h	91	2343	846	448	91	118
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1789	1767	1572
Q Serve(g_s), s	8.1	41.1	20.9	20.9	6.6	9.9
Cycle Q Clear(g_c), s	8.1	41.1	20.9	20.9	6.6	9.9
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	113	3552	2060	1091	415	370
V/C Ratio(X)	0.81	0.66	0.41	0.41	0.22	0.32
Avail Cap(c_a), veh/h	261	3552	2060	1091	415	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.71	0.71	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	73.9	13.3	16.2	16.2	49.4	50.6
Incr Delay (d2), s/veh	3.6	0.7	0.5	1.0	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	15.3	8.3	8.9	3.1	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.6	14.0	16.8	17.2	50.6	52.9
LnGrp LOS	E	B	B	B	D	D
Approach Vol, veh/h		2434	1294		209	
Approach Delay, s/veh		16.4	16.9		51.9	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		42.0	14.6	103.4
Change Period (Y+Rc), s		5.8		4.4	4.4	* 5.8
Max Green Setting (Gmax), s		112.2		37.6	23.6	* 85
Max Q Clear Time (g_c+I1), s		43.1		11.9	10.1	22.9
Green Ext Time (p_c), s		60.1		0.3	0.1	26.7

Intersection Summary






















HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 37: Miramar Rd. & Miramar Wy.

Year 2050 + Project PM  
 10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	47	0	10	51	0	4	36	2033	75	15	1125	37
Future Volume (veh/h)	47	0	10	51	0	4	36	2033	75	15	1125	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	66	0	14	62	0	5	38	2140	79	15	1160	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	286	0	61	355	0	315	49	2312	85	21	2242	73
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	1427	0	303	1767	0	1572	1767	5015	185	1767	5033	165
Grp Volume(v), veh/h	80	0	0	62	0	5	38	1439	780	15	778	420
Grp Sat Flow(s),veh/h/ln	1730	0	0	1767	0	1572	1767	1689	1822	1767	1689	1821
Q Serve(g_s), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	64.0	64.6	1.4	26.6	26.6
Cycle Q Clear(g_c), s	6.2	0.0	0.0	4.7	0.0	0.4	3.4	64.0	64.6	1.4	26.6	26.6
Prop In Lane	0.82		0.17	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	840	21	1504	811
V/C Ratio(X)	0.23	0.00	0.00	0.17	0.00	0.02	0.78	0.92	0.93	0.70	0.52	0.52
Avail Cap(c_a), veh/h	347	0	0	355	0	315	103	1557	840	47	1504	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.72	0.72	0.72	0.95	0.95	0.95
Uniform Delay (d), s/veh	53.6	0.0	0.0	53.0	0.0	51.3	77.3	40.5	40.6	78.7	32.0	32.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	0.0	0.1	17.0	8.2	14.0	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	2.9	0.0	0.0	2.2	0.0	0.2	1.8	28.2	32.0	0.8	11.3	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	0.0	54.1	0.0	51.4	94.3	48.7	54.7	110.8	33.2	34.2
LnGrp LOS	E	A	A	D	A	D	F	D	D	F	C	C
Approach Vol, veh/h		80			67			2257			1213	
Approach Delay, s/veh		55.1			53.9			51.5			34.5	
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	4.3	71.4		32.1	9.3	* 67		32.1				
Max Q Clear Time (g_c+I1), s	3.4	66.6		8.2	5.4	28.6		6.7				
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	10.5		0.2				

Intersection Summary






















HCM 6th Ctrl Delay	45.9
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.

Year 2050 + Project PM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	467	0	164	0	0	0	93	1812	0	4	1013	133
Future Volume (veh/h)	467	0	164	0	0	0	93	1812	0	4	1013	133
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	576	0	121				99	1928	0	4	1044	137
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	661	0	293				119	3614	0	7	3293	999
Arrive On Green	0.19	0.00	0.19				0.07	0.71	0.00	0.00	0.65	0.65
Sat Flow, veh/h	3534	0	1567				1767	5233	0	1781	5066	1537
Grp Volume(v), veh/h	576	0	121				99	1928	0	4	1044	137
Grp Sat Flow(s),veh/h/ln	1767	0	1567				1767	1689	0	1781	1689	1537
Q Serve(g_s), s	25.3	0.0	10.9				8.9	28.2	0.0	0.4	14.5	5.5
Cycle Q Clear(g_c), s	25.3	0.0	10.9				8.9	28.2	0.0	0.4	14.5	5.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	661	0	293				119	3614	0	7	3293	999
V/C Ratio(X)	0.87	0.00	0.41				0.83	0.53	0.00	0.55	0.32	0.14
Avail Cap(c_a), veh/h	1085	0	481				216	3614	0	73	3293	999
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				0.26	0.26	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	63.2	0.0	57.3				73.7	10.6	0.0	79.5	12.3	10.8
Incr Delay (d2), s/veh	4.6	0.0	0.9				1.5	0.1	0.0	21.1	0.2	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	11.9	0.0	9.8				4.1	10.3	0.0	0.2	5.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	58.2				75.2	10.8	0.0	100.6	12.6	11.0
LnGrp LOS	E	A	E				E	B	A	F	B	B
Approach Vol, veh/h		697						2027			1185	
Approach Delay, s/veh		66.1						13.9			12.7	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	120.1		34.8	15.2	110.0						
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+l1), s	2.4	30.2		27.3	10.9	16.5						
Green Ext Time (p_c), s	0.0	43.0		2.6	0.1	17.6						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									
<b>Notes</b>												
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.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	2300	0	1	1019	18	0	0	0	20	0	22
Future Volume (veh/h)	13	2300	0	1	1019	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	2323	0	1	1051	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	3239	59				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	4609	83				1590	0	1415
Grp Volume(v), veh/h	13	2323	0	1	693	377				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	47.8	0.0	0.1	14.0	14.1				1.8	0.0	2.3
Cycle Q Clear(g_c), s	1.3	47.8	0.0	0.1	14.0	14.1				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	1162				318	0	283
V/C Ratio(X)	0.74	0.71	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	1162				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)	0.80	0.80	0.00	0.96	0.96	0.96				1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	13.5	0.0	79.9	9.2	9.2				51.9	0.0	52.1
Incr Delay (d2), s/veh	16.9	1.1	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	15.9	0.0	0.1	4.7	5.3				0.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.8	14.6	0.0	238.0	9.5	9.9				52.3	0.0	52.7
LnGrp LOS	F	B	A	F	A	A				D	A	D
Approach Vol, veh/h		2336			1071							47
Approach Delay, s/veh		15.0			9.9						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	49.8		4.3	3.3	16.1						
Green Ext Time (p_c), s	0.0	53.1		0.1	0.0	22.9						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			13.9									
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  
40: Miramar Rd. & Dowdy St.

Year 2050 + Project PM  
10/31/2022

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								  			  	
Traffic Volume (veh/h)	175	0	112	0	0	0	94	2237	0	4	906	53
Future Volume (veh/h)	175	0	112	0	0	0	94	2237	0	4	906	53
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	254	0	162				104	2486	0	4	944	55
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	279	0	358				124	3750	0	7	3295	192
Arrive On Green	0.16	0.00	0.16				0.07	0.74	0.00	0.00	0.67	0.67
Sat Flow, veh/h	1767	0	1572				1767	5233	0	1781	4889	284
Grp Volume(v), veh/h	254	0	162				104	2486	0	4	651	348
Grp Sat Flow(s),veh/h/ln	1767	0	1572				1767	1689	0	1781	1689	1797
Q Serve(g_s), s	22.6	0.0	14.2				9.3	40.1	0.0	0.4	12.5	12.5
Cycle Q Clear(g_c), s	22.6	0.0	14.2				9.3	40.1	0.0	0.4	12.5	12.5
Prop In Lane	1.00		1.00				1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	279	0	358				124	3750	0	7	2276	1211
V/C Ratio(X)	0.91	0.00	0.45				0.84	0.66	0.00	0.55	0.29	0.29
Avail Cap(c_a), veh/h	432	0	495				216	3750	0	62	2276	1211
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				0.65	0.65	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.3	0.0	53.2				73.5	10.6	0.0	79.5	10.5	10.5
Incr Delay (d2), s/veh	12.4	0.0	0.3				3.7	0.6	0.0	20.9	0.3	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	11.2	0.0	12.8				4.4	14.3	0.0	0.2	4.8	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	0.0	53.5				77.1	11.2	0.0	100.4	10.8	11.1
LnGrp LOS	E	A	D				E	B	A	F	B	B
Approach Vol, veh/h		416						2590			1003	
Approach Delay, s/veh		68.9						13.9			11.3	
Approach LOS		E						B			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.1	124.8		30.1	15.7	114.2						
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+l1), s	2.4	42.1		24.6	11.3	14.5						
Green Ext Time (p_c), s	0.0	48.0		0.6	0.1	12.3						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.9									
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.

Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2309	0	23	922	94	0	0	0	118	0	64
Future Volume (veh/h)	110	2309	0	23	922	94	0	0	0	118	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	116	2431	0	25	991	101				104	43	73
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	137	3412	0	32	2861	291				377	133	225
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	4661	474				1767	623	1057
Grp Volume(v), veh/h	116	2431	0	25	717	375				104	0	116
Grp Sat Flow(s),veh/h/ln	1767	1689	0	1781	1689	1757				1767	0	1680
Q Serve(g_s), s	10.4	48.2	0.0	2.2	16.7	16.7				7.9	0.0	9.3
Cycle Q Clear(g_c), s	10.4	48.2	0.0	2.2	16.7	16.7				7.9	0.0	9.3
Prop In Lane	1.00		0.00	1.00		0.27				1.00		0.63
Lane Grp Cap(c), veh/h	137	3412	0	32	2073	1079				377	0	358
V/C Ratio(X)	0.85	0.71	0.00	0.79	0.35	0.35				0.28	0.00	0.32
Avail Cap(c_a), veh/h	239	3412	0	85	2073	1079				377	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	72.9	16.4	0.0	78.3	15.1	15.2				52.6	0.0	53.2
Incr Delay (d2), s/veh	3.8	0.9	0.0	14.8	0.5	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	4.9	18.4	0.0	1.2	6.6	7.1				3.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	17.3	0.0	93.1	15.6	16.0				54.4	0.0	55.6
LnGrp LOS	E	B	A	F	B	B				D	A	E
Approach Vol, veh/h		2547			1117						220	
Approach Delay, s/veh		20.0			17.5						55.1	
Approach LOS		B			B						E	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.2	113.8		39.0	16.8	104.2						
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	50.2		11.3	12.4	18.7						
Green Ext Time (p_c), s	0.0	46.7		0.5	0.1	18.6						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	627	79	14	122	0
Future Vol, veh/h	0	627	79	14	122	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	682	86	15	133	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	101	0	-	0	776 94
Stage 1	-	-	-	-	94 -
Stage 2	-	-	-	-	682 -
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	1491	-	-	-	366 963
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	502 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1491	-	-	-	366 963
Mov Cap-2 Maneuver	-	-	-	-	366 -
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	502 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	366
HCM Lane V/C Ratio	-	-	-	-	0.362
HCM Control Delay (s)	0	-	-	-	20.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.6



**Intersection**

Int Delay, s/veh 3.3

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	0	749	93	14	122	0
Future Vol, veh/h	0	749	93	14	122	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	814	101	15	133	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	116	0	-	0	923	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	814	-
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	1473	-	-	-	299	945
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	436	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1473	-	-	-	299	945
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	436	-

**Approach** EB WB SB

HCM Control Delay, s 0 0 26.3

























HCM LOS D

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1473	-	-	-	299
HCM Lane V/C Ratio	-	-	-	-	0.444
HCM Control Delay (s)	0	-	-	-	26.3
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.2

HCM 6th Signalized Intersection Summary  
 44: I-5 NB Ramps & La Jolla Village Dr.

Year 2050 + Project PM  
 10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	1497	815	0	2384	554	257	0	343	0	0	0
Future Volume (veh/h)	0	1497	815	0	2384	554	257	0	343	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	1971	0	0	2679	0	279	0	373			
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	1971	0	0	2679	0	279	0	373			
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	25.6	0.0	9.9	0.0	9.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	25.6	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	0.42		0.00	0.63		1.13	0.00	1.86			
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	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	4.1	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	95.1	0.0	407.2			
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	0.0	0.0	0.0	6.7	0.0	7.6	0.0	14.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	4.1	0.0	159.1	0.0	471.3			
LnGrp LOS	A	A		A	A		F	A	F			
Approach Vol, veh/h		1971	A		2679	A		652				
Approach Delay, s/veh		0.0			4.1			337.7				
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				27.6		11.9				
Green Ext Time (p_c), s		16.4				22.0		0.0				

Intersection Summary













HCM 6th Ctrl Delay	43.6
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

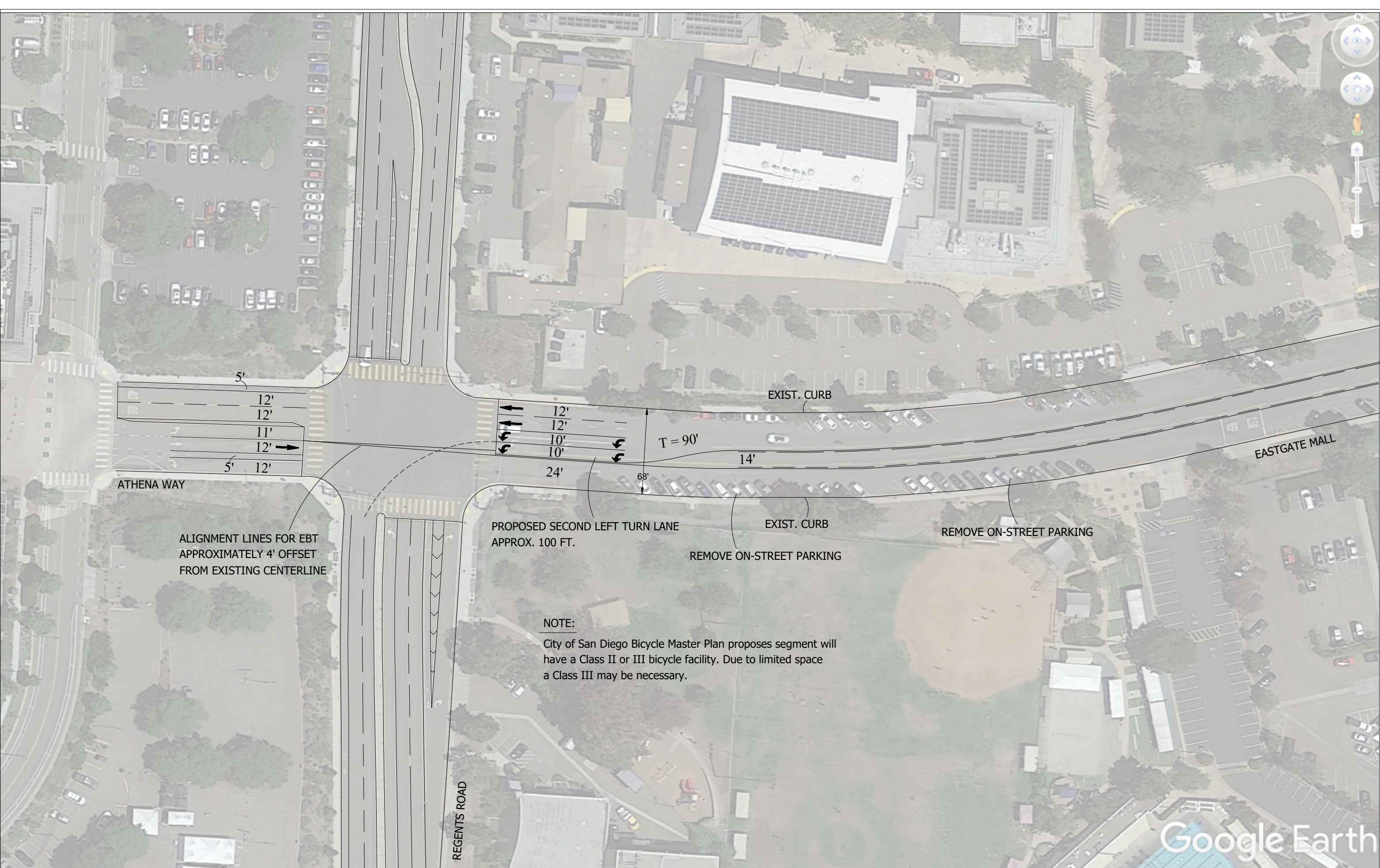
Year 2050 + Project PM  
10/31/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑				↑↑		↑↑
Traffic Volume (veh/h)	0	2165	613	0	1977	767	0	0	0	543	0	156
Future Volume (veh/h)	0	2165	613	0	1977	767	0	0	0	543	0	156
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	2279	0	0	2247	0				631	0	181
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	2279	0	0	2247	0				631	0	181
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1585				1728	0	1395
Q Serve(g_s), s	0.0	24.3	0.0	0.0	23.7	0.0				16.8	0.0	8.4
Cycle Q Clear(g_c), s	0.0	24.3	0.0	0.0	23.7	0.0				16.8	0.0	8.4
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	0.57		0.00	0.56					1.50	0.00	0.53
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(l)	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	6.0	0.0	0.0	5.9	0.0				60.6	0.0	56.9
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.1	0.0				237.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	0.0	0.0	7.4	0.0				21.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.6	0.0	0.0	6.0	0.0				297.7	0.0	57.8
LnGrp LOS	A	A		A	A					F	A	E
Approach Vol, veh/h		2279	A		2247	A					812	
Approach Delay, s/veh		6.6			6.0						244.2	
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		52.8		16.8		47.8						
Max Q Clear Time (g_c+I1), s		26.3		18.8		25.7						
Green Ext Time (p_c), s		16.0		0.0		14.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			42.5									
HCM 6th LOS			D									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

---

**Appendix N: Concept Design Drawings**

Provided on the following page



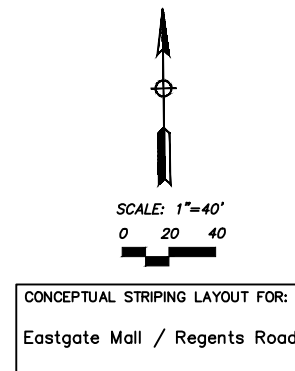
ATHENA WAY

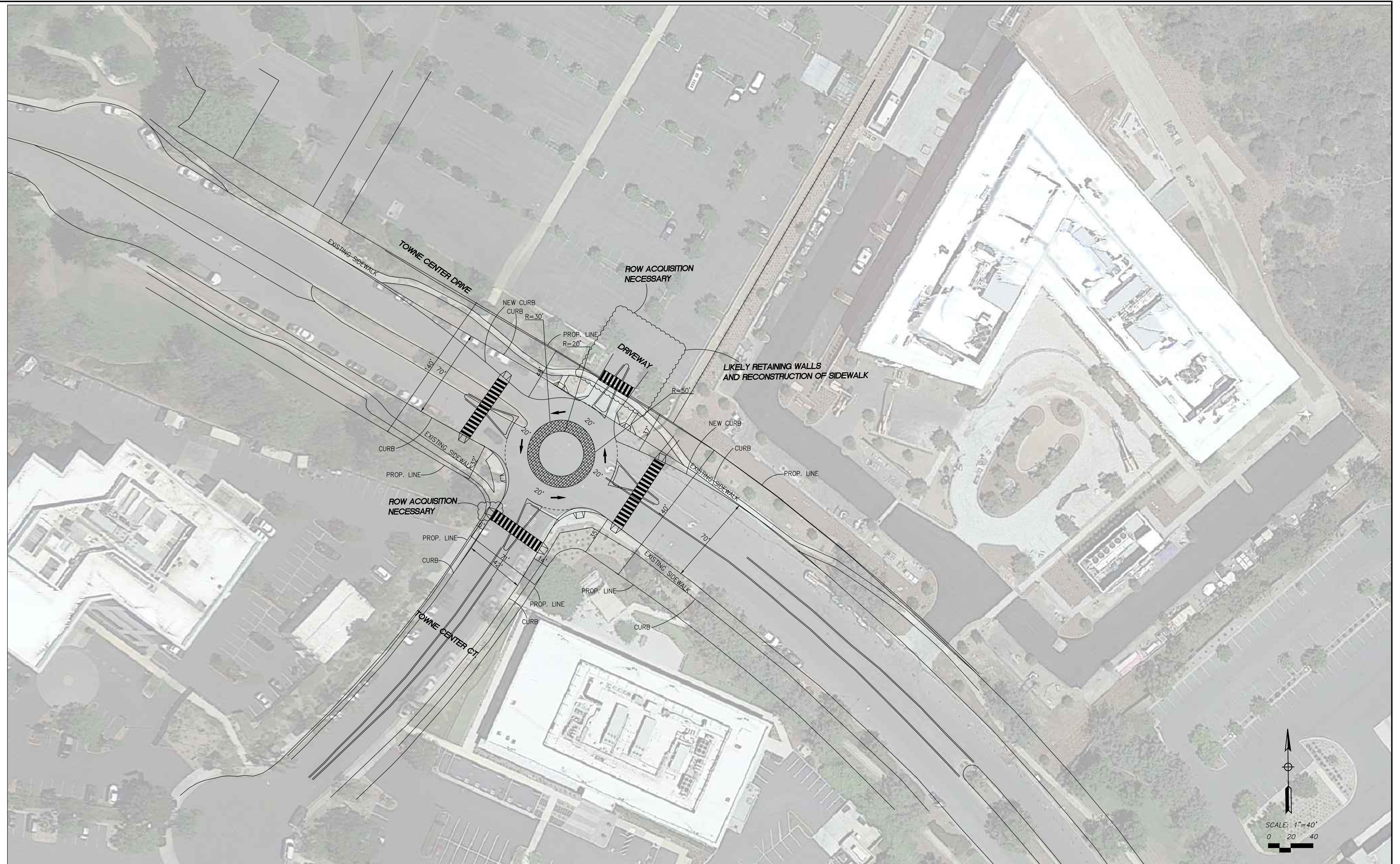
ALIGNMENT LINES FOR EBT  
APPROXIMATELY 4' OFFSET  
FROM EXISTING CENTERLINE

PROPOSED SECOND LEFT TURN LANE  
APPROX. 100 FT.

NOTE:  
City of San Diego Bicycle Master Plan proposes segment will  
have a Class II or III bicycle facility. Due to limited space  
a Class III may be necessary.

CONCEPTUAL STRIPING LAYOUT  
FOR DISCUSSION PURPOSES ONLY.  
PLAN DOES NOT REPRESENT  
COMPLETED DESIGN





CONCEPTUAL STRIPING LAYOUT  
FOR DISCUSSION PURPOSES ONLY.  
PLAN DOES NOT REPRESENT  
COMPLETED DESIGN

CONCEPTUAL STRIPING/ROUNDBOUT LAYOUT BY:  

**URBAN SYSTEMS ASSOCIATES, INC.**  
 8451 MIRALANI DRIVE, SUITE "A"  
 SAN DIEGO, CA 92126, (858) 560-4911 ©

CONCEPTUAL STRIPING/ROUNDBOUT LAYOUT FOR:

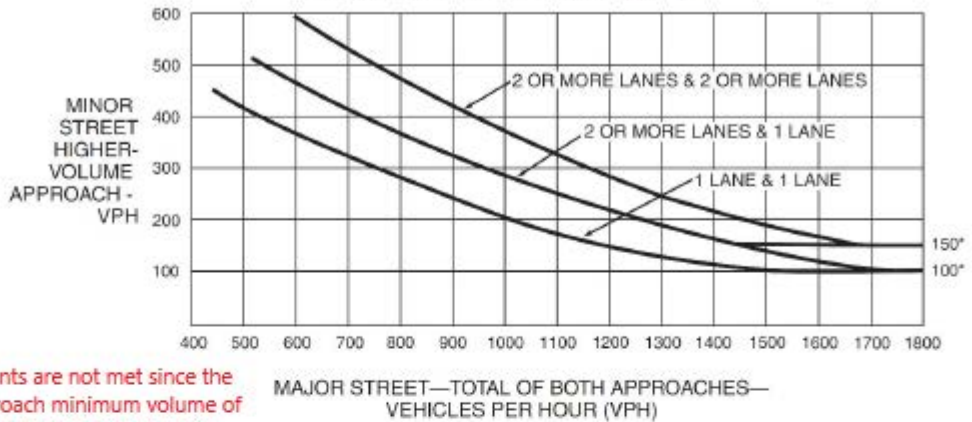
**TOWNE CENTRE DR.  
AND  
TOWNE CENTRE CT.**

---

**Appendix O: Signal Timing Warrant**

Provided on the following page

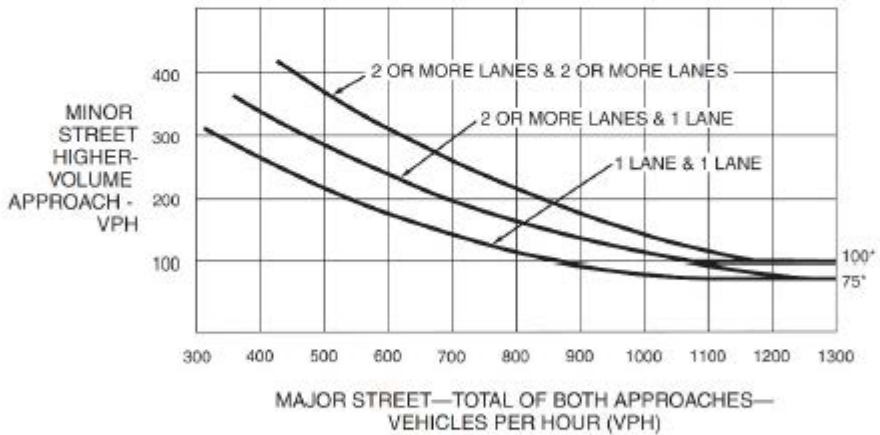
**Figure 4C-3. Warrant 3, Peak Hour**



Both signal warrants are not met since the minor street approach minimum volume of 100 vph (75vph for 70% Factor Warrant) exceeds the total estimated volume at the approach of 19 vph in the PM peak hour of "With Project" conditions.

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.



**Appendix P: Fair-Share Contribution Calculations**

**Fair-Share Payment Contributions (Intersections)**

#	Intersection	Year 2050 + Project Volume		Existing Volume		Project Only		Fair-Share Contribution (AM Peak)	Fair-Share Contribution (PM Peak)
		AMPeak Total	PMPeak Total	AMPeak Total	PMPeak Total	AMPeak Total	PMPeak Total		
6	Towne Centre Drive / La Jolla Village Dr.	6,738	7,105	5,427	6,017	393	344	30.0%	31.6%
18	Regents Rd. / La jolla Village Dr.	5,171	6,822	4,431	5,965	124	109	16.8%	12.7%

Notes:

The fair-share contribution is calculated as shown in the formula below by dividing the Project Only peak hour volumes over the difference between the Year 2050 + Project and the Existing peak hour volumes and selecting the highest resulting ratio between the AM and the PM peak hours.

$$\text{Fair-Share Contribution} = [P \text{ Only peak hour volume} / (2050 + P \text{ peak hour volume} - \text{Existing peak hour volume})]$$

**Fair-Share Payment Contributions (Street Segments)**

Road	Segment	Year 2050 + Project Volume	Existing Volume	Project Only	Fair-Share Contribution
Eastgate Mall	I-805 Overpass - Operation Boulevard	15,021	11,798	1,098	34.1%
Eastgate Mall	Operation Boulevard - Olson Drive	17,307	14,764	1,034	40.6%
Eastgate Mall	Olson Drive - Autoport Mall	18,339	14,712	1,034	28.5%
Eastgate Mall	Autoport Mall - Miramar Road	18,339	14,712	1,034	28.5%
Miramar Road	Camino Santa Fe / Frost Mar Place - Commerce Avenue	59,149	57,583	646	41.3%
Miramar Road	Commerce Avenue - Production Avenue	58,885	57,322	646	41.3%
Miramar Road	Production Avenue - Distribution Avenue	53,842	52,405	581	40.5%
Miramar Road	Distribution Avenue - Miramar Way	51,718	50,308	581	41.2%
Miramar Road	Miramar Way - Carroll Road	51,647	50,238	581	41.3%
La Jolla Village Drive	Towne Centre Drive - I-805 SB Ramps	73,943	64,559	2,326	24.8%

Notes:

The fair-share contribution is calculated as shown in the formula below by dividing the Project Only volume over the difference between the Year 2050 + Project Volume and the Existing Volume

$$\text{Fair-Share Contribution} = [P \text{ Only ADT} / (2050 + P \text{ ADT} - \text{Existing ADT})]$$

---

**Appendix Q: 95<sup>th</sup> Percentile Queueing SimTraffic Worksheets**

Provided on the following page

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	29115	28664	29228	29107	28729	29297	29106
Vehs Exited	27575	26765	27492	27260	27241	27524	27305
Starting Vehs	2608	2693	2661	2605	2764	2500	2535
Ending Vehs	4148	4592	4397	4452	4252	4273	4336
Travel Distance (mi)	38003	37081	37811	37717	37522	37771	37742
Travel Time (hr)	4205.6	4711.5	4249.6	4419.3	4686.4	4046.8	4194.9
Total Delay (hr)	2865.8	3403.3	2915.8	3089.5	3363.5	2714.0	2864.8
Total Stops	94102	98347	97291	97888	98228	95975	97315
Fuel Used (gal)	1937.6	2023.2	1943.8	1979.7	2035.3	1895.8	1925.0

Summary of All Intervals

Run Number	7	TCV\BICS\Synchro\9C\Existing AM			Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	28900	28896	29208	29137	29033
Vehs Exited	27145	27300	27538	27405	27323
Starting Vehs	2640	2692	2579	2701	2614
Ending Vehs	4395	4288	4249	4433	4334
Travel Distance (mi)	37494	37814	38336	37748	37731
Travel Time (hr)	4315.4	4470.8	4324.9	4384.6	4364.5
Total Delay (hr)	2993.3	3137.4	2973.5	3053.6	3034.0
Total Stops	94836	96082	97734	97139	96821
Fuel Used (gal)	1952.8	1991.8	1972.4	1973.6	1966.5

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	29115	28664	29228	29107	28729	29297	29106
Vehs Exited	27575	26765	27492	27260	27241	27524	27305
Starting Vehs	2608	2693	2661	2605	2764	2500	2535
Ending Vehs	4148	4592	4397	4452	4252	4273	4336
Travel Distance (mi)	38003	37081	37811	37717	37522	37771	37742
Travel Time (hr)	4205.6	4711.5	4249.6	4419.3	4686.4	4046.8	4194.9
Total Delay (hr)	2865.8	3403.3	2915.8	3089.5	3363.5	2714.0	2864.8
Total Stops	94102	98347	97291	97888	98228	95975	97315
Fuel Used (gal)	1937.6	2023.2	1943.8	1979.7	2035.3	1895.8	1925.0

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	TCV\BICS\Synchro\9C\Existing AM	Avg		
Vehs Entered	28900	28896	29208	29137	29033
Vehs Exited	27145	27300	27538	27405	27323
Starting Vehs	2640	2692	2579	2701	2614
Ending Vehs	4395	4288	4249	4433	4334
Travel Distance (mi)	37494	37814	38336	37748	37731
Travel Time (hr)	4315.4	4470.8	4324.9	4384.6	4364.5
Total Delay (hr)	2993.3	3137.4	2973.5	3053.6	3034.0
Total Stops	94836	96082	97734	97139	96821
Fuel Used (gal)	1952.8	1991.8	1972.4	1973.6	1966.5

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	16	28
Average Queue (ft)	1	3
95th Queue (ft)	8	16
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	NW	NW	B67	NE	SW
Directions Served	L	TR	T	LTR	LTR
Maximum Queue (ft)	18	8	4	27	27
Average Queue (ft)	1	0	0	2	1
95th Queue (ft)	12	6	5	15	12
Link Distance (ft)		1632	904	442	126
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	95	73	149	187	169	264	307	213	262	293	277	40
Average Queue (ft)	39	23	59	84	65	146	182	114	139	160	141	6
95th Queue (ft)	78	60	122	159	141	243	287	186	226	261	246	27
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)					0	11		0	0	0		
Queuing Penalty (veh)					0	7		0	0	2		

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	53	76	84
Average Queue (ft)	13	25	29
95th Queue (ft)	40	61	69
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	133	225	132	90	89	92	264	360	354	115	38	150
Average Queue (ft)	86	62	36	34	31	38	179	214	198	100	10	63
95th Queue (ft)	138	164	93	74	67	79	283	329	333	141	35	124
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)								1	1			
Queuing Penalty (veh)								4	6			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	9	1		0	0		3	4	17	8		0
Queuing Penalty (veh)	5	2		0	0		17	17	75	43		0

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	128
Average Queue (ft)	47
95th Queue (ft)	93
Link Distance (ft)	883
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	36	18	204	243	101	43
Average Queue (ft)	7	1	44	50	15	5
95th Queue (ft)	29	11	163	180	61	25
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			4	4		
Storage Bay Dist (ft)	130					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	382	389	425	175	202	215	492	524	586	680
Average Queue (ft)	123	140	201	223	272	90	141	181	277	298	337	242
95th Queue (ft)	171	184	344	350	400	222	216	251	450	479	555	578
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	6	20	12		44	0	0	5	15			8
Queuing Penalty (veh)	22	66	40		49	0	2	23	54			49

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	141	163	229	186	162	109	138	184	47	52	55
Average Queue (ft)	154	33	83	88	55	54	31	63	96	8	14	15
95th Queue (ft)	229	103	149	171	133	112	76	120	157	31	40	41
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	5	0	1	2	0	0	0					
Queuing Penalty (veh)	30	0	1	3	1	0	0					

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	184	140	160	225	239	233	170	1048	1055	42	51
Average Queue (ft)	93	52	78	107	127	147	168	898	485	7	16
95th Queue (ft)	161	111	133	214	215	220	180	1301	1209	30	43
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								36	6		
Queuing Penalty (veh)								96	15		
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)				3	0		95	1			
Queuing Penalty (veh)				9	0		106	1			



Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	177	190	499	417	141	96	44	195	440	434	114	54
Average Queue (ft)	107	109	195	149	35	32	9	138	251	236	54	16
95th Queue (ft)	200	218	508	348	88	73	34	242	472	455	98	43
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)			3	0								
Queuing Penalty (veh)			9	1								
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	20	23	0	2	0			18	39			
Queuing Penalty (veh)	34	39	1	2	0			30	40			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	83
Average Queue (ft)	28
95th Queue (ft)	66
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	18	30	66	70	56	37	31	42
Average Queue (ft)	1	3	28	12	8	7	2	7
95th Queue (ft)	10	19	55	45	35	29	17	30
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	58	110	116	127	126	82
Average Queue (ft)	14	20	25	28	36	33
95th Queue (ft)	43	69	76	85	95	62
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	1				
Queuing Penalty (veh)	0	0				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	141	209	101	165	386	304	107	97	108	134	208	204
Average Queue (ft)	60	78	29	80	207	135	36	38	39	51	92	102
95th Queue (ft)	115	155	70	166	348	242	86	82	86	107	168	174
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)	0	1	0	1	24		0					
Queuing Penalty (veh)	0	2	0	4	19		0					

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	166	184	268
Average Queue (ft)	65	54	95
95th Queue (ft)	135	125	191
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	52	126	150	104	163	229	299	143	164	117	165	138
Average Queue (ft)	15	54	78	36	56	119	145	73	45	37	65	58
95th Queue (ft)	43	103	131	81	117	200	251	130	113	86	132	116
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	0	2			0	1		2	0			0
Queuing Penalty (veh)	0	0			0	1		2	0			0

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	156	108	159
Average Queue (ft)	47	29	54
95th Queue (ft)	120	78	125
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T	
Maximum Queue (ft)	50	66	36	40	49	232	241	249	262	82	171	78	
Average Queue (ft)	12	23	7	9	13	107	78	75	93	12	57	25	
95th Queue (ft)	39	53	28	32	40	190	194	196	221	44	126	62	
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)						300					100		
Storage Blk Time (%)						0	0					2	
Queuing Penalty (veh)						0	0					0	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	147
Average Queue (ft)	48
95th Queue (ft)	108
Link Distance (ft)	401
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	251	270	484	398	422	190	92	178	485	584	674	150
Average Queue (ft)	123	178	241	249	274	101	31	58	232	289	374	138
95th Queue (ft)	216	291	396	372	392	235	74	124	379	477	567	191
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)	0	1	4		22	0			5		45	7
Queuing Penalty (veh)	1	3	19		20	0			6		134	19

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	206	285	484	415	270	78	150	172	69	81	121	103
Average Queue (ft)	79	161	274	225	160	13	67	82	13	28	32	22
95th Queue (ft)	172	291	408	341	247	44	127	144	44	66	85	68
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)	0	1	9		0		0	0			0	1
Queuing Penalty (veh)	0	3	19		0		0	0			0	1

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	TR	L	T	T	R	L	T	
Maximum Queue (ft)	19	50	62	129	224	211	322	329	206	139	80	77	
Average Queue (ft)	1	16	30	97	68	97	191	72	68	51	28	23	
95th Queue (ft)	11	45	58	144	175	175	307	207	152	112	65	59	
Link Distance (ft)	468	468	468		347	347		628	628			256	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)				105				300				145	160
Storage Blk Time (%)				14	1			2	0	0	0		
Queuing Penalty (veh)				9	1			6	0	2	0		

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB
Directions Served	TR
Maximum Queue (ft)	92
Average Queue (ft)	36
95th Queue (ft)	74
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR	
Maximum Queue (ft)	38	76	77	121	173	75	279	354	55	282	305	
Average Queue (ft)	7	21	14	32	71	13	118	160	15	55	71	
95th Queue (ft)	29	60	47	81	135	45	227	289	41	204	224	
Link Distance (ft)		582		1354	1354		942	942		628	628	
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											0	1
Storage Bay Dist (ft)	135		60				95				80	
Storage Blk Time (%)		1	0	4				10	0	3		
Queuing Penalty (veh)		0	0	1				2	0	1		

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	294	79	243	109	290	326	71	900	936
Average Queue (ft)	30	149	59	113	73	102	134	20	173	285
95th Queue (ft)	71	326	90	261	118	214	246	56	669	839
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		32		29		0	0		4	10
Queuing Penalty (veh)		0		0		0	0		9	22
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	6	47	50	5	15	6		1	3	
Queuing Penalty (veh)	13	26	40	5	61	9		2	1	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1838	1838	1814	62	204	1204	1225	1282	195	237
Average Queue (ft)	273	288	1689	1530	1101	14	77	373	409	458	119	183
95th Queue (ft)	292	293	2164	2213	2222	44	194	1049	1087	1145	249	277
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			15	3	0			2	3	4		
Queuing Penalty (veh)			98	18	2			8	10	15		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	18	52	1				0	30		39	0	11
Queuing Penalty (veh)	74	210	10				0	25		58	1	24

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	518	488	285	165	408	429	210
Average Queue (ft)	212	284	164	34	69	41	199	139
95th Queue (ft)	288	596	432	174	144	208	521	260
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		35	2	1		0	34	
Queuing Penalty (veh)		0	0	0		0	102	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	42	1			2		1	44
Queuing Penalty (veh)	97	3			1		2	22

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	60	218	186	181	107	124	210	182	213	136	157	66
Average Queue (ft)	6	99	72	59	32	70	86	78	116	61	83	21
95th Queue (ft)	31	182	146	134	73	123	165	150	190	117	142	51
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		11		1	0	6	5					
Queuing Penalty (veh)		1		2	0	18	4					

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	234	255	205	187	385	215	155	174	149	172	208	191
Average Queue (ft)	123	142	100	87	129	147	76	93	59	61	77	51
95th Queue (ft)	203	220	177	157	287	242	136	148	125	135	168	132
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)					0	6					0	0
Queuing Penalty (veh)					2	12					0	0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	163	205	84	86	41	43	82	68	30
Average Queue (ft)	63	121	22	38	12	10	25	23	7
95th Queue (ft)	153	193	60	71	31	34	61	52	26
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							



Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	202	60	123	172	43	226	251	366	180	143	154	79
Average Queue (ft)	98	6	19	29	5	91	83	140	95	70	73	35
95th Queue (ft)	175	34	71	106	26	186	187	284	189	126	133	65
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)						3		5	1			
Queuing Penalty (veh)						0		24	3			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	98	104	154	160	208	25	55	78	101	114	58	84
Average Queue (ft)	33	50	80	85	102	1	13	27	38	43	15	25
95th Queue (ft)	71	87	134	145	174	12	39	63	82	94	41	60
Link Distance (ft)	603	603	603	603	603			1674	1674	1674		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)						240	240				400	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	770	1815	1821	770
Average Queue (ft)	749	1784	1787	427
95th Queue (ft)	919	1804	1809	973
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)		98	95	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)	0	87	13	0
Queuing Penalty (veh)	3	458	39	1

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	28	108	146	95	127	61	29	71	86	161	193	210
Average Queue (ft)	2	37	78	30	56	27	3	25	39	98	117	124
95th Queue (ft)	13	81	130	68	106	51	16	58	77	140	159	173
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	825	1803	1794	818
Average Queue (ft)	800	1642	1586	354
95th Queue (ft)	979	2141	2317	789
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)		62	60	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)	2	69	1	0
Queuing Penalty (veh)	8	331	7	1

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	179	1049	1039	1002	195	95	320	1867	1874	1883	225	421
Average Queue (ft)	32	685	642	576	119	25	149	1265	1303	1337	195	371
95th Queue (ft)	131	1256	1240	1170	259	72	382	2387	2383	2393	292	461
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)		1	0	0				24	28	43		69
Queuing Penalty (veh)		4	2	0				101	120	184		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	62		35	0		0	59			14	77
Queuing Penalty (veh)	0	9		72	1		0	62			35	190

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	398	105	60	76
Average Queue (ft)	194	16	14	21
95th Queue (ft)	455	73	45	60
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	14			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	16	0		
Queuing Penalty (veh)	16	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	211	212	218	125	196	208	228	205	434	466	108	66
Average Queue (ft)	124	129	127	58	92	120	140	100	229	283	54	28
95th Queue (ft)	196	201	204	103	175	217	237	197	369	413	87	58
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					0	1	3	1				
Queuing Penalty (veh)					1	4	12	2				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	255	278	294	361	427	473	120	438	1176	1216	956
Average Queue (ft)	130	168	213	227	267	324	34	129	450	676	653
95th Queue (ft)	231	280	315	337	386	438	89	292	1069	1142	992
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	1	6						0	0	
Queuing Penalty (veh)	0	4	23						0	0	
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)								0	1	2	1
Queuing Penalty (veh)								0	4	15	9

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	59	156	612	106
Average Queue (ft)	13	43	327	44
95th Queue (ft)	44	112	577	90
Link Distance (ft)		511	1129	522
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	4		
Queuing Penalty (veh)	1	0		

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	30	77
Average Queue (ft)	2	36
95th Queue (ft)	13	61
Link Distance (ft)		497
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	55	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SW
Directions Served	R	L	LR
Maximum Queue (ft)	3	33	44
Average Queue (ft)	0	5	17
95th Queue (ft)	4	24	39
Link Distance (ft)	549		331
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB	SB	
Directions Served	L	L	T	T	T	T	T	T	T	T	R	L	L
Maximum Queue (ft)	140	131	225	243	238	253	258	544	788	350	81	97	
Average Queue (ft)	74	70	128	123	116	134	151	184	344	308	29	43	
95th Queue (ft)	120	120	201	206	202	221	237	395	759	408	62	79	
Link Distance (ft)			1558	1558	1558	1153	1153	1153	1153			549	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	290	290									325	200	
Storage Blk Time (%)						1			0	19			
Queuing Penalty (veh)						0			2	92			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB
Directions Served	R
Maximum Queue (ft)	99
Average Queue (ft)	35
95th Queue (ft)	73
Link Distance (ft)	549
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	185	607	605	510	1051	1166	1136	210	141
Average Queue (ft)	132	339	318	279	489	623	705	39	58
95th Queue (ft)	210	540	525	454	939	1091	1120	162	112
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	13	16					37	0	
Queuing Penalty (veh)	118	16					20	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	240	934	897	949	99	882	1059	776	84	128	70
Average Queue (ft)	163	399	383	368	22	409	499	540	18	50	13
95th Queue (ft)	273	877	860	829	65	720	853	772	56	104	44
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						0	0				
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)	7	22			0	26					
Queuing Penalty (veh)	57	28			0	6					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	575	1811	1755	1610	20	304	1379	1393	1397	52	48
Average Queue (ft)	508	522	999	815	588	2	37	1069	1118	1139	13	11
95th Queue (ft)	667	679	2213	2080	1765	11	176	1536	1560	1563	40	38
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			10	3	0			1	3	3		
Queuing Penalty (veh)			83	24	3			12	21	28		
Storage Bay Dist (ft)	550	550				280	280					75
Storage Blk Time (%)	7	38	2					57			0	0
Queuing Penalty (veh)	24	131	10					11			0	0

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	90	134	302	286
Average Queue (ft)	16	54	197	168
95th Queue (ft)	53	110	277	254
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	87	124	259	254	283	234	466	584	553	132	87	92
Average Queue (ft)	25	53	98	110	129	73	190	234	270	86	28	33
95th Queue (ft)	65	97	206	220	250	180	442	512	529	143	71	76
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)										10		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)							1				1	1
Queuing Penalty (veh)							1				0	0

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	187	307	298	320	54	99	125	118	89
Average Queue (ft)	69	143	160	178	4	22	46	31	42
95th Queue (ft)	139	261	279	296	27	68	100	85	85
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		1						2	5
Queuing Penalty (veh)		1						1	2

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	96	180	144	144	356	528	302	100	97
Average Queue (ft)	52	61	51	49	33	44	38	27	43
95th Queue (ft)	98	143	115	117	182	256	174	74	86
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	16	4						1	3
Queuing Penalty (veh)	48	2						0	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	100	191	340	341	353	50	1552	1567	1548
Average Queue (ft)	31	49	207	223	238	3	1378	1399	1405
95th Queue (ft)	75	133	303	313	325	31	1824	1826	1814
Link Distance (ft)	214		887	887	887		1527	1527	1527
Upstream Blk Time (%)							2	3	4
Queuing Penalty (veh)							17	29	31
Storage Bay Dist (ft)		190				125			
Storage Blk Time (%)		0	16				56		
Queuing Penalty (veh)		0	6				3		



Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	183	236	186	124	281	176	18	29	2842	2848	2848	260
Average Queue (ft)	69	148	61	102	77	12	2	1	1348	1408	1457	245
95th Queue (ft)	178	223	165	144	241	81	11	16	2858	2914	2941	330
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)									0	1	1	
Queuing Penalty (veh)									2	7	11	
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)		0		35	0				56		48	1
Queuing Penalty (veh)		0		83	0				1		262	8

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	77	233	261	266	990	1082	1024	43	38
Average Queue (ft)	19	104	125	144	407	465	486	8	6
95th Queue (ft)	58	193	223	232	924	990	998	31	27
Link Distance (ft)		2836	2836	2836	1456	1456	1456	400	
Upstream Blk Time (%)					0	0	1		
Queuing Penalty (veh)					2	3	5		
Storage Bay Dist (ft)	115							55	
Storage Blk Time (%)	0	7			20			1	1
Queuing Penalty (veh)	0	1			0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	177	166	176	217	257	272	51	942	955	960
Average Queue (ft)	85	62	79	79	107	124	2	697	742	764
95th Queue (ft)	157	125	151	176	218	240	25	971	987	986
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)								0	1	1
Queuing Penalty (veh)								4	6	11
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	1	0	1	1				27		
Queuing Penalty (veh)	1	0	2	1				1		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	140	219	246	274	96	2909	2921	2901	134	125
Average Queue (ft)	59	89	120	145	10	1752	1787	1793	55	51
95th Queue (ft)	121	180	223	251	44	3203	3194	3164	111	107
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)						3	3	2		
Queuing Penalty (veh)						0	0	0		
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	1	2				34			0	0
Queuing Penalty (veh)	4	1				2			0	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

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

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

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

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	487	490	512	443	1351	1364	1358	200	140	2094	2096	140
Average Queue (ft)	266	265	265	98	1247	1267	1292	177	136	1475	1351	119
95th Queue (ft)	413	417	434	341	1607	1586	1539	281	160	2580	2679	177
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)			0		29	30	52			41	41	
Queuing Penalty (veh)			0		165	172	300			0	0	
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)							84	0	15	85	18	7
Queuing Penalty (veh)							391	2	37	214	83	35

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	428	514	602	834	834	838	460	154	422	740	155	
Average Queue (ft)	235	277	333	811	813	818	354	76	140	235	132	
95th Queue (ft)	355	449	542	869	869	869	673	152	285	579	186	
Link Distance (ft)	1110	1110	1110	787	787	787		1749	1749			
Upstream Blk Time (%)				29	31	43						
Queuing Penalty (veh)				172	181	253						
Storage Bay Dist (ft)							435	130			130	
Storage Blk Time (%)							86	0	0	11	15	16
Queuing Penalty (veh)							197	2	0	14	75	80

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	11	132	196	28	39
Average Queue (ft)	0	9	29	1	1
95th Queue (ft)	11	66	121	29	30
Link Distance (ft)	1812	1812	1812	267	267
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB	B91	B91
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	24	65	107	35	8	5
Average Queue (ft)	1	3	11	2	0	0
95th Queue (ft)	12	27	57	18	8	5
Link Distance (ft)	1947	1947	1947	1947	1558	1558
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 7556

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	27460	27737	27369	27304	27003	27306	27348
Vehs Exited	26917	27186	26911	26727	26495	26812	26727
Starting Vehs	2511	2567	2558	2499	2594	2640	2548
Ending Vehs	3054	3118	3016	3076	3102	3134	3169
Travel Distance (mi)	39337	39381	39210	38916	38309	39024	38775
Travel Time (hr)	3842.7	3757.0	3763.8	3751.5	3794.3	3873.6	3814.7
Total Delay (hr)	2457.7	2369.7	2384.5	2381.1	2444.6	2499.2	2449.0
Total Stops	87996	89343	88625	87715	86983	88432	91281
Fuel Used (gal)	1893.7	1880.1	1877.3	1863.0	1856.4	1892.6	1875.9

Summary of All Intervals

Run Number	7	TCV\BSC\Synchro\GC\Existing PM	Avg
Start Time	4:45	4:45	4:45
End Time	6:00	6:00	6:00
Total Time (min)	75	75	75
Time Recorded (min)	60	60	60
# of Intervals	2	2	2
# of Recorded Intervals	1	1	1
Vehs Entered	27188	27491	27241
Vehs Exited	26563	26780	26591
Starting Vehs	2515	2577	2503
Ending Vehs	3140	3288	3153
Travel Distance (mi)	38690	39177	38717
Travel Time (hr)	3871.8	3997.1	3842.1
Total Delay (hr)	2508.7	2618.6	2479.7
Total Stops	88054	90132	88225
Fuel Used (gal)	1887.6	1924.4	1881.0

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	27460	27737	27369	27304	27003	27306	27348
Vehs Exited	26917	27186	26911	26727	26495	26812	26727
Starting Vehs	2511	2567	2558	2499	2594	2640	2548
Ending Vehs	3054	3118	3016	3076	3102	3134	3169
Travel Distance (mi)	39337	39381	39210	38916	38309	39024	38775
Travel Time (hr)	3842.7	3757.0	3763.8	3751.5	3794.3	3873.6	3814.7
Total Delay (hr)	2457.7	2369.7	2384.5	2381.1	2444.6	2499.2	2449.0
Total Stops	87996	89343	88625	87715	86983	88432	91281
Fuel Used (gal)	1893.7	1880.1	1877.3	1863.0	1856.4	1892.6	1875.9

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	TCV\BSC\Synchro\9C\Existing PM	Avg		
Vehs Entered	27188	27491	27241	27181	27325
Vehs Exited	26563	26780	26591	26513	26748
Starting Vehs	2515	2577	2503	2544	2537
Ending Vehs	3140	3288	3153	3212	3114
Travel Distance (mi)	38690	39177	38717	38864	38945
Travel Time (hr)	3871.8	3997.1	3842.1	3803.8	3828.4
Total Delay (hr)	2508.7	2618.6	2479.7	2435.6	2457.1
Total Stops	88054	90132	88225	87875	88612
Fuel Used (gal)	1887.6	1924.4	1881.0	1871.8	1882.2

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	5	43
Average Queue (ft)	0	13
95th Queue (ft)	4	38
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NW	NE	SW
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	3	5	3	47	32
Average Queue (ft)	0	0	0	14	5
95th Queue (ft)	3	5	3	39	23
Link Distance (ft)	669		1632	442	126
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	52	181	474	505	169	513	414	119	143	68	63	156
Average Queue (ft)	15	12	221	265	133	218	121	56	73	21	17	89
95th Queue (ft)	41	95	459	513	199	586	354	103	122	53	45	169
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)						8	1					
Queuing Penalty (veh)						21	2					
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)			9		36	0						0
Queuing Penalty (veh)			2		51	0						1

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	170	502	483
Average Queue (ft)	150	324	301
95th Queue (ft)	203	554	532
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)	6	44	
Queuing Penalty (veh)	17	95	



Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	86	51	226	135	715	640	222	126	82	74	254	913
Average Queue (ft)	36	11	95	133	618	150	114	47	24	29	63	697
95th Queue (ft)	73	38	181	140	845	486	197	97	64	60	231	1109
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)					29	0						13
Queuing Penalty (veh)					64	1						63
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	0			90	2		1		0	0	0	73
Queuing Penalty (veh)	0			107	6		0		0	0	0	15

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	913
Average Queue (ft)	690
95th Queue (ft)	1114
Link Distance (ft)	883
Upstream Blk Time (%)	14
Queuing Penalty (veh)	65
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	114	84	143	84	410	421
Average Queue (ft)	58	8	50	26	362	118
95th Queue (ft)	103	44	106	64	505	344
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)	0	0			24	3
Queuing Penalty (veh)	0	0			154	16
Storage Bay Dist (ft)	130					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	45	147	502	670	728	175	202	215	1046	949	834	86
Average Queue (ft)	12	19	268	377	469	109	188	208	608	483	393	28
95th Queue (ft)	36	89	449	622	713	234	229	237	1152	989	752	63
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)									0	0		
Queuing Penalty (veh)									0	0		
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)		0	28		50	0	6	37	11			
Queuing Penalty (veh)		0	6		93	1	34	215	54			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	54	152	162	241	432	225	212	347	360	566	364	148
Average Queue (ft)	14	94	119	44	80	173	160	344	357	541	80	59
95th Queue (ft)	39	176	175	138	310	247	238	361	370	650	207	119
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)										45	0	
Queuing Penalty (veh)										208	0	
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	7	0	0	5	2	13	66	1	0	0
Queuing Penalty (veh)		0	2	0	3	1	1	15	75	5	1	0

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	94	321	338	180	171	144	167	270	113	140	234
Average Queue (ft)	14	152	176	71	69	47	113	63	48	56	94
95th Queue (ft)	57	273	295	150	148	117	194	265	90	116	208
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)											3
Queuing Penalty (veh)											0
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)		2		0	1		26	0		1	7
Queuing Penalty (veh)		0		0	0		2	0		2	4

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	60	70	50	46	101	242	213	194	418	235	59	158
Average Queue (ft)	17	28	14	10	48	209	102	113	140	39	18	77
95th Queue (ft)	47	63	40	36	81	246	222	227	432	171	48	138
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)						64	4					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)								39	0			
Queuing Penalty (veh)								16	0			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	169
Average Queue (ft)	90
95th Queue (ft)	159
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	39	30	62	36	27	32	67	72
Average Queue (ft)	13	3	22	5	2	3	13	20
95th Queue (ft)	38	18	50	24	14	18	45	55
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	0			0	
Queuing Penalty (veh)			0	0			0	

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	79	140	155	128	97	76
Average Queue (ft)	30	24	39	30	28	32
95th Queue (ft)	70	84	109	88	75	59
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	1	1				
Queuing Penalty (veh)	3	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	74	235	146	164	463	213	75	126	140	263	279	302
Average Queue (ft)	12	95	30	124	183	81	24	57	57	85	182	191
95th Queue (ft)	47	183	87	191	465	269	66	112	115	202	259	271
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)					1	0						
Queuing Penalty (veh)					3	0						
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)		3	0	15	10		1	0				
Queuing Penalty (veh)		2	0	31	16		1	0				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	233	250	276
Average Queue (ft)	122	132	162
95th Queue (ft)	211	227	261
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	83	114	143	166	209	260	220	109	117	129	153	199
Average Queue (ft)	29	44	65	51	116	131	98	42	41	49	71	102
95th Queue (ft)	68	94	118	140	188	216	183	89	92	106	132	177
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	0	2		0	0	1		0	0			2
Queuing Penalty (veh)	0	1		0	0	2		0	0			6

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	258	256	306
Average Queue (ft)	101	103	143
95th Queue (ft)	208	221	281
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	58	141	81	136	103	67	102	99	107	110	372	383
Average Queue (ft)	19	67	27	65	39	20	34	31	46	9	221	223
95th Queue (ft)	48	117	62	112	82	51	79	77	90	50	353	373
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)		0		0	0						0	0
Queuing Penalty (veh)		0		0	0						1	1
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)											30	
Queuing Penalty (veh)											2	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	388
Average Queue (ft)	250
95th Queue (ft)	397
Link Distance (ft)	401
Upstream Blk Time (%)	1
Queuing Penalty (veh)	3
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	112	138	204	258	291	190	259	290	515	496	518	150
Average Queue (ft)	46	70	109	142	169	96	154	195	213	225	250	61
95th Queue (ft)	95	119	183	221	261	198	238	300	433	443	478	168
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)			0		14	1	0	1	3		14	0
Queuing Penalty (veh)			0		24	2	1	4	13		29	0

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	132	153	156	128	68	75	231	266	370	392	391	125
Average Queue (ft)	39	74	75	30	11	15	114	152	195	224	264	115
95th Queue (ft)	100	138	135	90	41	49	190	250	337	382	431	154
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)									1	1	3	
Queuing Penalty (veh)									4	6	23	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)							0	0	3		23	29
Queuing Penalty (veh)							0	1	9		69	73

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	TR	T	L	T	T	R	L
Maximum Queue (ft)	116	490	504	130	404	140	379	106	75	88	50	146
Average Queue (ft)	9	227	326	121	212	26	103	38	22	37	15	40
95th Queue (ft)	99	568	603	148	481	91	497	83	57	77	41	113
Link Distance (ft)	468	468	468		347	347	959		628	628		
Upstream Blk Time (%)	0	18	42		23		3					
Queuing Penalty (veh)	0	0	0		37		10					
Storage Bay Dist (ft)				105				300			145	160
Storage Blk Time (%)				54	0							0
Queuing Penalty (veh)				11	0							0

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB	SB	B51	B51
Directions Served	T	TR	T	T
Maximum Queue (ft)	261	274	2	6
Average Queue (ft)	132	140	0	0
95th Queue (ft)	236	252	2	7
Link Distance (ft)	256	256	1076	1076
Upstream Blk Time (%)	1	2		
Queuing Penalty (veh)	1	2		
Storage Bay Dist (ft)				
Storage Blk Time (%)	15			
Queuing Penalty (veh)	6			

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	33	69	85	557	121	52	95	164	104	665	664
Average Queue (ft)	5	21	71	238	21	13	29	68	42	487	501
95th Queue (ft)	23	54	110	507	76	38	71	132	107	851	843
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)										13	21
Queuing Penalty (veh)										72	112
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)			8	55			0		0	53	
Queuing Penalty (veh)			13	78			0		1	20	



Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	252	80	267	108	166	145	84	992	977
Average Queue (ft)	14	119	76	197	67	41	66	31	886	914
95th Queue (ft)	52	223	88	324	110	116	126	80	1179	1144
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		1		49					15	34
Queuing Penalty (veh)		0		0					102	229
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	1	44	77	5	11	0		2	56	
Queuing Penalty (veh)	1	6	59	10	14	0		10	19	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	151	219	277	326	386	192	205	1268	1287	1302	195	193
Average Queue (ft)	71	93	152	188	252	154	195	993	1000	1037	105	99
95th Queue (ft)	136	168	246	296	364	220	235	1334	1355	1391	245	193
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)								0	0	0		
Queuing Penalty (veh)								1	1	3		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)		0	1			4	23	46		60	0	1
Queuing Penalty (veh)		0	2			25	165	166		89	1	1

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	213	140	104	29	174	438	436	210
Average Queue (ft)	136	35	22	2	125	329	419	210
95th Queue (ft)	212	110	70	16	210	500	435	211
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)						2	24	
Queuing Penalty (veh)						16	193	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	1				9	22	6	58
Queuing Penalty (veh)	1				34	30	41	213

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	106	315	272	265	150	118	197	171	200	100	109	94
Average Queue (ft)	10	135	120	118	55	28	93	81	103	33	39	30
95th Queue (ft)	47	256	224	229	143	78	172	152	173	77	86	70
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		10		4	0	0	9					
Queuing Penalty (veh)		1		8	0	1	2					

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	65	84	239	228	281	214	131	142	213	174	192	53
Average Queue (ft)	14	43	138	129	146	66	59	76	50	73	95	8
95th Queue (ft)	46	79	216	206	231	159	114	127	156	142	166	34
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)					4	0						1
Queuing Penalty (veh)					7	0						0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	251	324	85	238	186	230	247	387	232
Average Queue (ft)	159	218	9	116	54	139	174	166	96
95th Queue (ft)	253	303	60	200	146	232	255	317	208
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)		1	0					0	
Queuing Penalty (veh)		0	0					0	
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	6		0	0	0	3	2	0
Queuing Penalty (veh)	0	12		0	0	1	10	8	1

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	101	132	195	246	28	182	213	256	180	206	251	101
Average Queue (ft)	36	42	80	129	2	74	85	107	39	105	140	45
95th Queue (ft)	79	100	156	231	20	161	179	218	123	178	222	81
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)							2	4	0			
Queuing Penalty (veh)							0	4	0			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB		
Directions Served	L	L	T	T	T	T	T	T	T	T	T	R	R	
Maximum Queue (ft)	282	304	190	198	212	57	84	101	112	129	181	202		
Average Queue (ft)	179	200	105	113	114	8	28	33	41	48	76	101		
95th Queue (ft)	254	277	175	182	193	31	64	75	87	105	151	180		
Link Distance (ft)	603	603	603	603	603			1674	1674	1674				
Upstream Blk Time (%)														
Queuing Penalty (veh)														
Storage Bay Dist (ft)							240	240					400	400
Storage Blk Time (%)														
Queuing Penalty (veh)														

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	172	247	81	71
Average Queue (ft)	36	134	38	33
95th Queue (ft)	111	218	65	61
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	745		745	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	207	262	279	191	156	132	76	114	127	84	103	95
Average Queue (ft)	100	171	140	103	69	57	11	49	73	46	45	49
95th Queue (ft)	205	243	232	170	135	102	42	96	113	74	87	88
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	254	310	172	152
Average Queue (ft)	106	179	81	74
95th Queue (ft)	214	269	134	126
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	800		800	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	182	410	458	532	195	266	320	975	964	997	225	393
Average Queue (ft)	47	206	211	247	130	153	267	616	682	715	187	275
95th Queue (ft)	136	384	405	493	250	233	394	1036	1094	1122	263	387
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)								0	0	0		2
Queuing Penalty (veh)								0	1	1		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	19		17	1	0	0	28			2	30
Queuing Penalty (veh)	0	7		71	3	0	2	117			4	66

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	181	88	38	31
Average Queue (ft)	50	9	8	6
95th Queue (ft)	120	41	30	25
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	4	0		
Queuing Penalty (veh)	2	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	210	209	281	188	223	238	242	231	211	263	86	43
Average Queue (ft)	110	114	118	99	188	200	205	193	96	147	38	12
95th Queue (ft)	181	180	226	171	238	239	238	235	184	231	67	38
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)			0		10	13	18	12				
Queuing Penalty (veh)			0		48	63	85	56				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	279	329	312	288	290	267	178	100	145	289	282
Average Queue (ft)	154	216	269	109	112	130	59	19	69	173	165
95th Queue (ft)	274	338	326	220	220	217	141	61	126	260	253
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	6	21								
Queuing Penalty (veh)	3	37	142								
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	B88	B88	WB	SB
Directions Served	L	T	T		TR	LR
Maximum Queue (ft)	65	533	70	5	116	116
Average Queue (ft)	16	280	4	0	44	42
95th Queue (ft)	48	510	48	5	98	90
Link Distance (ft)		511	2465	2465	1129	522
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		9				
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	23				
Queuing Penalty (veh)	3	4				

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	22	3	78
Average Queue (ft)	1	0	35
95th Queue (ft)	9	3	61
Link Distance (ft)		229	497
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	55		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SW
Directions Served	T	L	LR
Maximum Queue (ft)	2	31	64
Average Queue (ft)	0	4	27
95th Queue (ft)	2	21	51
Link Distance (ft)	549		331
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	B91	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	L	T	T	T	T	R
Maximum Queue (ft)	120	150	309	314	329	9	50	435	449	480	537	350
Average Queue (ft)	62	33	181	178	169	0	2	276	310	340	364	172
95th Queue (ft)	104	97	269	271	278	6	32	404	434	463	503	418
Link Distance (ft)			1558	1558	1558	1947		1153	1153	1153	1153	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290	290					215					325
Storage Blk Time (%)			0					15			13	0
Queuing Penalty (veh)			0					0			21	1

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	224	346	249
Average Queue (ft)	152	201	97
95th Queue (ft)	244	318	191
Link Distance (ft)		549	549
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)	1	7	
Queuing Penalty (veh)	2	27	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	178	377	407	375	1005	1080	968	210	239
Average Queue (ft)	44	216	221	213	654	726	766	53	112
95th Queue (ft)	111	337	352	341	912	962	943	191	203
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)		11					28	0	
Queuing Penalty (veh)		3					21	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	159	429	507	320	41	797	964	878	133	176	135
Average Queue (ft)	30	154	142	131	6	441	492	519	40	87	19
95th Queue (ft)	87	358	368	279	26	751	850	834	98	150	78
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)			0				0				
Queuing Penalty (veh)			0				0				
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)		2				25					
Queuing Penalty (veh)		1				2					



Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	526	546	699	871	633	33	304	555	580	588	90	120
Average Queue (ft)	367	384	320	322	315	5	55	339	369	391	33	33
95th Queue (ft)	561	576	673	652	566	23	197	537	576	601	77	84
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	550	550				280	280				75	
Storage Blk Time (%)	1	3	0				0	19			3	3
Queuing Penalty (veh)	4	19	2				0	7			1	1

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	156	183	338	314
Average Queue (ft)	46	103	223	188
95th Queue (ft)	132	172	310	278
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	73	286	555	635	657	93	61	88	89	125	201	110
Average Queue (ft)	22	69	241	266	288	38	8	16	34	73	71	51
95th Queue (ft)	59	201	520	564	587	83	35	55	79	129	154	107
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)										6		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)			6								10	1
Queuing Penalty (veh)			5								9	1

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	249	512	540	543	111	130	160	142	90
Average Queue (ft)	63	270	304	321	10	18	44	43	43
95th Queue (ft)	180	466	496	508	52	72	106	104	85
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		8						6	3
Queuing Penalty (veh)		4						5	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	100	441	444	446	268	312	346	178	105
Average Queue (ft)	74	282	296	307	126	148	185	68	55
95th Queue (ft)	112	407	413	420	246	290	336	144	108
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	36	18						8	2
Queuing Penalty (veh)	237	14						8	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NW	NW	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	115	67	112	214	721	735	739	74	275	312	332
Average Queue (ft)	46	33	18	57	468	493	512	12	152	184	205
95th Queue (ft)	98	67	70	150	675	694	706	43	252	286	305
Link Distance (ft)	214		477		887	887	887		1527	1527	1527
Upstream Blk Time (%)							0				
Queuing Penalty (veh)							0				
Storage Bay Dist (ft)		45		190				125			
Storage Blk Time (%)		20	0	0	38				21		
Queuing Penalty (veh)		1	0	0	14				3		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	323	409	322	124	399	412	321	35	126	384	146	66
Average Queue (ft)	215	290	146	72	179	198	200	4	61	83	75	20
95th Queue (ft)	305	394	288	133	334	349	298	22	115	443	129	52
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)		1	0		0					0		
Queuing Penalty (veh)		0	0		0					0		
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)	0	3		9	22				5			
Queuing Penalty (veh)	0	8		52	17				0			

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	R
Maximum Queue (ft)	66	323	357	350	19	272	309	309	67	62
Average Queue (ft)	15	129	155	172	1	153	186	204	19	15
95th Queue (ft)	47	259	293	306	12	238	278	291	54	48
Link Distance (ft)		2836	2836	2836		1456	1456	1456	400	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115				90					55
Storage Blk Time (%)		9				15			2	0
Queuing Penalty (veh)		1				0			1	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	224	302	180	216	168	171	26	96	115	132
Average Queue (ft)	145	60	97	32	27	25	3	43	53	61
95th Queue (ft)	228	185	172	123	97	97	16	82	101	114
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	6		5	0				0		
Queuing Penalty (veh)	7		36	0				0		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	159	267	258	249	129	202	215	251	183	163
Average Queue (ft)	107	124	143	153	29	109	121	131	98	50
95th Queue (ft)	169	227	221	227	84	181	196	223	164	120
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	14	3			0	8			0	0
Queuing Penalty (veh)	106	4			1	2			1	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

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

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

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

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	369	381	446	349	1258	1299	1321	200	140	600	105	106
Average Queue (ft)	261	281	305	90	714	942	1090	174	121	318	55	50
95th Queue (ft)	354	368	405	306	1261	1442	1505	284	171	631	90	84
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)			0		0	1	4					
Queuing Penalty (veh)			0		1	7	35					
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)							47	0	11	65	0	0
Queuing Penalty (veh)							237	2	14	81	0	0

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	1138	1162	1157	601	605	636	460	155	1795	1796	60
Average Queue (ft)	1091	1129	1131	470	481	481	300	145	1664	1490	26
95th Queue (ft)	1211	1145	1148	579	594	616	659	183	2042	2442	57
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	11	69	93	0	0	0			71	54	
Queuing Penalty (veh)	0	0	0	1	0	1			0	0	
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)							12	0	18	83	0
Queuing Penalty (veh)							77	2	45	206	0

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	638	992	778	6	3
Average Queue (ft)	46	192	274	0	0
95th Queue (ft)	319	607	609	7	3
Link Distance (ft)	1812	1812	1812	267	267
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 84: Miramar Rd.

Movement	EB	WB	WB	WB	WB	WB	B91	B91	B91	B91
Directions Served	T	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	2	168	194	206	196	6	248	272	142	137
Average Queue (ft)	0	41	61	85	65	0	8	9	5	5
95th Queue (ft)	2	119	154	183	164	4	184	201	142	141
Link Distance (ft)	196	1947	1947	1947	1947		1558	1558	1558	1558
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)						585				
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 5683

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	30135	30532	31005	30590	29935	30413	30374
Vehs Exited	28102	28304	29091	28929	27883	28336	28537
Starting Vehs	2881	2902	2711	3059	2937	2971	3064
Ending Vehs	4914	5130	4625	4720	4989	5048	4901
Travel Distance (mi)	38861	38869	39565	39555	38618	39400	39257
Travel Time (hr)	5537.3	5290.2	5039.6	5417.7	5753.5	5604.3	5381.5
Total Delay (hr)	4164.7	3917.8	3642.7	4022.1	4393.2	4214.0	3995.4
Total Stops	111443	115318	108335	115631	111031	116762	111979
Fuel Used (gal)	2264.6	2210.8	2182.2	2261.7	2307.9	2296.0	2245.2

Summary of All Intervals

Run Number	7	TCVHC8\Synchro\ C	Near Term AM	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	30133	30447	30708	30435
Vehs Exited	28251	28694	28898	28361
Starting Vehs	2981	2947	2930	2961
Ending Vehs	4863	4700	4740	5035
Travel Distance (mi)	39176	39113	39609	39113
Travel Time (hr)	5585.9	5450.3	5281.5	5513.1
Total Delay (hr)	4203.1	4068.8	3883.1	4132.9
Total Stops	109847	111992	112746	111967
Fuel Used (gal)	2285.0	2252.7	2233.1	2263.6

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	30135	30532	31005	30590	29935	30413	30374
Vehs Exited	28102	28304	29091	28929	27883	28336	28537
Starting Vehs	2881	2902	2711	3059	2937	2971	3064
Ending Vehs	4914	5130	4625	4720	4989	5048	4901
Travel Distance (mi)	38861	38869	39565	39555	38618	39400	39257
Travel Time (hr)	5537.3	5290.2	5039.6	5417.7	5753.5	5604.3	5381.5
Total Delay (hr)	4164.7	3917.8	3642.7	4022.1	4393.2	4214.0	3995.4
Total Stops	111443	115318	108335	115631	111031	116762	111979
Fuel Used (gal)	2264.6	2210.8	2182.2	2261.7	2307.9	2296.0	2245.2

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	TCV\HC8\Synchro_C\Near Term AM	Avg
Vehs Entered	30133	30447	30424
Vehs Exited	28251	28694	28487
Starting Vehs	2981	2947	2929
Ending Vehs	4863	4700	4868
Travel Distance (mi)	39176	39113	39194
Travel Time (hr)	5585.9	5450.3	5441.4
Total Delay (hr)	4203.1	4068.8	4058.0
Total Stops	109847	111992	112452
Fuel Used (gal)	2285.0	2252.7	2254.8



Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	11	28
Average Queue (ft)	0	4
95th Queue (ft)	6	19
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	NW	NW	NE	SW
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	23	8	27	19
Average Queue (ft)	1	0	4	1
95th Queue (ft)	12	6	20	11
Link Distance (ft)		1632	442	126
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	143	138	167	217	169	264	304	216	284	340	296	36
Average Queue (ft)	76	60	74	105	62	143	179	113	142	183	154	7
95th Queue (ft)	128	117	146	194	142	241	283	194	248	303	263	28
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)		0	0		0	11		0	0	2		
Queuing Penalty (veh)		0	0		0	7		0	0	6		

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	55	80	99
Average Queue (ft)	18	33	36
95th Queue (ft)	46	72	78
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	134	453	340	91	90	153	265	428	411	115	95	143
Average Queue (ft)	118	219	105	39	37	74	224	319	317	106	32	68
95th Queue (ft)	167	487	305	81	74	130	335	444	443	142	76	124
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)		5	0					6	11			
Queuing Penalty (veh)		0	0					38	67			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	49	8		1	0		9	19	32	22		
Queuing Penalty (veh)	28	16		0	0		58	93	143	142		

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	143
Average Queue (ft)	58
95th Queue (ft)	115
Link Distance (ft)	883
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	34	18	454	462	100	54
Average Queue (ft)	8	1	102	110	16	6
95th Queue (ft)	30	11	352	366	65	31
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)			4	4		
Queuing Penalty (veh)			38	45		
Storage Bay Dist (ft)	130					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	563	502	532	175	202	215	836	1032	1186	1356
Average Queue (ft)	129	149	285	292	342	103	146	193	366	406	489	526
95th Queue (ft)	170	182	487	446	493	236	221	252	725	838	1027	1287
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)									0		0	2
Queuing Penalty (veh)									1		0	21
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	8	29	21		52	0	1	6	23			18
Queuing Penalty (veh)	31	106	78		65	0	4	36	87			129

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	145	162	323	295	172	131	141	181	44	56	63
Average Queue (ft)	176	35	85	102	69	63	38	68	98	10	16	19
95th Queue (ft)	230	105	153	221	202	135	89	128	160	33	46	46
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	12	0	1	4	2	0						
Queuing Penalty (veh)	87	0	1	6	5	0						

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	178	112	141	268	610	592	170	1050	1057	38	66
Average Queue (ft)	86	51	74	221	327	259	169	986	635	8	18
95th Queue (ft)	151	100	123	344	745	616	169	1196	1357	31	49
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								52	10		
Queuing Penalty (veh)								152	28		
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)	0			49	0		98	1			
Queuing Penalty (veh)	0			166	0		111	2			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	187	200	681	547	107	70	88	195	552	521	139	59
Average Queue (ft)	141	148	353	154	30	22	28	188	418	331	59	16
95th Queue (ft)	222	256	772	406	74	60	67	236	527	554	119	46
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)			17	2					0	0		
Queuing Penalty (veh)			51	5					1	0		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	40	50	0	1	0			76	34			
Queuing Penalty (veh)	68	86	0	1	0			138	55			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	95
Average Queue (ft)	40
95th Queue (ft)	76
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	10	27	69	84	58	32	34	42
Average Queue (ft)	1	3	27	15	9	6	3	7
95th Queue (ft)	7	19	56	54	36	24	18	30
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	68	140	128	108	126	84
Average Queue (ft)	14	32	31	30	40	37
95th Queue (ft)	46	93	88	84	101	66
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	2				
Queuing Penalty (veh)	0	0				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	174	274	159	165	406	356	126	144	163	222	221	212
Average Queue (ft)	75	109	40	94	197	175	43	68	80	113	114	119
95th Queue (ft)	151	214	112	177	336	298	97	129	152	198	195	196
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)	1	4	0	2	21		0	1				
Queuing Penalty (veh)	3	7	0	7	19		1	0				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	182	182	250
Average Queue (ft)	75	67	109
95th Queue (ft)	147	142	210
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	58	109	128	111	162	257	312	142	179	177	234	147
Average Queue (ft)	20	53	70	33	60	130	176	73	60	60	94	63
95th Queue (ft)	50	98	116	79	122	220	284	134	132	132	179	121
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)							0					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	0	2			0	1		3	1			0
Queuing Penalty (veh)	0	0			0	1		4	0			0

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	129	122	158
Average Queue (ft)	39	29	53
95th Queue (ft)	101	83	122
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T	
Maximum Queue (ft)	49	64	40	32	42	217	266	287	302	60	160	99	
Average Queue (ft)	12	24	8	8	15	105	88	88	100	11	53	26	
95th Queue (ft)	37	51	32	28	41	186	214	223	235	40	123	69	
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)							300				100		
Storage Blk Time (%)								0				2	
Queuing Penalty (veh)								0				0	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	134
Average Queue (ft)	48
95th Queue (ft)	105
Link Distance (ft)	401
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	256	270	476	436	459	190	156	235	446	540	639	150
Average Queue (ft)	139	202	268	272	295	121	73	102	226	279	371	136
95th Queue (ft)	245	314	426	398	418	249	140	194	396	469	565	191
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)	0	1	6		26	0		0	5		43	10
Queuing Penalty (veh)	1	5	29		31	0		0	10		139	28

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	199	285	631	560	395	265	156	162	95	114	135	104
Average Queue (ft)	89	200	338	278	202	44	73	82	29	40	42	23
95th Queue (ft)	181	338	532	447	324	154	132	138	73	89	106	75
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)			1	0								0
Queuing Penalty (veh)			0	0								0
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)	1	2	16		2	0					0	1
Queuing Penalty (veh)	2	7	38		3	0					0	1

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	TR	L	T	T	R	L	T	
Maximum Queue (ft)	10	60	63	129	252	199	320	351	293	158	89	78	
Average Queue (ft)	0	16	31	99	74	94	189	78	78	51	32	26	
95th Queue (ft)	5	47	57	146	198	173	299	226	180	117	69	61	
Link Distance (ft)	468	468	468		347	347		628	628			256	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)				105				300				145	160
Storage Blk Time (%)				16	0			2			1	0	
Queuing Penalty (veh)				10	0			6			3	0	

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB
Directions Served	TR
Maximum Queue (ft)	100
Average Queue (ft)	38
95th Queue (ft)	80
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR	
Maximum Queue (ft)	36	71	74	109	208	81	266	329	72	187	214	
Average Queue (ft)	7	18	15	33	76	13	120	163	17	43	59	
95th Queue (ft)	29	52	48	81	147	48	224	280	51	125	147	
Link Distance (ft)		582		1354	1354		942	942		628	628	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	135			60				95				80
Storage Blk Time (%)		0	1	3			10			0	1	
Queuing Penalty (veh)		0	0	1			2			0	0	

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	65	298	79	249	109	271	276	81	850	911
Average Queue (ft)	29	152	60	115	72	96	128	22	162	276
95th Queue (ft)	71	327	89	269	117	192	224	61	621	805
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		33		32					2	6
Queuing Penalty (veh)		0		0					4	13
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	6	48	51	2	11	6		1	4	
Queuing Penalty (veh)	13	27	42	3	46	9		2	1	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1837	1832	1815	74	193	1100	1128	1160	195	237
Average Queue (ft)	272	288	1695	1532	1089	15	69	363	402	449	116	219
95th Queue (ft)	288	293	2055	2104	2205	47	185	1014	1057	1119	247	269
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			10	1	0			2	3	4		
Queuing Penalty (veh)			65	9	1			8	12	17		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	18	50	2				0	31		42	1	14
Queuing Penalty (veh)	76	209	15				0	25		63	2	34

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	526	496	312	168	400	429	210
Average Queue (ft)	241	421	223	35	83	53	207	143
95th Queue (ft)	272	670	553	201	170	241	529	261
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		61	4	1		0	34	
Queuing Penalty (veh)		0	0	0		0	105	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	68	2			5		0	46
Queuing Penalty (veh)	162	6			2		1	23

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	68	259	217	189	143	124	243	234	284	156	228	85
Average Queue (ft)	7	116	85	72	42	71	94	90	158	70	111	24
95th Queue (ft)	37	216	174	152	104	126	189	176	252	134	192	61
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		15		2	0	7	4					0
Queuing Penalty (veh)		2		4	0	28	4					0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	343	362	193	203	354	215	152	163	185	293	484	210
Average Queue (ft)	195	211	107	100	141	154	79	97	90	99	182	153
95th Queue (ft)	306	322	178	172	276	243	136	151	167	204	407	263
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)		0			1	5					1	8
Queuing Penalty (veh)		0			3	11					4	19

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	172	213	140	106	45	47	104	100	47
Average Queue (ft)	62	122	55	38	14	15	41	37	10
95th Queue (ft)	154	194	116	75	35	40	86	78	33
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	0	0						
Queuing Penalty (veh)	0	0	0						

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	210	46	85	116	53	291	325	426	180	160	151	98
Average Queue (ft)	103	4	12	16	6	138	108	160	100	72	66	39
95th Queue (ft)	180	22	47	66	30	266	243	335	205	132	125	76
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)	0					9			6	0		
Queuing Penalty (veh)	0					1			33	2		

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB	
Directions Served	L	L	T	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	126	138	206	232	265	17	85	104	128	139	74	82	
Average Queue (ft)	49	67	131	138	153	1	25	51	58	63	19	25	
95th Queue (ft)	99	118	187	198	224	9	63	92	107	119	49	57	
Link Distance (ft)	603	603	603	603	603			1674	1674	1674			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)						240	240					400	400
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	770	1820	1818	770
Average Queue (ft)	762	1787	1787	492
95th Queue (ft)	847	1810	1809	1022
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)		93	91	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)	0	75	12	0
Queuing Penalty (veh)	3	460	43	1

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	44	137	171	120	141	77	25	77	91	228	253	252
Average Queue (ft)	3	48	98	42	60	30	4	31	40	166	189	200
95th Queue (ft)	22	104	159	88	113	59	17	64	82	213	232	240
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	825	1809	1808	825
Average Queue (ft)	816	1776	1775	357
95th Queue (ft)	894	1799	1797	796
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)		84	83	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)	1	74	2	0
Queuing Penalty (veh)	7	421	9	1

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	178	1085	983	957	195	95	320	1871	1877	1885	225	421
Average Queue (ft)	34	625	586	542	129	25	141	1283	1323	1357	201	376
95th Queue (ft)	135	1118	1105	1050	260	69	368	2397	2384	2400	286	449
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)		0	0	0				23	27	43		74
Queuing Penalty (veh)		2	2	1				102	122	196		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	57		37	0		0	56			18	81
Queuing Penalty (veh)	0	8		82	1		0	61			45	202

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	402	105	63	68
Average Queue (ft)	207	20	12	19
95th Queue (ft)	475	82	42	55
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	14			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	17	0		
Queuing Penalty (veh)	18	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	237	250	248	114	205	217	236	207	381	431	138	76
Average Queue (ft)	137	147	142	56	106	133	153	117	228	288	58	31
95th Queue (ft)	217	231	226	97	193	224	243	214	354	406	104	64
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					1	2	5	1				
Queuing Penalty (veh)					2	6	17	5				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	269	290	315	613	780	787	437	479	1864	1866	1025
Average Queue (ft)	148	185	230	327	388	441	58	168	1569	1614	986
95th Queue (ft)	258	305	334	572	661	694	261	381	2387	2278	1159
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	3	11	0	0	0	0		39	43	
Queuing Penalty (veh)	1	11	45	1	1	1	0		0	0	
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)								0	5	27	24
Queuing Penalty (veh)								0	15	225	199

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	55	144	596	96
Average Queue (ft)	11	39	315	41
95th Queue (ft)	38	105	543	82
Link Distance (ft)		511	1129	522
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	0	0		

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	22	2	73
Average Queue (ft)	1	0	35
95th Queue (ft)	12	2	60
Link Distance (ft)		229	497
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	55		
Storage Blk Time (%)			
Queuing Penalty (veh)			



Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SW
Directions Served	R	L	LR
Maximum Queue (ft)	4	31	34
Average Queue (ft)	0	4	16
95th Queue (ft)	3	22	38
Link Distance (ft)	549		331
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	B91	WB	WB	WB	WB	WB	WB	SB
Directions Served	L	L	T	T	T	T	T	T	T	T	T	R	L
Maximum Queue (ft)	144	234	623	558	501	4	261	276	512	796	350	89	89
Average Queue (ft)	79	106	211	202	190	0	152	169	194	378	309	36	36
95th Queue (ft)	129	238	538	510	487	4	236	254	379	840	406	71	71
Link Distance (ft)			1558	1558	1558	1947	1153	1153	1153	1153			
Upstream Blk Time (%)												0	
Queuing Penalty (veh)												0	
Storage Bay Dist (ft)	290	290										325	200
Storage Blk Time (%)		0	8				1				0	20	
Queuing Penalty (veh)		0	21				0				3	112	

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	101	106
Average Queue (ft)	48	38
95th Queue (ft)	84	78
Link Distance (ft)	549	549
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	185	1108	1115	1111	1162	1264	1210	210	142
Average Queue (ft)	137	706	685	663	608	744	814	41	56
95th Queue (ft)	231	1281	1287	1279	1082	1208	1230	169	114
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)		6	6	5		0	0		
Queuing Penalty (veh)		48	43	39		0	0		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	5	51					37	0	
Queuing Penalty (veh)	51	53					21	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	240	1435	1459	1455	103	799	885	855	84	135	79
Average Queue (ft)	229	1115	1104	1068	20	425	514	558	21	57	14
95th Queue (ft)	279	1829	1865	1868	64	696	787	800	58	112	46
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		16	8	5							
Queuing Penalty (veh)		150	78	52							
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)	71	13			0	25					
Queuing Penalty (veh)	648	17			0	5					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	554	566	1563	1497	1273	20	304	1396	1399	1400	57	60
Average Queue (ft)	496	509	1020	822	597	1	37	1159	1186	1197	13	12
95th Queue (ft)	680	696	2257	2116	1785	10	173	1637	1632	1627	42	40
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			10	4	0			7	9	11		
Queuing Penalty (veh)			95	35	4			59	73	87		
Storage Bay Dist (ft)	550	550				280	280					75
Storage Blk Time (%)	6	36	1				0	60			1	0
Queuing Penalty (veh)	20	129	12				0	12			0	0

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	79	116	459	433
Average Queue (ft)	16	51	301	275
95th Queue (ft)	52	101	443	413
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	81	102	218	249	261	456	1078	1092	1094	129	93	94
Average Queue (ft)	23	46	93	103	119	138	435	471	503	87	28	35
95th Queue (ft)	62	87	196	217	239	412	1087	1127	1146	141	69	76
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)							1	1	1	12		
Queuing Penalty (veh)							5	7	10	0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)						0	17				1	1
Queuing Penalty (veh)						0	14				0	0

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	194	262	290	319	170	201	225	127	87
Average Queue (ft)	67	125	142	159	20	42	65	31	41
95th Queue (ft)	137	240	262	279	130	166	190	85	81
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)							0		
Queuing Penalty (veh)							0		
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		0						2	4
Queuing Penalty (veh)		0						1	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	95	165	160	139	284	305	303	105	99
Average Queue (ft)	48	54	53	51	23	24	32	31	43
95th Queue (ft)	94	131	121	119	147	155	161	79	88
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)						0	0		
Queuing Penalty (veh)						0	0		
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	14	4						1	3
Queuing Penalty (veh)	45	2						1	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	93	202	307	319	332	57	1551	1550	1550
Average Queue (ft)	33	46	180	193	209	5	1370	1387	1391
95th Queue (ft)	74	122	281	291	305	30	1840	1842	1840
Link Distance (ft)	214		887	887	887		1527	1527	1527
Upstream Blk Time (%)							2	3	4
Queuing Penalty (veh)							19	27	33
Storage Bay Dist (ft)		190				125			
Storage Blk Time (%)			12				56		
Queuing Penalty (veh)			4				3		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	193	238	174	124	244	151	22	41	2842	2856	2851	260
Average Queue (ft)	74	152	64	99	69	12	2	2	1478	1532	1568	249
95th Queue (ft)	183	220	168	145	219	76	11	20	3086	3133	3126	320
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)									1	1	2	
Queuing Penalty (veh)									6	11	20	
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)		0		31					57		48	1
Queuing Penalty (veh)		0		77					1		270	8

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	82	214	238	257	1273	1293	1313	50	45
Average Queue (ft)	20	92	114	133	490	549	577	8	7
95th Queue (ft)	60	178	203	219	1063	1129	1146	32	28
Link Distance (ft)		2836	2836	2836	1456	1456	1456	400	
Upstream Blk Time (%)					0	0	1		
Queuing Penalty (veh)					3	4	6		
Storage Bay Dist (ft)	115								55
Storage Blk Time (%)		5			23			1	0
Queuing Penalty (veh)		1			0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	181	186	167	205	243	268	53	932	948	949
Average Queue (ft)	88	63	76	73	97	116	3	667	711	740
95th Queue (ft)	157	130	148	162	194	220	26	933	940	946
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)								0	0	0
Queuing Penalty (veh)								2	3	5
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	0	0	1	1				26		
Queuing Penalty (veh)	0	0	2	1				1		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	138	203	243	262	57	3369	3373	3351	142	112
Average Queue (ft)	53	87	121	144	7	2166	2190	2188	60	48
95th Queue (ft)	112	168	209	233	34	3623	3605	3563	116	97
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)						6	6	6		
Queuing Penalty (veh)						0	0	0		
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	1	2				33			0	
Queuing Penalty (veh)	2	1				2			0	

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

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

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

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

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	642	644	643	562	1354	1365	1356	200	140	2093	2097	140
Average Queue (ft)	341	342	335	144	1256	1284	1308	182	136	1589	1505	126
95th Queue (ft)	588	587	580	468	1572	1533	1492	275	163	2644	2738	171
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)	1	1	1		27	28	54			50	50	
Queuing Penalty (veh)	7	7	9		159	162	320			0	0	
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)			3	0			83	0	15	87	23	10
Queuing Penalty (veh)			8	0			425	2	38	222	107	47

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	526	613	739	830	836	836	460	154	341	595	155
Average Queue (ft)	289	340	399	816	819	823	351	96	154	207	131
95th Queue (ft)	551	626	708	846	850	846	673	177	263	448	186
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	0	1	1	31	33	45					
Queuing Penalty (veh)	0	0	0	182	198	268					
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)						86	0	1	17	14	15
Queuing Penalty (veh)						199	2	2	26	71	76

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	48	177	220	102	117	126
Average Queue (ft)	2	21	53	9	12	14
95th Queue (ft)	23	103	168	88	104	104
Link Distance (ft)	1812	1812	1812	267	267	267
Upstream Blk Time (%)				0	1	1
Queuing Penalty (veh)				2	7	18
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB
Directions Served	T	T	T	T
Maximum Queue (ft)	34	75	125	69
Average Queue (ft)	1	4	15	3
95th Queue (ft)	15	34	67	29
Link Distance (ft)	1947	1947	1947	1947
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 11019



Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	29086	28991	28624	29018	28913	28736	28929
Vehs Exited	28102	28188	27737	28080	27733	27925	28044
Starting Vehs	2779	2810	2824	2809	2819	2847	2894
Ending Vehs	3763	3613	3711	3747	3999	3658	3779
Travel Distance (mi)	40944	40655	40361	40325	39925	40286	40373
Travel Time (hr)	4829.6	4657.5	4704.2	4674.4	4996.2	4731.3	4698.8
Total Delay (hr)	3386.1	3224.8	3281.5	3252.7	3587.2	3311.6	3274.9
Total Stops	101609	101643	98285	104068	101918	102358	105578
Fuel Used (gal)	2170.4	2123.6	2123.0	2116.1	2175.2	2130.4	2123.4

Summary of All Intervals

Run Number	7	TCVHCS\Synchro_C	Near Term PM	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	28701	29227	28943	28983
Vehs Exited	28009	28121	27936	27997
Starting Vehs	2917	2825	2762	2802
Ending Vehs	3609	3931	3769	3788
Travel Distance (mi)	40011	40360	40110	40502
Travel Time (hr)	4777.4	4731.6	4812.8	4930.0
Total Delay (hr)	3367.6	3307.3	3399.6	3499.7
Total Stops	102589	109649	101151	101861
Fuel Used (gal)	2131.9	2128.3	2141.9	2171.9

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	29086	28991	28624	29018	28913	28736	28929
Vehs Exited	28102	28188	27737	28080	27733	27925	28044
Starting Vehs	2779	2810	2824	2809	2819	2847	2894
Ending Vehs	3763	3613	3711	3747	3999	3658	3779
Travel Distance (mi)	40944	40655	40361	40325	39925	40286	40373
Travel Time (hr)	4829.6	4657.5	4704.2	4674.4	4996.2	4731.3	4698.8
Total Delay (hr)	3386.1	3224.8	3281.5	3252.7	3587.2	3311.6	3274.9
Total Stops	101609	101643	98285	104068	101918	102358	105578
Fuel Used (gal)	2170.4	2123.6	2123.0	2116.1	2175.2	2130.4	2123.4

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	TCV\HCS\Synchro_C\Near Term PM	Avg
Vehs Entered	28701	29227	28920
Vehs Exited	28009	28121	27989
Starting Vehs	2917	2825	2814
Ending Vehs	3609	3931	3756
Travel Distance (mi)	40011	40360	40350
Travel Time (hr)	4777.4	4731.6	4776.7
Total Delay (hr)	3367.6	3307.3	3353.9
Total Stops	102589	109649	102800
Fuel Used (gal)	2131.9	2128.3	2139.6

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	8	43
Average Queue (ft)	0	13
95th Queue (ft)	6	37
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NE	SW
Directions Served	LTR	L	LTR	LTR
Maximum Queue (ft)	3	8	42	30
Average Queue (ft)	0	0	12	6
95th Queue (ft)	3	5	37	26
Link Distance (ft)	669		442	126
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	82	270	623	648	170	685	682	205	230	150	116	157
Average Queue (ft)	29	49	340	381	157	441	244	108	133	30	25	90
95th Queue (ft)	64	206	610	653	194	845	625	187	212	120	74	177
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)						32	4					
Queuing Penalty (veh)						85	12					
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)		0	28		72	1		0	1	0		1
Queuing Penalty (veh)		0	13		106	1		0	0	0		3

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	170	542	524
Average Queue (ft)	153	433	414
95th Queue (ft)	219	607	593
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)	9	65	
Queuing Penalty (veh)	29	166	

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	104	101	320	135	715	694	241	162	85	78	255	914
Average Queue (ft)	43	11	131	132	697	142	130	59	23	30	97	820
95th Queue (ft)	87	58	260	142	739	515	226	126	62	62	289	1083
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)			0		64	3						27
Queuing Penalty (veh)			0		166	7						138
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	1			95	2		2		0	0	0	85
Queuing Penalty (veh)	0			136	8		1		0	0	0	31

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	922
Average Queue (ft)	813
95th Queue (ft)	1090
Link Distance (ft)	883
Upstream Blk Time (%)	23
Queuing Penalty (veh)	121
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	120	103	131	80	412	437
Average Queue (ft)	58	9	50	25	373	101
95th Queue (ft)	106	51	104	63	496	305
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)	0	0			28	3
Queuing Penalty (veh)	0	0			217	20
Storage Bay Dist (ft)	130					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	56	139	1106	1213	1282	175	202	215	1248	1126	932	230
Average Queue (ft)	14	21	680	821	906	132	191	210	739	603	471	38
95th Queue (ft)	42	91	1177	1296	1371	247	225	233	1302	1146	881	154
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)		0	57		68	0	8	41	13			
Queuing Penalty (veh)		0	17		132	1	50	253	67			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	58	152	164	289	455	225	212	347	360	566	342	160
Average Queue (ft)	17	98	123	59	114	188	172	343	357	543	73	66
95th Queue (ft)	43	180	180	188	372	251	240	363	372	645	186	137
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)										46	0	
Queuing Penalty (veh)										261	0	
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		2	9	0	0	8	3	13	65	1	0	1
Queuing Penalty (veh)		1	3	0	1	2	1	17	85	7	1	1

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	98	316	383	236	436	409	169	426	113	154	348
Average Queue (ft)	18	162	195	91	139	108	120	124	45	62	156
95th Queue (ft)	67	300	353	199	392	341	203	411	88	141	361
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)			0								18
Queuing Penalty (veh)			0								0
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)		2		0	9		42	0		2	26
Queuing Penalty (veh)		0		0	8		3	0		4	17

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	60	74	54	39	107	240	214	195	610	510	78	446
Average Queue (ft)	17	25	13	6	55	211	86	160	373	119	27	174
95th Queue (ft)	48	62	42	27	87	232	223	243	754	438	65	399
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)						91	8		19	2		
Queuing Penalty (veh)						0	0		11	1		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)								77	2			1
Queuing Penalty (veh)								34	2			0

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	492
Average Queue (ft)	237
95th Queue (ft)	503
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	54	27	77	263	215	32	70	146
Average Queue (ft)	15	4	21	63	38	3	17	27
95th Queue (ft)	49	20	59	333	261	18	53	128
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	13			0	
Queuing Penalty (veh)			0	5			0	

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	82	145	173	121	136	84
Average Queue (ft)	30	27	47	37	37	34
95th Queue (ft)	69	93	120	92	94	64
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	1	2				
Queuing Penalty (veh)	2	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	84	231	117	165	728	501	78	155	168	210	325	362
Average Queue (ft)	12	96	27	156	445	168	20	74	79	106	214	227
95th Queue (ft)	48	180	72	197	774	466	56	131	142	183	296	316
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)		4	0	57	15			1				
Queuing Penalty (veh)		3	0	147	30			0				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	430	558	399
Average Queue (ft)	178	190	212
95th Queue (ft)	319	390	344
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		



Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	82	108	148	184	209	262	241	105	116	140	166	209
Average Queue (ft)	29	46	67	69	130	132	101	43	45	53	79	140
95th Queue (ft)	69	90	119	175	206	227	203	87	96	115	146	225
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	1	2		0	3	1		0	0			6
Queuing Penalty (veh)	0	1		0	4	2		0	0			28

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	369	376	478
Average Queue (ft)	157	162	213
95th Queue (ft)	348	365	451
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)	6		
Queuing Penalty (veh)	10		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	62	154	93	134	108	65	135	125	139	106	413	429
Average Queue (ft)	17	72	28	68	39	21	42	42	52	9	301	306
95th Queue (ft)	47	125	65	117	83	51	97	97	107	51	456	468
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)		0		0	0						3	4
Queuing Penalty (veh)		0		0	0						18	20
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)												47
Queuing Penalty (veh)												3

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	418
Average Queue (ft)	328
95th Queue (ft)	471
Link Distance (ft)	401
Upstream Blk Time (%)	6
Queuing Penalty (veh)	30
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	116	160	206	246	285	190	276	289	650	578	550	150
Average Queue (ft)	53	81	109	137	162	94	186	214	232	226	247	66
95th Queue (ft)	105	142	184	217	251	192	282	310	519	473	480	173
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)			0		13	0	1	5	2		14	0
Queuing Penalty (veh)			0		25	1	4	29	10		31	0

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	161	185	182	150	101	115	240	270	402	402	395	125
Average Queue (ft)	54	90	100	58	22	37	128	187	272	301	322	117
95th Queue (ft)	129	160	167	135	71	90	212	296	429	446	451	153
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)									3	4	6	
Queuing Penalty (veh)									22	29	46	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)							0	0	10		34	25
Queuing Penalty (veh)							0	1	32		104	75

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	TR	T	L	T	T	R	L
Maximum Queue (ft)	70	496	503	130	424	80	780	108	71	95	50	174
Average Queue (ft)	4	235	331	120	238	22	253	42	21	34	14	47
95th Queue (ft)	49	579	614	152	517	62	880	88	52	78	36	137
Link Distance (ft)	468	468	468		347	347	959		628	628		
Upstream Blk Time (%)	0	22	45		35		7					
Queuing Penalty (veh)	0	0	0		67		25					
Storage Bay Dist (ft)				105				300			145	160
Storage Blk Time (%)				58	0							0
Queuing Penalty (veh)				12	1							0

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB	SB	B51	B51
Directions Served	T	TR	T	T
Maximum Queue (ft)	303	316	65	73
Average Queue (ft)	153	161	5	6
95th Queue (ft)	291	306	51	58
Link Distance (ft)	256	256	1076	1076
Upstream Blk Time (%)	6	9		
Queuing Penalty (veh)	8	12		
Storage Bay Dist (ft)				
Storage Blk Time (%)	27			
Queuing Penalty (veh)	10			

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	32	71	85	668	229	58	77	140	104	664	662
Average Queue (ft)	3	21	70	288	36	13	29	63	39	490	502
95th Queue (ft)	17	56	111	669	203	40	68	116	102	857	847
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)										15	26
Queuing Penalty (veh)										85	142
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)			10	58		0	0		0	55	
Queuing Penalty (veh)			15	84		0	0		0	21	

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	278	80	271	107	192	180	84	989	975
Average Queue (ft)	14	138	78	225	69	53	66	34	873	893
95th Queue (ft)	53	249	86	314	117	163	136	83	1202	1171
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		2		72					20	40
Queuing Penalty (veh)		0		0					139	273
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	0	53	86	5	17	1		1	53	
Queuing Penalty (veh)	1	7	67	10	23	1		9	18	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	217	264	392	401	560	192	205	1232	1254	1274	195	196
Average Queue (ft)	115	133	196	216	276	144	188	923	935	982	113	98
95th Queue (ft)	240	261	346	340	459	218	243	1238	1263	1316	253	185
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)					0			0	0	0		
Queuing Penalty (veh)					0			0	0	1		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	1	4	3			4	17	47		59	0	0
Queuing Penalty (veh)	2	14	8			29	123	174		97	0	0

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	223	136	103	49	175	445	436	210
Average Queue (ft)	136	35	21	4	131	327	419	210
95th Queue (ft)	205	98	67	25	210	512	437	210
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)						2	28	
Queuing Penalty (veh)						15	232	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	0				9	21	5	63
Queuing Penalty (veh)	0				32	32	31	233

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	98	270	251	283	150	117	228	198	200	93	94	92
Average Queue (ft)	8	126	113	114	47	30	107	97	117	32	39	34
95th Queue (ft)	43	219	195	209	118	83	194	171	186	76	84	74
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)	0	15		5	0	0	11					
Queuing Penalty (veh)	1	2		13	0	1	3					

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	87	117	308	327	362	215	151	166	162	176	220	173
Average Queue (ft)	28	58	180	179	193	103	66	83	83	103	123	18
95th Queue (ft)	70	98	275	280	302	224	124	140	149	162	193	83
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)					13	0					2	0
Queuing Penalty (veh)					27	0					1	0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	251	337	67	251	222	242	255	642	245
Average Queue (ft)	158	220	10	135	73	209	235	373	146
95th Queue (ft)	259	318	57	222	183	275	284	687	262
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)		1	0					6	
Queuing Penalty (veh)		0	0					0	
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	7		0	0	2	12	4	0
Queuing Penalty (veh)	0	13		0	0	11	84	35	4

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	107	140	220	285	36	197	340	283	180	214	245	110
Average Queue (ft)	44	51	97	158	2	78	94	112	43	107	147	49
95th Queue (ft)	91	112	175	254	20	171	266	230	133	183	229	88
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)							0					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)							3		4	0		
Queuing Penalty (veh)							0		5	0		

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	372	380	216	231	240	67	94	104	114	132	202	222
Average Queue (ft)	230	247	127	136	142	15	38	39	48	58	100	123
95th Queue (ft)	335	349	195	205	217	47	76	82	95	114	180	204
Link Distance (ft)	603	603	603	603	603			1674	1674	1674		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)						240	240				400	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	172	242	76	76
Average Queue (ft)	42	135	41	37
95th Queue (ft)	119	217	66	63
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	228	287	266	211	168	182	143	141	158	85	88	93
Average Queue (ft)	125	196	154	119	87	86	25	74	92	46	41	50
95th Queue (ft)	218	269	235	188	156	148	84	123	138	73	77	86
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)	0	0	0									
Queuing Penalty (veh)	0	1	0									

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	247	304	171	161
Average Queue (ft)	121	186	86	79
95th Queue (ft)	219	272	140	132
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	388	430	525	195	265	320	1069	1117	1146	225	406
Average Queue (ft)	47	206	213	247	132	154	262	678	750	784	196	293
95th Queue (ft)	139	376	396	478	252	234	392	1123	1198	1227	269	409
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)								0	0	0		5
Queuing Penalty (veh)								0	0	1		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	20		18	1	0	0	31			2	35
Queuing Penalty (veh)	0	8		76	4	1	3	130			5	78

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	244	67	36	41
Average Queue (ft)	50	8	5	6
95th Queue (ft)	136	35	23	27
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	3			
Queuing Penalty (veh)	2			

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	228	232	248	220	230	234	250	228	228	268	82	50
Average Queue (ft)	125	131	136	95	192	200	207	192	108	157	43	18
95th Queue (ft)	192	197	209	178	240	240	244	239	206	241	71	46
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					13	15	21	13				
Queuing Penalty (veh)					63	76	106	67				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	286	315	309	286	234	322	236	125	170	306	301
Average Queue (ft)	181	232	275	130	127	147	61	28	81	191	181
95th Queue (ft)	299	343	307	227	205	260	177	81	147	281	276
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	1	7	25				0				
Queuing Penalty (veh)	10	54	186				0				
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	B88	B88	WB	SB
Directions Served	L	T	T		TR	LR
Maximum Queue (ft)	69	545	88	5	119	102
Average Queue (ft)	15	273	3	0	43	43
95th Queue (ft)	48	524	46	5	98	88
Link Distance (ft)		511	2465	2465	1129	522
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		10				
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	22				
Queuing Penalty (veh)	2	3				

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	14	70
Average Queue (ft)	1	34
95th Queue (ft)	8	57
Link Distance (ft)		497
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	55	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	35	67
Average Queue (ft)	4	26
95th Queue (ft)	22	52
Link Distance (ft)	331	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	80	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB	SB		
Directions Served	L	L	T	T	T	L	T	T	T	T	T	R	L		
Maximum Queue (ft)	112	215	400	364	356	36	395	415	444	470	350	225	225		
Average Queue (ft)	59	43	209	202	188	2	270	296	323	332	142	185	185		
95th Queue (ft)	98	128	327	309	306	24	374	398	429	449	374	269	269		
Link Distance (ft)			1558	1558	1558			1153	1153	1153	1153				
Upstream Blk Time (%)															
Queuing Penalty (veh)															
Storage Bay Dist (ft)	290	290				215						325	200		
Storage Blk Time (%)			1						13				8	0	3
Queuing Penalty (veh)			2						0				16	1	11

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	406	332
Average Queue (ft)	259	137
95th Queue (ft)	400	287
Link Distance (ft)	549	549
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	20	
Queuing Penalty (veh)	87	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	174	678	680	675	1259	1309	1231	210	235
Average Queue (ft)	52	366	362	354	912	957	985	53	104
95th Queue (ft)	128	679	678	670	1169	1191	1178	191	194
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)		0	0	0	0	0	0		
Queuing Penalty (veh)		2	2	1	0	0	0		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	0	23					35	0	
Queuing Penalty (veh)	0	7					26	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	212	1240	1295	1146	51	1238	1275	1252	137	168	126
Average Queue (ft)	57	491	476	430	8	801	858	888	44	83	16
95th Queue (ft)	191	1272	1294	1217	35	1319	1353	1369	106	146	68
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		1	1	1							
Queuing Penalty (veh)		12	8	5							
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)	0	34			0	30					
Queuing Penalty (veh)	0	9			0	2					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	575	1929	1941	1918	29	305	937	967	987	91	120
Average Queue (ft)	545	559	1540	1381	1192	5	80	644	680	703	43	37
95th Queue (ft)	628	642	2458	2445	2336	21	269	1050	1094	1115	85	88
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			18	5	1							
Queuing Penalty (veh)			166	47	9							
Storage Bay Dist (ft)	550	550				280	280				75	
Storage Blk Time (%)	7	38	1				0	54			7	3
Queuing Penalty (veh)	46	253	14				0	18			3	2

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	163	190	439	402
Average Queue (ft)	71	121	273	242
95th Queue (ft)	162	183	390	362
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	72	329	500	518	544	96	76	89	117	138	204	110
Average Queue (ft)	18	60	211	241	262	36	8	14	37	74	72	49
95th Queue (ft)	51	185	453	497	523	82	44	54	88	135	158	105
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)										7		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)		0	4								9	1
Queuing Penalty (veh)		0	3								8	1

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	240	439	474	489	103	124	131	140	90
Average Queue (ft)	51	213	252	274	12	19	43	42	41
95th Queue (ft)	150	401	433	452	60	74	101	101	81
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		5						5	1
Queuing Penalty (veh)		2						4	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	100	387	410	412	252	290	315	184	105
Average Queue (ft)	70	256	273	290	103	120	148	68	53
95th Queue (ft)	116	382	399	410	210	254	300	143	105
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	27	20						7	1
Queuing Penalty (veh)	181	16						7	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NW	NW	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	132	67	95	214	652	670	689	73	260	286	308
Average Queue (ft)	47	32	16	54	398	424	442	11	138	172	192
95th Queue (ft)	103	65	65	150	611	631	644	43	232	264	285
Link Distance (ft)	214		477		887	887	887		1527	1527	1527
Upstream Blk Time (%)					0	0	0				
Queuing Penalty (veh)					0	0	1				
Storage Bay Dist (ft)		45		190				125			
Storage Blk Time (%)		20	1		35				14		
Queuing Penalty (veh)		1	0		12				2		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	339	428	325	124	308	325	333	28	136	147	152	60
Average Queue (ft)	224	297	150	71	170	188	193	4	67	73	82	19
95th Queue (ft)	322	410	294	132	269	284	289	18	124	132	144	51
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)	0	4		8	21				6			
Queuing Penalty (veh)	0	10		46	16				0			

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	R
Maximum Queue (ft)	64	285	326	354	7	265	292	320	61	66
Average Queue (ft)	15	115	143	164	0	155	187	207	16	16
95th Queue (ft)	48	241	274	293	5	236	266	291	48	46
Link Distance (ft)		2836	2836	2836		1456	1456	1456	400	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115				90					55
Storage Blk Time (%)		8				15			2	0
Queuing Penalty (veh)		1				0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	223	280	174	177	222	210	32	104	133	137
Average Queue (ft)	146	57	85	28	30	30	5	45	56	60
95th Queue (ft)	225	178	155	107	121	123	21	89	110	119
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	5		2	0				1		
Queuing Penalty (veh)	6		13	0				0		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	159	306	242	238	128	203	215	237	172	153
Average Queue (ft)	105	126	141	147	25	109	120	129	88	47
95th Queue (ft)	167	243	222	224	76	181	192	216	154	112
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	13	3			0	9			0	0
Queuing Penalty (veh)	94	4			0	2			0	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

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

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

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



Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	371	385	417	360	1306	1344	1348	200	140	607	326	110
Average Queue (ft)	264	283	306	94	819	1065	1203	176	120	344	73	51
95th Queue (ft)	357	373	396	317	1368	1488	1511	282	173	747	259	87
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)					0	1	6					
Queuing Penalty (veh)					1	11	55					
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)							46	0	11	68	0	0
Queuing Penalty (veh)							254	2	14	86	0	0

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	1147	1158	1158	655	649	680	460	155	1795	1792	66
Average Queue (ft)	1095	1130	1130	499	512	515	346	144	1702	1569	26
95th Queue (ft)	1194	1145	1146	650	659	685	672	186	2008	2374	60
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	11	70	93	0	0	0			78	58	
Queuing Penalty (veh)	0	0	0	1	0	0			0	0	
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)							16	0	13	81	
Queuing Penalty (veh)							104	2	36	221	

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB
Directions Served	T	T	T	R	T
Maximum Queue (ft)	496	654	778	75	10
Average Queue (ft)	65	219	320	2	0
95th Queue (ft)	316	542	642	77	7
Link Distance (ft)	1812	1812	1812		267
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)				800	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 84: Miramar Rd.

Movement	EB	WB	WB	WB	WB	B91	B91
Directions Served	T	T	T	T	T	T	T
Maximum Queue (ft)	5	175	202	224	198	2	12
Average Queue (ft)	0	55	76	99	67	0	0
95th Queue (ft)	5	139	171	200	163	2	7
Link Distance (ft)	196	1947	1947	1947	1947	1558	1558
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 8061

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	30077	30385	29652	29530	29556	29111	28767
Vehs Exited	27860	28134	27634	27204	26833	26274	26310
Starting Vehs	3081	3200	3181	3176	2957	3074	3233
Ending Vehs	5298	5451	5199	5502	5680	5911	5690
Travel Distance (mi)	39450	39899	39338	38578	38576	37701	38084
Travel Time (hr)	6442.2	6421.5	6381.2	6839.0	6632.8	6780.3	7036.1
Total Delay (hr)	5049.4	5012.9	4992.7	5477.3	5271.6	5450.8	5691.5
Total Stops	117771	119779	116629	117310	118518	111666	115982
Fuel Used (gal)	2480.5	2487.9	2466.4	2544.0	2501.8	2508.4	2578.7

Summary of All Intervals

Run Number	7TCVHCSISynchro_C	7TCVHCSISynchro_C	Near Term + P AM	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	29526	29386	30190	29709
Vehs Exited	27166	26552	27896	27212
Starting Vehs	3212	3081	3141	3115
Ending Vehs	5572	5915	5435	5375
Travel Distance (mi)	38658	37774	39622	38923
Travel Time (hr)	6503.2	6672.9	6508.1	6579.8
Total Delay (hr)	5140.1	5339.9	5109.4	5204.5
Total Stops	120111	113071	118708	118055
Fuel Used (gal)	2475.9	2487.2	2503.8	2500.7

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	30077	30385	29652	29530	29556	29111	28767
Vehs Exited	27860	28134	27634	27204	26833	26274	26310
Starting Vehs	3081	3200	3181	3176	2957	3074	3233
Ending Vehs	5298	5451	5199	5502	5680	5911	5690
Travel Distance (mi)	39450	39899	39338	38578	38576	37701	38084
Travel Time (hr)	6442.2	6421.5	6381.2	6839.0	6632.8	6780.3	7036.1
Total Delay (hr)	5049.4	5012.9	4992.7	5477.3	5271.6	5450.8	5691.5
Total Stops	117771	119779	116629	117310	118518	111666	115982
Fuel Used (gal)	2480.5	2487.9	2466.4	2544.0	2501.8	2508.4	2578.7

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7TCV\HCSIS\Chro\CI\Near	Term + P AM	Avg		
Vehs Entered	29526	29386	30190	29709	29623
Vehs Exited	27166	26552	27896	27449	27212
Starting Vehs	3212	3081	3141	3115	3119
Ending Vehs	5572	5915	5435	5375	5533
Travel Distance (mi)	38658	37774	39622	38923	38782
Travel Time (hr)	6503.2	6672.9	6508.1	6579.8	6617.9
Total Delay (hr)	5140.1	5339.9	5109.4	5204.5	5249.1
Total Stops	120111	113071	118708	118055	117049
Fuel Used (gal)	2475.9	2487.2	2503.8	2500.7	2503.2

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	34	28
Average Queue (ft)	2	3
95th Queue (ft)	16	17
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NW	B67	B67	NE	SW
Directions Served	LTR	L	TR	T		LTR	LTR
Maximum Queue (ft)	22	28	57	849	656	27	24
Average Queue (ft)	1	3	5	237	109	4	3
95th Queue (ft)	13	17	29	801	531	19	17
Link Distance (ft)	669		1632	904	904	442	126
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)		100					
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	257	269	725	486	170	421	501	206	285	659	600	63
Average Queue (ft)	224	229	299	160	67	211	297	95	184	308	263	16
95th Queue (ft)	296	315	758	414	156	346	438	176	353	600	530	46
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)	26	30	1		0	21		0	0	17		
Queuing Penalty (veh)	34	40	4		1	13		0	1	66		

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	85	111	128
Average Queue (ft)	31	49	58
95th Queue (ft)	69	97	107
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	135	550	505	95	96	154	265	434	417	115	105	156
Average Queue (ft)	127	488	157	37	35	65	206	353	366	106	38	79
95th Queue (ft)	175	647	448	79	75	122	357	476	449	139	96	143
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)		79	1					17	26			
Queuing Penalty (veh)		0	0					134	209			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	84	10		1	0		4	34	33	34		0
Queuing Penalty (veh)	47	21		1	0		31	170	147	280		0

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	134
Average Queue (ft)	55
95th Queue (ft)	110
Link Distance (ft)	883
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	32	24	483	480	125	50
Average Queue (ft)	8	2	201	211	18	6
95th Queue (ft)	30	12	561	567	73	28
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)			13	15		
Queuing Penalty (veh)			155	173		
Storage Bay Dist (ft)	130					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	1180	1076	907	175	201	215	1322	1540	1762	1822
Average Queue (ft)	130	149	514	446	398	106	124	173	473	767	1048	1326
95th Queue (ft)	170	183	1321	1170	901	236	213	268	1127	1572	1900	2235
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)			1	0						1	0	17
Queuing Penalty (veh)			7	0						5	0	175
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	20	51	21		54	0	1	4	19			31
Queuing Penalty (veh)	75	188	76		68	0	3	24	73			274

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	148	164	451	482	195	160	153	194	46	50	53
Average Queue (ft)	188	41	92	155	132	73	45	69	103	8	15	14
95th Queue (ft)	214	120	174	401	425	171	111	131	167	30	42	40
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)				1	3							
Queuing Penalty (veh)				0	0							
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	29	0	2	13	7	0	0					
Queuing Penalty (veh)	254	0	2	19	22	0	0					

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	161	130	153	274	648	592	170	1052	1046	41	58
Average Queue (ft)	79	52	78	208	333	292	169	1014	703	9	15
95th Queue (ft)	141	106	133	342	739	629	169	1158	1379	33	45
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								61	10		
Queuing Penalty (veh)								196	33		
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)				43	1		98	0			0
Queuing Penalty (veh)				181	2		111	0			0



Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	187	200	700	668	117	84	113	195	641	624	112	61
Average Queue (ft)	149	161	440	154	28	26	32	168	509	431	52	17
95th Queue (ft)	224	257	873	463	76	64	80	266	676	691	95	47
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)			32	5					20	7		
Queuing Penalty (veh)			94	15					36	13		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	49	62	1	1	0			40	71			
Queuing Penalty (veh)	85	106	2	1	0			84	113			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	86
Average Queue (ft)	40
95th Queue (ft)	77
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	13	27	98	426	401	30	32	36
Average Queue (ft)	1	4	34	105	85	6	3	5
95th Queue (ft)	7	20	85	440	402	25	17	25
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	19				
Queuing Penalty (veh)			0	10				

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	74	232	188	125	130	79
Average Queue (ft)	14	69	45	32	40	36
95th Queue (ft)	49	169	123	92	101	66
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	6				
Queuing Penalty (veh)	0	2				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	174	357	170	165	401	331	110	164	244	308	267	248
Average Queue (ft)	72	170	49	92	203	163	38	71	95	155	141	128
95th Queue (ft)	155	300	143	174	348	280	87	140	190	274	229	206
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)	0	13	0	2	21		0	1				
Queuing Penalty (veh)	2	21	0	8	22		0	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	182	153	224
Average Queue (ft)	73	63	109
95th Queue (ft)	147	132	195
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	76	127	127	102	156	267	360	139	185	222	324	143
Average Queue (ft)	27	49	67	32	60	130	182	66	67	81	130	64
95th Queue (ft)	64	101	118	77	126	223	304	124	139	173	254	119
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						0	0					0
Queuing Penalty (veh)						0	0					0
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	0	3			0	1		2	1			0
Queuing Penalty (veh)	0	1			0	1		3	1			0

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	156	117	155
Average Queue (ft)	47	32	57
95th Queue (ft)	116	84	123
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	41	59	39	32	49	247	303	328	335	58	158	93
Average Queue (ft)	9	23	8	7	14	106	79	90	101	10	50	28
95th Queue (ft)	32	49	30	26	41	196	213	243	255	36	115	70
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)							0	0	0			
Queuing Penalty (veh)							0	0	0			
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)						0	0				1	
Queuing Penalty (veh)						0	0				0	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	139
Average Queue (ft)	47
95th Queue (ft)	104
Link Distance (ft)	401
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	241	270	408	358	389	190	125	188	399	472	538	150
Average Queue (ft)	121	164	213	224	253	108	52	76	186	231	304	133
95th Queue (ft)	211	272	338	328	362	238	106	140	327	403	490	195
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)	0	0	3		21	0			2		34	12
Queuing Penalty (veh)	0	2	14		25	0			4		110	33

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	190	285	624	574	389	280	144	160	94	103	117	101
Average Queue (ft)	86	202	349	293	223	63	69	83	28	37	39	21
95th Queue (ft)	178	339	524	454	333	203	125	142	69	81	92	69
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)	0	1	19		3	0					1	1
Queuing Penalty (veh)	0	6	44		5	0					1	1

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	TR	L	T	T	R	L	T	
Maximum Queue (ft)	15	57	72	129	224	222	312	288	168	159	93	78	
Average Queue (ft)	1	13	30	96	65	96	177	64	62	62	34	26	
95th Queue (ft)	7	42	59	143	169	177	288	184	131	132	74	64	
Link Distance (ft)	468	468	468		347	347		628	628			256	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)				105			300			145			160
Storage Blk Time (%)				13	1		1	0	0	0			
Queuing Penalty (veh)				8	1		3	0	2	1			

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB
Directions Served	TR
Maximum Queue (ft)	93
Average Queue (ft)	35
95th Queue (ft)	75
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR	
Maximum Queue (ft)	51	60	78	109	167	88	270	374	64	187	211	
Average Queue (ft)	12	18	15	30	74	13	120	175	16	47	60	
95th Queue (ft)	39	50	51	80	138	53	229	316	46	163	181	
Link Distance (ft)		582		1354	1354		942	942		628	628	
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											1	1
Storage Bay Dist (ft)	135		60			95			80			
Storage Blk Time (%)			0	3			10		0	2		
Queuing Penalty (veh)			0	1			2		0	0		

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	65	296	79	240	109	242	292	73	856	909
Average Queue (ft)	27	153	60	118	69	85	123	21	155	277
95th Queue (ft)	69	330	90	267	113	183	218	56	602	793
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		35		31			0		1	5
Queuing Penalty (veh)		0		0			0		3	12
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	6	49	52	2	11	4		1	3	
Queuing Penalty (veh)	13	27	42	3	51	6		1	1	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1697	1626	1557	57	204	816	868	927	195	237
Average Queue (ft)	271	285	1203	937	489	11	67	292	334	382	113	212
95th Queue (ft)	293	305	2100	1920	1465	38	183	835	885	938	245	288
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			1	0	0			2	2	3		
Queuing Penalty (veh)			10	3	1			8	9	10		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	16	46	1				0	28		40	0	16
Queuing Penalty (veh)	66	194	12				0	23		61	1	38

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	526	484	224	167	354	426	210
Average Queue (ft)	242	444	220	26	79	41	203	138
95th Queue (ft)	271	642	551	128	163	199	527	262
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		65	6	0		0	37	
Queuing Penalty (veh)		0	0	0		0	116	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	72	4			5	0	1	46
Queuing Penalty (veh)	171	14			2	0	4	23

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	72	300	266	182	138	123	187	196	270	158	209	63
Average Queue (ft)	8	130	92	71	35	68	84	88	153	68	100	22
95th Queue (ft)	42	239	188	139	85	122	159	164	242	127	169	50
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		17		2	0	6	4				0	
Queuing Penalty (veh)		2		3	0	25	4				0	

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	330	346	231	234	382	215	145	161	185	228	388	210
Average Queue (ft)	185	204	121	102	143	144	73	91	81	86	128	127
95th Queue (ft)	294	310	197	180	295	237	127	144	155	169	295	239
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)	0	0			1	5					0	4
Queuing Penalty (veh)	0	0			3	12					2	10

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	183	221	135	91	38	69	96	105	41
Average Queue (ft)	62	123	56	40	12	20	42	37	11
95th Queue (ft)	159	204	114	75	30	51	86	78	33
Link Distance (ft)		328	328				611		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							



Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	220	53	88	134	81	318	294	403	180	142	158	100
Average Queue (ft)	102	5	12	17	6	141	106	149	99	70	72	43
95th Queue (ft)	186	27	50	74	38	280	235	322	201	122	133	81
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)	0					10		6	0			
Queuing Penalty (veh)	0					1		31	2			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	102	117	196	214	232	24	75	110	115	126	54	78
Average Queue (ft)	41	60	132	136	149	1	27	53	58	64	15	26
95th Queue (ft)	85	106	186	192	215	12	64	95	104	117	40	60
Link Distance (ft)	603	603	603	603	603			1674	1674	1674		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)						240	240				400	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	770	1821	1821	770
Average Queue (ft)	759	1788	1789	471
95th Queue (ft)	874	1812	1813	992
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)		94	92	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)	0	76	11	0
Queuing Penalty (veh)	3	463	40	1

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	20	140	170	117	143	72	20	69	84	230	246	258
Average Queue (ft)	1	49	100	43	63	30	4	28	36	153	176	189
95th Queue (ft)	10	108	157	92	118	58	16	59	71	206	222	234
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	825	1808	1810	825
Average Queue (ft)	818	1776	1778	335
95th Queue (ft)	904	1799	1800	804
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)		88	85	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)	2	76	3	0
Queuing Penalty (veh)	11	450	15	1

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	1363	1376	1356	195	83	320	1866	1873	1883	225	423
Average Queue (ft)	30	1298	1299	1289	146	22	129	1281	1314	1346	202	362
95th Queue (ft)	125	1466	1485	1474	265	65	356	2435	2419	2423	287	470
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)		13	13	12				28	32	45		59
Queuing Penalty (veh)		95	94	88				129	144	208		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	74		64	0		0	54			12	70
Queuing Penalty (veh)	0	10		142	1		0	59			29	176

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	395	105	46	78
Average Queue (ft)	193	16	10	23
95th Queue (ft)	449	70	36	66
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	10			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	14	0		
Queuing Penalty (veh)	15	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	244	243	224	108	220	225	237	230	624	911	702	111
Average Queue (ft)	116	129	125	52	131	157	174	133	330	445	189	33
95th Queue (ft)	196	209	198	96	225	241	251	235	615	963	812	73
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					12	13	20	10		7	6	
Queuing Penalty (veh)					43	49	75	37		0	0	
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)									2	7		
Queuing Penalty (veh)									13	42		

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	258	280	297	945	969	976	892	460	1872	1868	1025
Average Queue (ft)	114	151	197	466	518	576	247	152	1823	1823	1021
95th Queue (ft)	217	280	325	996	1030	1041	891	381	2011	1998	1060
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	1	6	6	9	12	7		75	79	
Queuing Penalty (veh)	0	2	24	42	58	81	49		0	0	
Storage Bay Dist (ft)									455		1000
Storage Blk Time (%)									0	6	52
Queuing Penalty (veh)									0	20	469

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	49	129	702	114
Average Queue (ft)	10	36	534	43
95th Queue (ft)	37	94	784	86
Link Distance (ft)		511	1129	522
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	1	0		

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	25	78
Average Queue (ft)	2	36
95th Queue (ft)	13	63
Link Distance (ft)		497
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	55	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SW
Directions Served	R	L	LR
Maximum Queue (ft)	2	35	40
Average Queue (ft)	0	6	16
95th Queue (ft)	2	25	38
Link Distance (ft)	549		331
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB	SB	
Directions Served	L	L	T	T	T	T	T	T	T	T	R	L	L
Maximum Queue (ft)	176	227	351	319	303	215	239	553	934	350	91	108	
Average Queue (ft)	99	97	129	117	110	130	149	198	514	332	40	54	
95th Queue (ft)	167	190	264	247	236	202	222	464	1026	397	78	95	
Link Distance (ft)			1558	1558	1558	1153	1153	1153	1153			549	
Upstream Blk Time (%)										0			
Queuing Penalty (veh)										0			
Storage Bay Dist (ft)	290	290									325	200	
Storage Blk Time (%)		0	1			0			0	29			
Queuing Penalty (veh)		0	3			0			4	159			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB
Directions Served	R
Maximum Queue (ft)	81
Average Queue (ft)	35
95th Queue (ft)	67
Link Distance (ft)	549
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	185	1152	1156	1153	1364	1384	1395	210	166
Average Queue (ft)	144	707	686	667	884	1011	1078	40	64
95th Queue (ft)	234	1238	1239	1228	1451	1522	1516	169	133
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)		3	2	2	0	0	0		
Queuing Penalty (veh)		22	16	14	2	3	6		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	8	52					38	0	
Queuing Penalty (veh)	75	54					21	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	240	1435	1455	1452	88	1329	1446	1420	93	130	64
Average Queue (ft)	229	1176	1173	1137	19	753	849	889	21	53	14
95th Queue (ft)	278	1823	1846	1867	58	1299	1401	1400	62	106	45
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		17	10	6		0	0				
Queuing Penalty (veh)		160	93	57		0	0				
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)	75	12			0	31					
Queuing Penalty (veh)	687	16			2	7					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	575	1784	1563	1203	15	304	1395	1406	1400	60	45
Average Queue (ft)	513	526	1071	851	578	1	33	1151	1198	1216	15	12
95th Queue (ft)	664	683	2268	2132	1773	8	160	1555	1565	1567	46	38
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			11	5	1			1	2	4		
Queuing Penalty (veh)			104	43	5			11	20	34		
Storage Bay Dist (ft)	550	550				280	280					75
Storage Blk Time (%)	7	41	2				0	55			1	
Queuing Penalty (veh)	24	149	14				0	11			0	

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	104	573	672	664
Average Queue (ft)	18	226	542	515
95th Queue (ft)	61	670	754	741
Link Distance (ft)		641	641	641
Upstream Blk Time (%)		10	25	22
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	79	94	242	273	280	277	593	642	661	133	90	90
Average Queue (ft)	23	45	66	79	92	93	236	272	303	90	30	33
95th Queue (ft)	56	83	176	198	218	273	611	662	686	146	70	72
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)							0	0	0	12		
Queuing Penalty (veh)							0	1	2	0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)			0				5				1	1
Queuing Penalty (veh)			0				4				0	0

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	134	258	305	320	56	114	131	114	86
Average Queue (ft)	61	112	131	148	5	21	43	30	43
95th Queue (ft)	118	226	254	273	38	80	105	82	85
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		0						3	5
Queuing Penalty (veh)		0						2	2

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	97	168	150	140	381	427	358	88	94
Average Queue (ft)	49	51	49	48	31	36	37	28	43
95th Queue (ft)	93	129	114	110	187	218	187	68	84
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	15	3						0	3
Queuing Penalty (veh)	47	1						0	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	98	163	319	325	335	79	1551	1562	1553
Average Queue (ft)	30	39	186	202	215	5	1398	1416	1423
95th Queue (ft)	75	105	283	300	309	37	1812	1812	1804
Link Distance (ft)	214		887	887	887		1527	1527	1527
Upstream Blk Time (%)							2	3	4
Queuing Penalty (veh)							17	29	34
Storage Bay Dist (ft)		190				125			
Storage Blk Time (%)		0	13				55		
Queuing Penalty (veh)		0	4				3		



Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	207	248	195	124	251	150	23	11	2855	2863	2859	260
Average Queue (ft)	80	159	72	101	61	14	2	1	1642	1688	1729	252
95th Queue (ft)	190	229	181	145	209	81	12	7	3259	3285	3286	317
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)									1	2	3	
Queuing Penalty (veh)									8	18	28	
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)				35					60		51	1
Queuing Penalty (veh)				86					1		285	9

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	89	190	218	244	1314	1356	1344	39	37
Average Queue (ft)	21	91	112	136	578	636	657	8	6
95th Queue (ft)	63	169	197	217	1272	1324	1310	29	24
Link Distance (ft)		2836	2836	2836	1456	1456	1456	400	
Upstream Blk Time (%)					1	1	1		
Queuing Penalty (veh)					6	10	15		
Storage Bay Dist (ft)	115							55	
Storage Blk Time (%)	0	5			26			0	0
Queuing Penalty (veh)	0	1			0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	184	153	169	193	220	247	47	945	965	964
Average Queue (ft)	90	65	73	74	100	120	3	695	742	768
95th Queue (ft)	161	127	142	163	196	227	23	996	1024	1018
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)								1	1	2
Queuing Penalty (veh)								8	12	21
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	0	0	0	1				28		
Queuing Penalty (veh)	0	0	1	1				1		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	132	205	229	244	65	3557	3553	3546	154	146
Average Queue (ft)	49	90	122	145	7	2651	2665	2648	57	53
95th Queue (ft)	108	174	211	239	36	4186	4149	4109	120	112
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)						21	23	23		
Queuing Penalty (veh)						0	0	0		
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	1	2				34			0	0
Queuing Penalty (veh)	2	1				2			0	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

Movement	SB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	14
95th Queue (ft)	40
Link Distance (ft)	444
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

Movement	SB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	465
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	822	836	843	685	1355	1364	1356	200	140	2069	2072	140
Average Queue (ft)	679	682	685	512	1214	1255	1288	180	135	1407	1380	134
95th Queue (ft)	1001	1005	1022	959	1605	1584	1547	278	164	2553	2601	168
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)	28	26	33		20	21	51			36	37	
Queuing Penalty (veh)	167	155	194		120	124	299			0	0	
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)			46	1			84	0	13	83	42	16
Queuing Penalty (veh)			144	6			397	2	32	211	210	79

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	1136	1152	1155	830	837	845	460	155	698	830	155	
Average Queue (ft)	817	853	876	805	807	813	350	90	210	249	134	
95th Queue (ft)	1462	1485	1471	914	911	906	673	177	526	617	186	
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749		
Upstream Blk Time (%)	19	53	59	28	30	42						
Queuing Penalty (veh)	0	0	0	166	177	248						
Storage Bay Dist (ft)							435	130			130	
Storage Blk Time (%)							85	0	1	28	16	17
Queuing Penalty (veh)							200	2	1	38	79	85

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	R	T	T	T
Maximum Queue (ft)	6	122	259	5	303	314	286
Average Queue (ft)	0	7	33	0	62	88	100
95th Queue (ft)	4	57	155	5	247	294	310
Link Distance (ft)	1812	1812	1812		267	267	267
Upstream Blk Time (%)					4	8	16
Queuing Penalty (veh)					54	103	208
Storage Bay Dist (ft)				800			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB	WB	B91	B91	B91	B91
Directions Served	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	820	860	888	832	277	179	230	246	246
Average Queue (ft)	163	182	207	193	44	10	13	17	20
95th Queue (ft)	923	989	1046	1058	305	129	154	175	187
Link Distance (ft)	1947	1947	1947	1947		1558	1558	1558	1558
Upstream Blk Time (%)	2	2	3	4					
Queuing Penalty (veh)	12	14	18	26					
Storage Bay Dist (ft)					585				
Storage Blk Time (%)				9	0				
Queuing Penalty (veh)				50	0				

Network Summary

Network wide Queuing Penalty: 14941

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	28972	29090	28284	28895	28553	28770	28562
Vehs Exited	28025	27824	27163	27783	27492	27442	27655
Starting Vehs	3051	2924	3079	3025	2962	2963	3018
Ending Vehs	3998	4190	4200	4137	4023	4291	3925
Travel Distance (mi)	41137	41066	40282	40855	40425	40665	40876
Travel Time (hr)	5309.9	5588.4	5856.1	5548.7	5671.1	5884.9	5393.2
Total Delay (hr)	3860.9	4140.5	4434.3	4109.9	4245.7	4450.4	3952.5
Total Stops	98920	105293	102156	104060	103867	107370	105848
Fuel Used (gal)	2275.7	2337.5	2380.4	2326.3	2340.5	2397.2	2289.6

Summary of All Intervals

Run Number	7	TCV\HCSIS\Inchro\ C\Near	Term + P	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	28718	28669	28422	28720
Vehs Exited	27727	27692	27445	27634
Starting Vehs	3087	2968	3158	2990
Ending Vehs	4078	3945	4135	4076
Travel Distance (mi)	41311	40340	40474	41092
Travel Time (hr)	5450.7	5557.2	5828.8	5619.8
Total Delay (hr)	3996.0	4133.6	4401.7	4172.3
Total Stops	104899	102560	103222	104059
Fuel Used (gal)	2315.8	2312.7	2374.9	2347.0

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	28972	29090	28284	28895	28553	28770	28562
Vehs Exited	28025	27824	27163	27783	27492	27442	27655
Starting Vehs	3051	2924	3079	3025	2962	2963	3018
Ending Vehs	3998	4190	4200	4137	4023	4291	3925
Travel Distance (mi)	41137	41066	40282	40855	40425	40665	40876
Travel Time (hr)	5309.9	5588.4	5856.1	5548.7	5671.1	5884.9	5393.2
Total Delay (hr)	3860.9	4140.5	4434.3	4109.9	4245.7	4450.4	3952.5
Total Stops	98920	105293	102156	104060	103867	107370	105848
Fuel Used (gal)	2275.7	2337.5	2380.4	2326.3	2340.5	2397.2	2289.6

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7 TCV\HCS\ISyncro\ C\Near Term + P PM	Avg
Vehs Entered	28718	28703
Vehs Exited	27727	27629
Starting Vehs	3087	3007
Ending Vehs	4078	4079
Travel Distance (mi)	41311	40775
Travel Time (hr)	5450.7	5609.9
Total Delay (hr)	3996.0	4172.5
Total Stops	104899	103842
Fuel Used (gal)	2315.8	2336.1

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	5	30	44
Average Queue (ft)	0	2	12
95th Queue (ft)	5	13	39
Link Distance (ft)	395	260	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NW	NE	SW
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	301	28	17	50	37
Average Queue (ft)	50	4	1	14	7
95th Queue (ft)	291	19	10	39	29
Link Distance (ft)	669		1632	442	126
Upstream Blk Time (%)	1				
Queuing Penalty (veh)	10				
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	101	270	924	951	170	690	686	270	281	360	189	157
Average Queue (ft)	43	103	568	615	164	616	238	180	196	91	39	85
95th Queue (ft)	86	305	943	979	183	845	657	289	301	328	168	178
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)			0	0		69	8					
Queuing Penalty (veh)			0	1		191	23					
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)		0	54		94	1		4	11	0		1
Queuing Penalty (veh)		0	40		138	2		2	6	0		7

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB	B67	B67
Directions Served	L	T	TR	T	T
Maximum Queue (ft)	170	1010	1011	1166	1171
Average Queue (ft)	152	907	902	515	512
95th Queue (ft)	226	1124	1138	1460	1458
Link Distance (ft)		904	904	1632	1632
Upstream Blk Time (%)		62	61	4	2
Queuing Penalty (veh)		279	275	16	9
Storage Bay Dist (ft)	145				
Storage Blk Time (%)	10	77			
Queuing Penalty (veh)	50	347			



Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	109	85	307	135	715	659	240	218	93	91	255	919
Average Queue (ft)	46	13	133	132	700	119	123	66	28	29	68	892
95th Queue (ft)	91	53	258	143	716	476	222	148	70	67	244	929
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)					68	2						45
Queuing Penalty (veh)					177	6						311
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	1			96	3		2		0	0	0	90
Queuing Penalty (veh)	0			138	13		2		0	0	0	33

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	934
Average Queue (ft)	889
95th Queue (ft)	959
Link Distance (ft)	883
Upstream Blk Time (%)	34
Queuing Penalty (veh)	232
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	122	113	144	98	410	419
Average Queue (ft)	56	12	57	29	395	93
95th Queue (ft)	104	60	115	72	437	299
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)	1	0			32	2
Queuing Penalty (veh)	0	0			298	22
Storage Bay Dist (ft)	130					
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	0	0				

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	57	159	1242	1338	1404	175	202	215	1269	1190	1023	370
Average Queue (ft)	15	28	799	932	1019	125	194	212	846	717	565	48
95th Queue (ft)	44	110	1304	1406	1483	247	221	229	1518	1414	1199	246
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)									2	1	0	
Queuing Penalty (veh)									13	4	0	
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)		0	61		70	0	7	46	15			
Queuing Penalty (veh)		0	18		136	1	46	286	78			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	61	151	163	240	480	225	212	347	360	566	156	122
Average Queue (ft)	18	97	120	53	140	190	180	344	358	553	57	45
95th Queue (ft)	46	175	176	156	416	253	242	363	362	567	121	98
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)										47		
Queuing Penalty (veh)										338		
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	6	0	0	8	3	13	65	0	0	0
Queuing Penalty (veh)		0	2	0	3	3	1	18	90	6	0	0

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	70	354	371	272	1436	1382	169	956	448	154	383
Average Queue (ft)	12	158	187	89	625	566	153	525	100	65	269
95th Queue (ft)	54	309	335	256	1504	1436	206	1075	498	167	478
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								8	4		58
Queuing Penalty (veh)								10	5		0
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)		3		0	56		84	1		4	64
Queuing Penalty (veh)		1		0	53		5	1		7	42

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	76	78	56	51	109	245	213	195	636	586	73	324
Average Queue (ft)	18	27	14	10	54	210	85	172	450	193	24	126
95th Queue (ft)	58	66	43	36	89	247	224	233	827	590	57	250
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)						93	12		39	9		
Queuing Penalty (veh)						0	0		23	5		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	0				0			85	2			1
Queuing Penalty (veh)	0				0			39	1			0

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	367
Average Queue (ft)	177
95th Queue (ft)	342
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	62	35	100	454	308	24	77	83
Average Queue (ft)	15	5	23	109	51	2	17	23
95th Queue (ft)	50	26	70	381	255	14	55	65
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	31			0	
Queuing Penalty (veh)			0	10			0	

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	79	142	153	194	186	81
Average Queue (ft)	30	30	45	56	47	33
95th Queue (ft)	68	97	118	189	158	62
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	1	2				
Queuing Penalty (veh)	3	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	92	244	164	165	713	487	98	158	165	222	347	392
Average Queue (ft)	14	101	35	146	325	133	28	74	81	114	229	250
95th Queue (ft)	52	196	107	205	694	434	81	132	144	197	331	390
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)					3	0						
Queuing Penalty (veh)					10	2						
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)		5	0	26	23		1	1				
Queuing Penalty (veh)		3	0	92	64		2	0				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	524	547	579
Average Queue (ft)	249	268	299
95th Queue (ft)	582	598	629
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	2		
Queuing Penalty (veh)	9		

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	82	107	135	190	213	284	236	112	122	145	198	210
Average Queue (ft)	29	43	67	77	136	144	108	45	44	53	83	135
95th Queue (ft)	67	88	119	185	216	281	224	94	101	121	160	222
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						3	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	0	1		2	7	1		0	0			7
Queuing Penalty (veh)	0	0		3	9	2		0	0			33

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	452	447	475
Average Queue (ft)	156	161	208
95th Queue (ft)	397	404	467
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	6		
Queuing Penalty (veh)	10		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	49	149	97	143	102	70	119	115	139	88	414	422
Average Queue (ft)	16	73	31	67	40	21	41	41	53	9	315	322
95th Queue (ft)	43	125	69	119	83	52	96	96	108	51	464	476
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)		0		0	0						4	5
Queuing Penalty (veh)		0		0	0						23	29
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)										0	51	
Queuing Penalty (veh)										0	3	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	424
Average Queue (ft)	338
95th Queue (ft)	479
Link Distance (ft)	401
Upstream Blk Time (%)	7
Queuing Penalty (veh)	39
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	127	169	202	237	281	190	276	290	1239	1213	1300	150
Average Queue (ft)	53	83	106	135	160	106	190	238	497	477	502	89
95th Queue (ft)	108	142	183	213	253	204	282	335	1217	1161	1193	202
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)					14	1	1	6	19		35	0
Queuing Penalty (veh)					25	2	4	34	90		75	1

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	160	177	188	162	103	112	226	270	401	402	398	125
Average Queue (ft)	58	93	101	62	21	33	125	190	296	323	347	120
95th Queue (ft)	137	165	169	139	70	86	206	303	441	446	439	151
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)									3	4	7	
Queuing Penalty (veh)									25	32	56	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)		0					0	1	12		32	35
Queuing Penalty (veh)		0					0	2	38		105	113

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	TR	T	L	T	T	R	L
Maximum Queue (ft)	76	495	506	130	435	109	848	114	79	90	60	170
Average Queue (ft)	5	255	356	124	287	18	317	41	23	38	17	52
95th Queue (ft)	52	606	618	143	545	72	994	91	58	79	44	147
Link Distance (ft)	468	468	468		347	347	959		628	628		
Upstream Blk Time (%)	0	23	48		45		12					
Queuing Penalty (veh)	0	0	0		107		59					
Storage Bay Dist (ft)				105				300			145	160
Storage Blk Time (%)				65	0							0
Queuing Penalty (veh)				13	1							0

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB	SB	B51	B51
Directions Served	T	TR	T	T
Maximum Queue (ft)	287	290	67	64
Average Queue (ft)	162	175	11	12
95th Queue (ft)	301	313	95	100
Link Distance (ft)	256	256	1076	1076
Upstream Blk Time (%)	9	12		
Queuing Penalty (veh)	12	16		
Storage Bay Dist (ft)				
Storage Blk Time (%)	26			
Queuing Penalty (veh)	10			

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	35	77	85	664	290	50	83	156	104	666	659
Average Queue (ft)	5	23	70	273	52	14	29	67	34	527	538
95th Queue (ft)	23	59	112	722	300	41	68	130	96	849	839
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)				0						16	25
Queuing Penalty (veh)				1						96	152
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)			10	55		0	0		0	52	
Queuing Penalty (veh)			16	80		0	0		1	20	



Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	63	238	80	266	108	162	148	84	995	982
Average Queue (ft)	14	115	77	211	68	43	60	32	902	923
95th Queue (ft)	50	205	89	319	115	117	121	79	1160	1135
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		0		53					16	39
Queuing Penalty (veh)		0		0					118	288
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	1	43	81	5	14	1		1	51	
Queuing Penalty (veh)	1	6	63	11	18	1		7	17	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	227	289	477	480	489	192	205	1389	1408	1405	195	228
Average Queue (ft)	147	171	261	264	312	124	182	1210	1224	1247	123	163
95th Queue (ft)	281	310	485	432	439	203	246	1523	1539	1545	259	263
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)								2	2	5		
Queuing Penalty (veh)								12	18	38		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	3	11	7			1	9	56		64	0	5
Queuing Penalty (veh)	10	38	18			10	66	213		105	1	5

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	241	357	294	78	174	436	435	210
Average Queue (ft)	188	137	73	6	126	298	419	209
95th Queue (ft)	274	444	299	70	202	495	439	213
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		8	0	0		1	23	
Queuing Penalty (veh)		0	0	0		9	195	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	22	0			7	16	4	56
Queuing Penalty (veh)	19	1			26	24	28	209

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	91	314	308	335	150	124	206	210	225	83	96	98
Average Queue (ft)	10	163	140	139	58	30	107	103	127	29	37	34
95th Queue (ft)	45	289	264	275	151	90	191	187	207	68	82	77
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		12		5	0	0	12					
Queuing Penalty (veh)		1		12	0	1	3					

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	89	107	342	345	390	215	122	146	181	208	227	152
Average Queue (ft)	26	54	210	205	222	119	57	76	87	110	129	22
95th Queue (ft)	68	91	310	310	347	249	111	129	155	180	205	95
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)			0		20	0					2	0
Queuing Penalty (veh)			0		41	0					2	0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	252	339	142	252	217	242	254	639	244
Average Queue (ft)	160	218	12	135	72	208	234	370	153
95th Queue (ft)	265	314	77	221	173	277	288	677	264
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)		1	0					5	
Queuing Penalty (veh)		0	0					0	
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	7		0	0	2	11	5	1
Queuing Penalty (veh)	1	14		0	0	12	77	41	7

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	122	126	231	305	26	205	232	304	180	212	250	110
Average Queue (ft)	48	48	103	162	3	75	86	112	45	106	143	47
95th Queue (ft)	102	106	190	263	16	174	193	244	142	184	227	84
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)						3		4	0			
Queuing Penalty (veh)						0		5	0			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	364	374	209	216	235	76	96	94	112	281	221	244
Average Queue (ft)	227	249	127	139	140	17	41	41	50	62	108	132
95th Queue (ft)	324	339	193	208	218	52	77	84	93	223	192	219
Link Distance (ft)	603	603	603	603	603			1674	1674	1674		
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)						240	240				400	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	180	236	79	78
Average Queue (ft)	42	133	38	37
95th Queue (ft)	118	209	62	66
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	221	280	277	222	171	172	140	146	156	80	90	98
Average Queue (ft)	128	198	155	123	84	84	28	78	98	44	43	50
95th Queue (ft)	218	270	239	196	150	147	89	129	145	69	79	89
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		1	0									

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	254	299	166	173
Average Queue (ft)	121	189	88	86
95th Queue (ft)	225	274	138	139
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	403	474	523	195	267	320	728	871	805	225	399
Average Queue (ft)	46	213	219	254	130	157	262	498	569	606	185	275
95th Queue (ft)	130	378	409	491	252	239	390	686	775	774	267	387
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)									0			3
Queuing Penalty (veh)									0			0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)		21		18	1	0	0	25			1	29
Queuing Penalty (veh)		8		76	4	0	3	111			2	66

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	178	74	45	35
Average Queue (ft)	53	9	9	5
95th Queue (ft)	125	42	33	24
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	4	0		
Queuing Penalty (veh)	2	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	204	208	208	212	227	235	253	233	262	289	95	67
Average Queue (ft)	122	127	129	97	192	201	208	192	112	158	44	19
95th Queue (ft)	183	186	193	172	240	244	242	240	213	249	74	51
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					13	16	22	14				
Queuing Penalty (veh)					63	81	109	71				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	276	320	306	208	276	370	169	109	173	349	332
Average Queue (ft)	165	225	276	108	113	132	51	26	83	205	194
95th Queue (ft)	276	337	306	182	217	263	129	75	148	313	300
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	6	22								
Queuing Penalty (veh)	4	43	172								
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	B88	WB	SB
Directions Served	L	T	T	TR	LR
Maximum Queue (ft)	82	542	71	136	109
Average Queue (ft)	21	221	6	47	41
95th Queue (ft)	61	481	64	105	86
Link Distance (ft)		511	2465	1129	522
Upstream Blk Time (%)		1			
Queuing Penalty (veh)		16			
Storage Bay Dist (ft)	60				
Storage Blk Time (%)	1	18			
Queuing Penalty (veh)	13	4			

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	14	70
Average Queue (ft)	0	34
95th Queue (ft)	7	57
Link Distance (ft)		497
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	55	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SB	SW
Directions Served	R	L	T	LR
Maximum Queue (ft)	9	36	8	69
Average Queue (ft)	0	4	0	29
95th Queue (ft)	5	21	6	54
Link Distance (ft)	549		2615	331
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		80		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	B91	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	L	T	T	T	T	R
Maximum Queue (ft)	101	169	332	328	315	4	14	401	421	447	461	350
Average Queue (ft)	58	37	198	197	178	0	1	273	302	325	327	140
95th Queue (ft)	96	106	289	297	286	4	7	373	400	422	435	371
Link Distance (ft)			1558	1558	1558	1947		1153	1153	1153	1153	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290	290					215					325
Storage Blk Time (%)			0					12			7	0
Queuing Penalty (veh)			1					0			14	1

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	225	447	334
Average Queue (ft)	204	315	169
95th Queue (ft)	270	468	351
Link Distance (ft)		549	549
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)	6	35	
Queuing Penalty (veh)	28	173	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	184	497	506	498	1154	1264	1251	210	246
Average Queue (ft)	51	314	317	299	901	954	985	51	113
95th Queue (ft)	124	455	463	448	1139	1169	1184	187	210
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	0	20					35	0	
Queuing Penalty (veh)	0	8					26	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	195	946	1025	872	49	1163	1199	1180	123	155	126
Average Queue (ft)	43	300	291	237	7	759	819	851	42	83	17
95th Queue (ft)	145	827	851	745	31	1250	1301	1322	97	142	71
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		0	0	0							
Queuing Penalty (veh)		2	1	1							
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)		19				30					
Queuing Penalty (veh)		5				2					



Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	575	1918	1933	1862	41	304	1028	1083	1090	89	132
Average Queue (ft)	545	561	1526	1337	1082	6	74	682	719	742	34	34
95th Queue (ft)	624	633	2410	2389	2191	24	258	1047	1100	1125	77	90
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			12	3	1							
Queuing Penalty (veh)			122	27	5							
Storage Bay Dist (ft)	550	550				280	280				75	
Storage Blk Time (%)	6	37	2				0	60			4	3
Queuing Penalty (veh)	40	257	19				0	20			2	1

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	171	195	429	408
Average Queue (ft)	69	118	269	233
95th Queue (ft)	165	186	374	341
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	66	308	481	522	539	89	56	71	94	130	191	108
Average Queue (ft)	17	59	211	240	258	32	4	11	33	73	69	49
95th Queue (ft)	49	178	451	496	518	74	26	44	78	129	148	105
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)										7		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)			4								8	1
Queuing Penalty (veh)			3								7	1

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	245	427	454	474	102	128	141	142	90
Average Queue (ft)	55	220	256	275	11	21	44	46	41
95th Queue (ft)	146	400	436	446	55	77	104	108	83
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		5						7	2
Queuing Penalty (veh)		3						5	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	100	404	400	410	259	296	340	188	104
Average Queue (ft)	71	262	279	292	109	127	157	64	49
95th Queue (ft)	113	396	402	411	218	261	303	136	98
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	32	19						6	1
Queuing Penalty (veh)	220	15						6	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NW	NW	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	127	66	92	214	672	674	693	82	293	314	344
Average Queue (ft)	46	31	15	60	400	427	443	13	145	182	201
95th Queue (ft)	99	64	61	163	604	622	637	53	248	284	305
Link Distance (ft)	214		477		887	887	887		1527	1527	1527
Upstream Blk Time (%)					0	0	0				
Queuing Penalty (veh)					0	0	0				
Storage Bay Dist (ft)		45		190				125			
Storage Blk Time (%)		18	0	0	34				18		
Queuing Penalty (veh)		1	0	0	12				3		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	341	426	347	124	305	381	315	44	149	154	150	66
Average Queue (ft)	226	296	152	78	170	191	192	5	67	71	81	23
95th Queue (ft)	323	414	300	140	271	321	285	26	127	132	139	55
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)		2	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)	0	5		10	21				8			
Queuing Penalty (veh)	0	11		58	20				0			

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	R
Maximum Queue (ft)	62	296	303	329	17	282	294	329	79	67
Average Queue (ft)	17	117	143	161	1	158	189	212	17	17
95th Queue (ft)	48	239	274	291	12	247	277	303	52	50
Link Distance (ft)		2836	2836	2836		1456	1456	1456	400	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115				90					55
Storage Blk Time (%)		7				16			3	1
Queuing Penalty (veh)		1				0			1	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	224	306	171	150	172	184	28	97	187	131
Average Queue (ft)	148	61	87	25	25	26	4	46	58	63
95th Queue (ft)	225	188	157	94	98	109	18	89	152	119
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	6	0	3	0				0		
Queuing Penalty (veh)	6	0	20	0				0		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	159	254	252	255	96	205	229	259	201	165
Average Queue (ft)	99	122	142	151	27	113	126	136	96	50
95th Queue (ft)	162	208	219	225	78	183	207	234	174	123
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	8	4			0	10			1	0
Queuing Penalty (veh)	64	4			0	2			1	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	45	2	112
Average Queue (ft)	3	0	49
95th Queue (ft)	35	2	87
Link Distance (ft)	260	322	444
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	90	153
Average Queue (ft)	9	61
95th Queue (ft)	93	150
Link Distance (ft)	322	465
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	3	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	365	379	440	362	1246	1323	1327	200	140	548	192	108
Average Queue (ft)	251	272	293	92	624	860	1007	168	111	273	59	49
95th Queue (ft)	348	369	395	312	1161	1368	1451	287	175	579	138	84
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)			0		0	0	2					
Queuing Penalty (veh)			0		1	4	19					
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)							46	0	7	57	0	0
Queuing Penalty (veh)							238	2	8	72	0	0

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	1134	1164	1158	552	566	617	460	155	1789	1780	62
Average Queue (ft)	1090	1129	1130	429	441	439	190	146	1690	1537	27
95th Queue (ft)	1205	1146	1147	535	546	566	562	183	2004	2420	59
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	11	71	93						75	56	
Queuing Penalty (veh)	0	0	0						0	0	
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)							7	0	15	83	
Queuing Penalty (veh)							46	1	37	209	

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	R	T	T	T
Maximum Queue (ft)	371	986	925	75	52	56	60
Average Queue (ft)	33	163	270	2	11	10	7
95th Queue (ft)	197	540	649	77	88	90	76
Link Distance (ft)	1812	1812	1812		267	267	267
Upstream Blk Time (%)		0	0		0	0	0
Queuing Penalty (veh)		0	0		3	1	1
Storage Bay Dist (ft)				800			
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB	WB	B91	B91	B91	B91
Directions Served	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	173	211	385	200	10	103	103	28	20
Average Queue (ft)	55	78	106	71	0	3	3	1	1
95th Queue (ft)	140	176	297	168	8	106	106	21	20
Link Distance (ft)	1947	1947	1947	1947		1558	1558	1558	1558
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					585				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 9914

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	31923	31592	31996	31497	31236	31633	31498
Vehs Exited	29791	29415	29863	29360	28820	29352	29352
Starting Vehs	3045	3085	3247	3167	3149	2981	3089
Ending Vehs	5177	5262	5380	5304	5565	5262	5235
Travel Distance (mi)	39684	39220	39437	39056	38598	39003	39010
Travel Time (hr)	6033.8	6415.5	6211.5	6246.4	6565.5	6253.0	6230.6
Total Delay (hr)	4632.8	5029.5	4816.8	4867.6	5201.2	4873.4	4851.7
Total Stops	120544	118315	122726	118302	120518	120330	118954
Fuel Used (gal)	2403.2	2477.3	2436.3	2438.4	2490.4	2432.4	2430.4

Summary of All Intervals

Run Number	7	TCVHCS\Synchro\ C9	Year 2050 AM	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	31993	31513	31443	31968
Vehs Exited	29606	29187	29311	29619
Starting Vehs	3006	3104	3255	3004
Ending Vehs	5393	5430	5387	5353
Travel Distance (mi)	39468	38826	39077	38895
Travel Time (hr)	6321.0	6265.8	6606.4	6066.5
Total Delay (hr)	4924.3	4894.9	5226.0	4689.5
Total Stops	119556	118874	120323	120674
Fuel Used (gal)	2460.4	2431.3	2522.8	2386.7

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	31923	31592	31996	31497	31236	31633	31498
Vehs Exited	29791	29415	29863	29360	28820	29352	29352
Starting Vehs	3045	3085	3247	3167	3149	2981	3089
Ending Vehs	5177	5262	5380	5304	5565	5262	5235
Travel Distance (mi)	39684	39220	39437	39056	38598	39003	39010
Travel Time (hr)	6033.8	6415.5	6211.5	6246.4	6565.5	6253.0	6230.6
Total Delay (hr)	4632.8	5029.5	4816.8	4867.6	5201.2	4873.4	4851.7
Total Stops	120544	118315	122726	118302	120518	120330	118954
Fuel Used (gal)	2403.2	2477.3	2436.3	2438.4	2490.4	2432.4	2430.4

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	TCVHCS	Synchro	C9	Year 2050 AM	Avg
Vehs Entered	31993	31513	31443	31968	31666	
Vehs Exited	29606	29187	29311	29619	29431	
Starting Vehs	3006	3104	3255	3004	3098	
Ending Vehs	5393	5430	5387	5353	5325	
Travel Distance (mi)	39468	38826	39077	38895	39116	
Travel Time (hr)	6321.0	6265.8	6606.4	6066.5	6292.4	
Total Delay (hr)	4924.3	4894.9	5226.0	4689.5	4909.8	
Total Stops	119556	118874	120323	120674	119934	
Fuel Used (gal)	2460.4	2431.3	2522.8	2386.7	2446.3	



Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	8	28
Average Queue (ft)	0	5
95th Queue (ft)	5	22
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NW	B67	NE	SW
Directions Served	LTR	L	TR	T	LTR	LTR
Maximum Queue (ft)	5	17	3	4	27	30
Average Queue (ft)	0	1	0	0	4	3
95th Queue (ft)	4	8	4	3	19	16
Link Distance (ft)	669		1632	904	442	126
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	151	142	179	223	170	298	340	202	243	273	268	37
Average Queue (ft)	79	64	76	99	65	166	198	107	127	161	143	7
95th Queue (ft)	132	121	152	186	153	274	308	176	205	255	243	26
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)		0	0		0	14		0	0	0		
Queuing Penalty (veh)		0	0		1	11		0	0	2		

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	56	82	98
Average Queue (ft)	17	30	38
95th Queue (ft)	46	68	79
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	134	539	515	107	110	176	265	409	408	115	76	171
Average Queue (ft)	132	442	263	41	46	81	243	306	290	110	27	81
95th Queue (ft)	150	664	568	84	91	144	315	433	429	133	62	142
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)		50	2					3	5			
Queuing Penalty (veh)		0	0					20	34			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	86	6		1	0		21	10	27	24		0
Queuing Penalty (veh)	67	12		1	0		132	64	167	154		0

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	161
Average Queue (ft)	70
95th Queue (ft)	131
Link Distance (ft)	883
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	34	18	348	342	104	69
Average Queue (ft)	7	1	83	89	17	8
95th Queue (ft)	29	10	291	300	67	39
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)			2	2		
Queuing Penalty (veh)			20	21		
Storage Bay Dist (ft)	130					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	758	538	454	175	202	215	1052	1380	1725	1795
Average Queue (ft)	136	152	379	247	277	93	144	194	417	754	1083	1372
95th Queue (ft)	169	179	770	439	426	224	224	256	804	1411	1815	2163
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)											0	6
Queuing Penalty (veh)											0	54
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	14	46	12		44	0	1	6	27			25
Queuing Penalty (veh)	52	170	51		55	0	5	35	103			197

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	147	164	257	203	150	132	142	172	48	62	62
Average Queue (ft)	192	42	97	108	74	61	40	63	94	9	16	16
95th Queue (ft)	208	120	168	192	157	125	94	123	154	32	45	44
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	22	0	2	5	0	0						
Queuing Penalty (veh)	177	0	2	7	1	0						

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	223	136	178	280	1039	1021	170	1050	1052	38	60
Average Queue (ft)	106	58	86	250	532	424	169	956	622	9	19
95th Queue (ft)	192	114	146	349	1135	1006	175	1270	1345	31	51
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								44	8		
Queuing Penalty (veh)								175	33		
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)	1			70	1		96	1			
Queuing Penalty (veh)	1			260	2		120	2			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	187	200	658	571	180	97	86	195	528	532	188	56
Average Queue (ft)	135	149	351	207	56	36	29	189	406	375	100	18
95th Queue (ft)	220	249	741	467	148	80	70	226	498	536	182	46
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)			9	2					0	0		
Queuing Penalty (veh)			37	8					0	1		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	32	43	1	7	0			75	37		0	
Queuing Penalty (veh)	87	117	4	7	0			185	60		0	

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	99
Average Queue (ft)	42
95th Queue (ft)	81
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	11	30	63	96	83	30	34	47
Average Queue (ft)	1	5	27	21	15	6	4	10
95th Queue (ft)	8	24	54	67	54	26	20	34
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	1				
Queuing Penalty (veh)			0	0				

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	77	148	132	114	130	86
Average Queue (ft)	16	31	32	33	38	37
95th Queue (ft)	50	92	91	86	94	68
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	2				
Queuing Penalty (veh)	1	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	168	257	161	165	474	383	136	168	189	222	227	216
Average Queue (ft)	67	103	39	98	255	171	47	75	87	115	115	117
95th Queue (ft)	137	202	104	186	425	309	106	141	162	201	197	191
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)	0	4	0	3	29		0	1				
Queuing Penalty (veh)	1	8	0	13	27		1	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	213	224	296
Average Queue (ft)	92	83	145
95th Queue (ft)	172	175	257
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	85	133	161	125	210	331	388	147	313	196	271	162
Average Queue (ft)	22	61	84	38	84	176	218	88	74	64	103	70
95th Queue (ft)	61	116	141	93	171	281	341	150	187	143	207	135
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						0	0		0	0	0	
Queuing Penalty (veh)						0	0		1	0	0	
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	0	5		0	0	5		5	1			0
Queuing Penalty (veh)	0	1		0	0	5		8	1			1

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	188	149	222
Average Queue (ft)	60	40	79
95th Queue (ft)	145	109	171
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	50	69	42	48	55	240	312	330	340	55	193	101
Average Queue (ft)	15	28	8	10	16	102	109	114	127	10	63	35
95th Queue (ft)	41	56	31	35	43	191	257	279	293	37	142	83
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)								0	0			
Queuing Penalty (veh)								0	0			
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)							0				2	
Queuing Penalty (veh)							1				0	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	163
Average Queue (ft)	59
95th Queue (ft)	124
Link Distance (ft)	401
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	254	270	479	396	408	190	124	260	1027	1187	1293	150
Average Queue (ft)	138	187	243	233	251	104	53	92	291	363	470	134
95th Queue (ft)	236	295	401	343	365	234	108	205	704	814	921	199
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)	0	1	4		21	0		0	11		44	10
Queuing Penalty (veh)	1	6	24		25	0		0	22		161	28

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	257	285	762	705	499	276	152	175	84	182	259	122
Average Queue (ft)	107	213	406	327	235	52	73	90	24	48	61	33
95th Queue (ft)	225	348	671	574	418	188	134	153	62	116	164	97
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)			7	1	0					0	0	
Queuing Penalty (veh)			0	0	0					0	1	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)	1	10	20		3	0					1	6
Queuing Penalty (veh)	3	44	46		6	0					1	5

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB	SB
Directions Served	T	R	L	T	TR	T	L	T	T	R	L	T
Maximum Queue (ft)	74	89	129	306	242	10	319	313	283	170	101	99
Average Queue (ft)	22	36	107	109	116	0	189	98	103	78	40	33
95th Queue (ft)	58	68	150	261	209	8	305	214	210	166	86	76
Link Distance (ft)	468	468		347	347	959		628	628			256
Upstream Blk Time (%)				0	0							
Queuing Penalty (veh)				1	0							
Storage Bay Dist (ft)			105				300			145	160	
Storage Blk Time (%)			25	1			1	0	3	1		
Queuing Penalty (veh)			16	1			5	0	12	2		

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB
Directions Served	TR
Maximum Queue (ft)	118
Average Queue (ft)	46
95th Queue (ft)	93
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	35	112	81	157	218	79	365	497	82	416	436
Average Queue (ft)	7	30	18	47	98	11	168	239	22	88	108
95th Queue (ft)	27	84	58	127	185	43	314	427	59	319	344
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)										1	1
Queuing Penalty (veh)										2	3
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)		1	1	10			17		0	10	
Queuing Penalty (veh)		0	1	4			3		0	3	

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	65	303	80	249	109	305	330	76	937	964
Average Queue (ft)	31	177	63	142	67	106	137	21	253	361
95th Queue (ft)	75	353	89	294	114	235	253	56	839	952
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		43		41		0	0		7	15
Queuing Penalty (veh)		0		0		0	0		19	40
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	6	57	59	3	10	7		1	4	
Queuing Penalty (veh)	16	38	56	4	49	11		1	1	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1843	1858	1847	61	205	1406	1409	1417	195	237
Average Queue (ft)	272	288	1817	1745	1405	11	73	582	619	658	114	215
95th Queue (ft)	288	295	1866	1965	2374	38	200	1444	1472	1506	252	274
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			27	6	1			10	12	16		
Queuing Penalty (veh)			210	49	11			41	46	62		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	17	54	1				0	45		53	0	17
Queuing Penalty (veh)	71	225	12				0	37		95	1	48

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	532	497	381	156	374	429	210
Average Queue (ft)	239	430	261	36	71	44	246	163
95th Queue (ft)	281	649	584	203	146	224	564	265
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		64	6	0		0	41	
Queuing Penalty (veh)		0	0	0		0	149	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	72	2			2		1	54
Queuing Penalty (veh)	200	6			1		3	27

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	98	248	221	206	150	124	232	183	290	135	199	62
Average Queue (ft)	12	128	98	86	45	72	95	82	148	67	100	21
95th Queue (ft)	58	216	180	171	111	127	185	156	243	124	172	49
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		18		4	0	5	5					
Queuing Penalty (veh)		2		6	0	21	4					

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	B51
Directions Served	T
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	256
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	341	354	308	278	519	215	202	219	192	237	426	210
Average Queue (ft)	195	214	115	104	223	187	101	117	94	97	148	137
95th Queue (ft)	299	319	236	199	453	257	167	186	171	184	330	248
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)	0	0			0	14	0	0			0	6
Queuing Penalty (veh)	0	1			3	31	0	0			2	13

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	181	220	125	92	48	73	114	97	50
Average Queue (ft)	61	122	55	38	14	19	46	36	11
95th Queue (ft)	152	198	107	72	36	52	96	76	34
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	206	47	64	109	42	286	285	481	180	146	150	99
Average Queue (ft)	108	4	9	13	5	130	108	182	105	73	72	39
95th Queue (ft)	188	26	40	61	26	252	230	377	207	128	129	76
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)	0					8		8	0			
Queuing Penalty (veh)	0					1		41	2			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB		
Directions Served	L	L	T	T	T	T	T	T	T	T	T	R	R	
Maximum Queue (ft)	111	127	208	226	262	15	88	112	116	128	68	84		
Average Queue (ft)	45	65	128	139	160	1	27	53	57	62	20	28		
95th Queue (ft)	90	110	186	201	233	8	67	97	103	115	49	64		
Link Distance (ft)	603	603	603	603	603			1674	1674	1674				
Upstream Blk Time (%)														
Queuing Penalty (veh)														
Storage Bay Dist (ft)							240	240					400	400
Storage Blk Time (%)														
Queuing Penalty (veh)														

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	770	1817	1820	770
Average Queue (ft)	761	1787	1789	449
95th Queue (ft)	843	1809	1812	980
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)		95	92	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)	0	76	9	0
Queuing Penalty (veh)	1	461	33	1

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	24	145	174	129	145	73	25	82	97	230	261	257
Average Queue (ft)	2	50	95	44	64	28	4	30	37	164	188	201
95th Queue (ft)	12	109	154	96	122	55	16	64	77	213	237	244
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	825	1808	1809	824
Average Queue (ft)	808	1774	1773	347
95th Queue (ft)	949	1840	1871	786
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)		82	79	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)	2	73	2	0
Queuing Penalty (veh)	10	417	10	1

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	1368	1385	1370	195	80	320	1871	1879	1882	225	419
Average Queue (ft)	34	1272	1271	1237	115	21	128	1373	1416	1453	199	384
95th Queue (ft)	138	1547	1576	1573	258	62	351	2451	2436	2446	297	437
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)		18	14	5				25	32	50		81
Queuing Penalty (veh)		127	98	37				128	161	253		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)		83		48	0		0	48			14	86
Queuing Penalty (veh)		12		106	1		0	52			36	226

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	398	105	47	77
Average Queue (ft)	205	19	11	24
95th Queue (ft)	472	80	38	64
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	12			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	21	0		
Queuing Penalty (veh)	25	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	227	231	231	114	202	224	236	227	448	567	251	82
Average Queue (ft)	122	127	129	57	107	137	155	121	243	308	62	33
95th Queue (ft)	200	208	207	100	200	231	246	222	402	483	189	64
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					4	6	10	4				0
Queuing Penalty (veh)					15	22	36	17				0
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												



Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	268	292	302	826	882	925	690	479	1865	1870	1025
Average Queue (ft)	138	177	225	426	492	548	150	160	1528	1581	977
95th Queue (ft)	246	296	329	844	904	934	631	381	2401	2294	1173
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	2	9	2	3	4	1		40	44	
Queuing Penalty (veh)	1	8	39	11	16	22	9		0	0	
Storage Bay Dist (ft)									455		1000
Storage Blk Time (%)									0	4	27
Queuing Penalty (veh)									0	15	229

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	58	140	690	112
Average Queue (ft)	12	40	562	43
95th Queue (ft)	41	108	773	87
Link Distance (ft)		511	1129	522
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	0	0		

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	25	2	82
Average Queue (ft)	1	0	40
95th Queue (ft)	11	2	68
Link Distance (ft)		229	497
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	55		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SW
Directions Served	R	L	LR
Maximum Queue (ft)	2	35	46
Average Queue (ft)	0	6	17
95th Queue (ft)	2	27	40
Link Distance (ft)	549		331
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB	SB	
Directions Served	L	L	T	T	T	T	T	T	T	T	R	L	L
Maximum Queue (ft)	176	270	582	557	543	235	290	692	954	350	98	114	
Average Queue (ft)	94	121	205	195	186	140	160	233	517	331	39	51	
95th Queue (ft)	152	262	579	562	548	221	251	532	1036	399	78	89	
Link Distance (ft)			1558	1558	1558	1153	1153	1153	1153			549	
Upstream Blk Time (%)									0				
Queuing Penalty (veh)									0				
Storage Bay Dist (ft)	290	290								325	200		
Storage Blk Time (%)		0	9			0			0	31			
Queuing Penalty (veh)		0	29			0			4	168			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB
Directions Served	R
Maximum Queue (ft)	96
Average Queue (ft)	37
95th Queue (ft)	74
Link Distance (ft)	549
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	185	1140	1147	1144	1221	1271	1276	210	147
Average Queue (ft)	143	791	780	759	646	815	883	39	65
95th Queue (ft)	238	1333	1341	1342	1170	1291	1308	164	124
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)		8	7	6	0	0	0		
Queuing Penalty (veh)		59	53	48	0	1	1		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	6	57					38	0	
Queuing Penalty (veh)	60	60					21	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	240	1432	1458	1452	102	753	1063	981	83	134	76
Average Queue (ft)	234	1239	1244	1209	21	400	506	558	19	54	15
95th Queue (ft)	256	1814	1838	1854	67	672	848	835	56	105	46
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		18	10	7		0	0	0			
Queuing Penalty (veh)		171	93	63		0	0	0			
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)	80	8			0	24					
Queuing Penalty (veh)	726	11			0	5					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	552	561	1180	1001	983	10	280	1399	1408	1405	62	54
Average Queue (ft)	440	451	766	616	449	1	34	1214	1237	1246	14	12
95th Queue (ft)	677	689	2034	1818	1475	6	166	1632	1628	1620	45	40
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			6	2	0			9	11	13		
Queuing Penalty (veh)			55	22	4			76	89	108		
Storage Bay Dist (ft)	550	550				280	280					75
Storage Blk Time (%)	4	25	1					61			1	0
Queuing Penalty (veh)	15	91	6					12			0	0

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	84	171	500	466
Average Queue (ft)	19	61	316	289
95th Queue (ft)	59	163	499	466
Link Distance (ft)		641	641	641
Upstream Blk Time (%)		0	1	1
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	77	95	212	230	249	489	1188	1202	1207	128	90	96
Average Queue (ft)	22	46	81	97	114	147	536	575	604	86	29	38
95th Queue (ft)	58	83	178	198	223	429	1261	1289	1305	139	69	80
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)							1	2	3	11		
Queuing Penalty (veh)							12	17	22	0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)						0	23				0	2
Queuing Penalty (veh)						0	19				0	1

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	168	281	294	309	297	320	327	131	87
Average Queue (ft)	62	124	141	158	56	76	101	29	38
95th Queue (ft)	130	238	254	273	299	331	354	83	78
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					1	2	2		
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		1						2	4
Queuing Penalty (veh)		1						1	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	95	156	140	135	258	441	384	100	97
Average Queue (ft)	46	54	49	49	29	43	46	27	42
95th Queue (ft)	91	123	114	114	164	247	218	72	84
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	12	3						1	3
Queuing Penalty (veh)	38	2						1	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	95	188	302	301	322	52	1549	1556	1554
Average Queue (ft)	31	42	184	195	211	4	1393	1415	1423
95th Queue (ft)	75	120	281	293	306	28	1800	1804	1805
Link Distance (ft)	214		887	887	887		1527	1527	1527
Upstream Blk Time (%)							2	3	4
Queuing Penalty (veh)							18	26	35
Storage Bay Dist (ft)		190				125			
Storage Blk Time (%)			12				56		
Queuing Penalty (veh)			4				3		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	185	240	192	124	270	304	25	34	2822	2841	2835	260
Average Queue (ft)	67	151	66	100	69	17	2	1	1541	1588	1636	248
95th Queue (ft)	175	221	170	144	224	172	14	19	3115	3159	3165	324
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)						0			1	1	2	
Queuing Penalty (veh)						0			6	12	18	
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)				32					59		50	1
Queuing Penalty (veh)				79					1		277	8

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	89	207	238	252	1292	1326	1288	41	32
Average Queue (ft)	20	91	115	134	527	586	605	9	6
95th Queue (ft)	61	172	205	222	1136	1196	1193	32	25
Link Distance (ft)		2836	2836	2836	1456	1456	1456	400	
Upstream Blk Time (%)					0	0	1		
Queuing Penalty (veh)					2	4	5		
Storage Bay Dist (ft)	115								55
Storage Blk Time (%)		5			24			0	0
Queuing Penalty (veh)		1			0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	198	195	166	204	215	232	35	924	961	955
Average Queue (ft)	87	66	71	72	94	114	2	659	712	737
95th Queue (ft)	162	136	142	163	190	217	19	955	972	974
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)								0	0	1
Queuing Penalty (veh)								3	5	8
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	1	0	1	0				25		
Queuing Penalty (veh)	1	0	2	0				1		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	124	212	245	265	74	3140	3146	3120	132	124
Average Queue (ft)	53	87	123	145	8	1978	2006	2003	59	50
95th Queue (ft)	107	175	215	243	37	3470	3454	3406	113	99
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)						3	3	3		
Queuing Penalty (veh)						0	0	0		
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	0	2				33			0	
Queuing Penalty (veh)	1	1				2			0	

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

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

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

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

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	826	836	847	685	1350	1365	1359	200	140	2094	2091	140
Average Queue (ft)	662	664	667	512	1252	1289	1318	172	132	1587	1591	135
95th Queue (ft)	1015	1021	1029	945	1550	1516	1475	285	169	2646	2665	166
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)	30	25	29		25	27	60			45	46	
Queuing Penalty (veh)	179	150	177		152	165	373			0	0	
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)			44	1			85	0	13	82	43	13
Queuing Penalty (veh)			140	7			432	2	34	209	212	63

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	1137	1152	1151	828	836	845	460	154	630	831	155
Average Queue (ft)	748	781	814	810	814	819	350	104	208	279	134
95th Queue (ft)	1422	1439	1434	873	876	874	673	186	462	668	186
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	17	44	49	28	31	42					
Queuing Penalty (veh)	0	0	0	169	184	254					
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)						86	2	2	28	18	20
Queuing Penalty (veh)						225	10	3	44	95	103

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	19	143	289	227	276	253
Average Queue (ft)	1	12	47	35	73	81
95th Queue (ft)	11	75	181	177	269	278
Link Distance (ft)	1812	1812	1812	267	267	267
Upstream Blk Time (%)				0	1	3
Queuing Penalty (veh)				5	12	42
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						



Intersection: 84: Miramar Rd.

Movement	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	4	163	246	282	276	60
Average Queue (ft)	0	20	30	42	29	4
95th Queue (ft)	4	173	214	240	227	82
Link Distance (ft)	196	1947	1947	1947	1947	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						585
Storage Blk Time (%)					0	0
Queuing Penalty (veh)					3	0

Network Summary

Network wide Queuing Penalty: 13854

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	30221	29927	29888	29828	29864	30218	29923
Vehs Exited	29087	28835	28876	28781	28794	29204	28624
Starting Vehs	2961	3030	2958	2948	2864	2978	2824
Ending Vehs	4095	4122	3970	3995	3934	3992	4123
Travel Distance (mi)	41001	40270	40467	40193	40089	40713	39838
Travel Time (hr)	5480.8	5800.5	5465.7	5580.5	5570.4	5485.7	5237.5
Total Delay (hr)	4034.5	4378.3	4037.6	4161.8	4154.9	4048.5	3831.8
Total Stops	109343	104586	102862	102172	100997	108775	99774
Fuel Used (gal)	2318.4	2371.2	2296.4	2320.0	2315.0	2308.5	2227.6

Summary of All Intervals

Run Number	7	TCV(HCS)Synchron	Year 2050 PM	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	29687	29915	30229	29896
Vehs Exited	28952	28757	29139	28953
Starting Vehs	3069	2958	3008	3117
Ending Vehs	3804	4116	4098	4060
Travel Distance (mi)	40221	40540	40865	40297
Travel Time (hr)	5520.0	5516.0	5561.5	5854.7
Total Delay (hr)	4100.0	4086.8	4120.4	4434.7
Total Stops	103167	104879	105592	104296
Fuel Used (gal)	2306.5	2311.6	2336.3	2385.7

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	30221	29927	29888	29828	29864	30218	29923
Vehs Exited	29087	28835	28876	28781	28794	29204	28624
Starting Vehs	2961	3030	2958	2948	2864	2978	2824
Ending Vehs	4095	4122	3970	3995	3934	3992	4123
Travel Distance (mi)	41001	40270	40467	40193	40089	40713	39838
Travel Time (hr)	5480.8	5800.5	5465.7	5580.5	5570.4	5485.7	5237.5
Total Delay (hr)	4034.5	4378.3	4037.6	4161.8	4154.9	4048.5	3831.8
Total Stops	109343	104586	102862	102172	100997	108775	99774
Fuel Used (gal)	2318.4	2371.2	2296.4	2320.0	2315.0	2308.5	2227.6

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	TCV\HCS\Synchro\	Year 2050 PM	Avg	
Vehs Entered	29687	29915	30229	29896	29959
Vehs Exited	28952	28757	29139	28953	28912
Starting Vehs	3069	2958	3008	3117	2961
Ending Vehs	3804	4116	4098	4060	4017
Travel Distance (mi)	40221	40540	40865	40297	40408
Travel Time (hr)	5520.0	5516.0	5561.5	5854.7	5552.1
Total Delay (hr)	4100.0	4086.8	4120.4	4434.7	4126.3
Total Stops	103167	104879	105592	104296	104219
Fuel Used (gal)	2306.5	2311.6	2336.3	2385.7	2317.9

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	15
95th Queue (ft)	41
Link Distance (ft)	349
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	NW	NW	NE	SW
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	14	3	45	30
Average Queue (ft)	1	0	14	6
95th Queue (ft)	7	3	38	25
Link Distance (ft)		1632	442	126
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	80	270	789	825	170	685	684	224	236	130	70	156
Average Queue (ft)	29	60	521	563	161	526	241	109	129	27	23	85
95th Queue (ft)	65	233	833	865	194	878	623	189	207	85	53	171
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)						45	4					
Queuing Penalty (veh)						133	12					
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)		0	50		82	2		0	0	0		1
Queuing Penalty (veh)		0	22		134	3		0	0	0		3

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	170	539	524
Average Queue (ft)	156	458	441
95th Queue (ft)	218	600	584
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)	10	69	
Queuing Penalty (veh)	33	176	

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	98	67	276	135	716	717	265	399	266	79	255	912
Average Queue (ft)	46	16	127	134	697	154	233	205	34	34	97	872
95th Queue (ft)	90	48	230	140	740	547	321	456	133	71	287	986
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)					54	2		3	0			25
Queuing Penalty (veh)					181	7		7	0			139
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	1			95	2		44	0	0	0	0	86
Queuing Penalty (veh)	0			157	7		40	1	0	0	0	32

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	926
Average Queue (ft)	873
95th Queue (ft)	993
Link Distance (ft)	883
Upstream Blk Time (%)	26
Queuing Penalty (veh)	146
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	127	131	163	101	413	412
Average Queue (ft)	64	13	67	34	361	96
95th Queue (ft)	113	67	133	79	498	291
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)	1	0			20	2
Queuing Penalty (veh)	0	0			164	15
Storage Bay Dist (ft)	130					
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	0	0				

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	61	149	1163	1261	1336	175	202	215	1256	1135	940	213
Average Queue (ft)	14	22	729	870	956	132	189	210	731	597	497	45
95th Queue (ft)	42	90	1232	1359	1426	248	231	234	1338	1174	926	186
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)			60		70	0	9	40	13			0
Queuing Penalty (veh)			18		135	1	57	247	69			0

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	62	152	164	327	492	225	212	347	360	566	366	162
Average Queue (ft)	18	97	121	65	138	193	182	343	357	544	77	62
95th Queue (ft)	48	176	177	200	419	255	249	367	367	650	195	127
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)					0					43		
Queuing Penalty (veh)					0					253		
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	8	0	0	8	4	11	63	1	0	1
Queuing Penalty (veh)		0	3	0	3	3	1	15	83	7	0	1

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	112	365	464	279	1024	962	169	654	119	154	375
Average Queue (ft)	16	179	219	139	361	309	122	208	43	76	223
95th Queue (ft)	64	325	379	288	1087	992	208	623	89	168	435
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)			0					1			38
Queuing Penalty (veh)			0					1			0
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)		4		5	27		50	0		5	43
Queuing Penalty (veh)		1		8	32		4	0		13	33

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	71	84	63	129	131	246	218	195	637	601	94	279
Average Queue (ft)	24	33	18	18	62	215	91	181	492	167	30	135
95th Queue (ft)	58	70	49	131	107	233	224	223	808	547	72	250
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)						93	5		43	9		
Queuing Penalty (veh)						0	0		32	7		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)					0			91	1			0
Queuing Penalty (veh)					0			56	1			0

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	375
Average Queue (ft)	171
95th Queue (ft)	356
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	80	31	94	606	580	26	77	89
Average Queue (ft)	30	5	21	198	143	3	20	29
95th Queue (ft)	85	24	70	671	581	16	58	71
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)	8							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	38			0	
Queuing Penalty (veh)			0	13			0	



Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	83	166	182	420	375	150
Average Queue (ft)	34	36	53	84	73	45
95th Queue (ft)	76	114	135	310	293	114
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	2	2				
Queuing Penalty (veh)	5	2				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	57	222	153	165	929	878	152	324	303	272	308	483
Average Queue (ft)	11	85	30	143	614	304	61	111	101	117	200	286
95th Queue (ft)	39	168	84	225	1010	833	151	298	251	223	291	515
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)					12	6						
Queuing Penalty (veh)					33	17						
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)		3	0	48	41		19	0				0
Queuing Penalty (veh)		2	0	125	86		22	0				0

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	1339	1301	1326
Average Queue (ft)	429	447	477
95th Queue (ft)	1205	1187	1205
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)	0	0	1
Queuing Penalty (veh)	2	2	3
Storage Bay Dist (ft)			
Storage Blk Time (%)	11		
Queuing Penalty (veh)	58		

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	95	125	168	206	219	381	325	127	135	146	181	210
Average Queue (ft)	31	52	84	117	168	211	158	58	52	59	87	150
95th Queue (ft)	73	105	147	233	246	370	297	113	110	123	159	241
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						5	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	1	2		1	15	4		1	0			7
Queuing Penalty (veh)	0	1		2	27	9		1	0			36

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	631	633	872
Average Queue (ft)	303	301	375
95th Queue (ft)	678	699	820
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			1
Queuing Penalty (veh)			3
Storage Bay Dist (ft)			
Storage Blk Time (%)	24		
Queuing Penalty (veh)	39		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	66	178	110	160	117	78	139	130	138	104	420	434
Average Queue (ft)	22	89	33	84	44	22	60	57	65	10	362	368
95th Queue (ft)	54	149	79	139	89	58	124	113	120	53	484	490
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)		0		1	0						9	9
Queuing Penalty (veh)		0		0	0						55	58
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)											53	
Queuing Penalty (veh)											3	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	434
Average Queue (ft)	378
95th Queue (ft)	488
Link Distance (ft)	401
Upstream Blk Time (%)	12
Queuing Penalty (veh)	72
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	155	171	169	212	250	189	276	290	793	734	624	150
Average Queue (ft)	63	88	79	109	130	80	211	236	315	295	294	72
95th Queue (ft)	125	150	147	182	213	168	307	332	693	616	565	178
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)		0			5	0	2	15	3		16	0
Queuing Penalty (veh)		0			10	1	11	86	14		40	0

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	144	170	195	157	94	152	231	270	402	405	396	125
Average Queue (ft)	52	91	102	61	19	42	119	175	256	288	308	117
95th Queue (ft)	126	156	176	136	59	106	193	282	422	444	452	154
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)									2	3	5	
Queuing Penalty (veh)									15	22	40	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)			0				0	0	6		30	27
Queuing Penalty (veh)			0				0	1	20		94	82

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	TR	T	L	T	T	R	L
Maximum Queue (ft)	30	494	516	130	440	144	983	120	105	120	80	185
Average Queue (ft)	5	360	436	126	347	16	566	46	35	44	19	66
95th Queue (ft)	22	672	620	142	560	90	1279	98	81	94	53	175
Link Distance (ft)	468	468	468		347	347	959		628	628		
Upstream Blk Time (%)		34	74		67		32					
Queuing Penalty (veh)		0	0		139		132					
Storage Bay Dist (ft)				105				300			145	160
Storage Blk Time (%)				80	1					0	0	0
Queuing Penalty (veh)				16	4					0	0	1

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB	SB	B51	B51
Directions Served	T	TR	T	T
Maximum Queue (ft)	309	324	57	63
Average Queue (ft)	210	220	5	6
95th Queue (ft)	317	330	41	44
Link Distance (ft)	256	256	1076	1076
Upstream Blk Time (%)	10	14		
Queuing Penalty (veh)	13	19		
Storage Bay Dist (ft)				
Storage Blk Time (%)	49			
Queuing Penalty (veh)	24			

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	36	96	85	815	323	64	102	180	104	661	662
Average Queue (ft)	4	28	76	369	41	13	37	78	47	587	594
95th Queue (ft)	22	75	108	775	215	42	83	146	113	815	807
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)										18	30
Queuing Penalty (veh)										125	203
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)		1	13	67		0	0		1	65	
Queuing Penalty (veh)		0	23	116		0	0		6	35	

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	297	80	271	107	156	164	84	987	984
Average Queue (ft)	16	162	79	243	62	41	68	31	926	947
95th Queue (ft)	56	285	83	282	109	111	134	78	1122	1071
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		4		91					19	39
Queuing Penalty (veh)		0		0					158	325
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	1	58	91	5	9	0		1	56	
Queuing Penalty (veh)	2	9	82	12	14	1		7	19	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1242	1111	869	190	205	1268	1278	1274	195	237
Average Queue (ft)	245	259	572	444	352	115	173	943	969	1017	115	219
95th Queue (ft)	331	343	1261	1039	653	189	247	1205	1233	1267	255	268
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			0	0				0	0	0		
Queuing Penalty (veh)			0	0				0	0	0		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	15	48	4			1	4	54		60	0	23
Queuing Penalty (veh)	51	163	12			9	36	197		108	1	23

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	524	477	202	174	447	434	210
Average Queue (ft)	239	390	174	13	115	283	419	209
95th Queue (ft)	277	685	494	109	200	487	437	213
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		51	2	0		1	25	
Queuing Penalty (veh)		0	0	0		11	243	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	70	2			5	13	3	57
Queuing Penalty (veh)	71	5			17	20	23	212

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	70	304	299	315	150	114	228	165	212	95	90	88
Average Queue (ft)	8	121	115	118	48	30	112	84	110	28	31	30
95th Queue (ft)	38	254	233	248	122	88	197	147	180	71	75	69
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		12		6	0	0	12					
Queuing Penalty (veh)		1		15	0	0	3					

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	79	111	327	326	389	215	153	172	170	184	207	130
Average Queue (ft)	26	57	188	180	198	120	71	89	74	98	116	12
95th Queue (ft)	67	96	285	282	320	239	135	151	145	167	187	63
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)					13	0					1	0
Queuing Penalty (veh)					35	0					1	0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	252	339	190	250	221	242	254	646	245
Average Queue (ft)	167	223	16	136	70	212	236	377	154
95th Queue (ft)	255	315	102	232	185	277	282	686	266
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)		1	0					6	
Queuing Penalty (veh)		0	0					0	
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	7	0	1	0	2	13	4	1
Queuing Penalty (veh)	1	14	0	0	0	12	88	38	6

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	120	146	230	292	24	210	220	297	180	204	240	105
Average Queue (ft)	45	55	99	158	2	72	84	112	44	106	140	47
95th Queue (ft)	94	120	185	261	13	170	183	244	140	178	220	84
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)						3		5	0			
Queuing Penalty (veh)						0		6	0			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	380	397	232	220	238	70	87	94	120	273	206	232
Average Queue (ft)	234	258	130	140	146	17	38	39	47	68	96	120
95th Queue (ft)	352	373	203	210	220	51	74	79	94	284	178	206
Link Distance (ft)	603	603	603	603	603			1674	1674	1674		
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)						240	240				400	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	165	239	78	78
Average Queue (ft)	46	135	40	36
95th Queue (ft)	126	213	66	64
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	215	289	273	215	173	174	140	141	159	80	81	91
Average Queue (ft)	131	202	157	120	89	80	24	76	95	43	42	50
95th Queue (ft)	214	276	238	187	156	143	78	127	141	68	76	86
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)		0										
Queuing Penalty (veh)		1										

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	255	303	188	168
Average Queue (ft)	115	186	88	83
95th Queue (ft)	217	269	146	137
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	443	464	535	195	230	320	598	653	673	225	402
Average Queue (ft)	49	249	249	277	133	133	236	427	505	545	192	300
95th Queue (ft)	139	428	447	523	252	201	373	576	636	663	270	418
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)												5
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	22		20	0	0	0	19			2	34
Queuing Penalty (veh)	0	9		84	1	0	1	80			4	79

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	258	87	35	41
Average Queue (ft)	63	12	6	6
95th Queue (ft)	161	48	27	28
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	5	0		
Queuing Penalty (veh)	4	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	226	239	232	210	227	233	256	228	228	270	100	61
Average Queue (ft)	128	133	133	95	195	203	209	195	103	155	47	18
95th Queue (ft)	194	206	207	169	235	234	239	232	196	237	80	48
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					14	16	22	14				
Queuing Penalty (veh)					69	79	109	68				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	283	325	310	310	434	315	242	111	176	320	312
Average Queue (ft)	188	240	275	133	139	149	65	30	83	196	189
95th Queue (ft)	303	347	310	266	291	255	180	83	152	291	287
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	2	10	29	0	0						
Queuing Penalty (veh)	13	75	216	0	0						
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	B88	B88	WB	SB
Directions Served	L	T	T		TR	LR
Maximum Queue (ft)	76	563	44	4	128	112
Average Queue (ft)	16	245	2	0	48	43
95th Queue (ft)	50	506	24	4	105	89
Link Distance (ft)		511	2465	2465	1129	522
Upstream Blk Time (%)		1				
Queuing Penalty (veh)		10				
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	19				
Queuing Penalty (veh)	2	3				

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	11	70
Average Queue (ft)	1	37
95th Queue (ft)	8	62
Link Distance (ft)		497
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	55	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	30	73
Average Queue (ft)	4	30
95th Queue (ft)	21	55
Link Distance (ft)		331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	80	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB	SB
Directions Served	L	L	T	T	T	L	T	T	T	T	T	R	L
Maximum Queue (ft)	147	237	333	319	332	56	445	466	530	525	350	225	225
Average Queue (ft)	69	47	199	194	179	3	280	311	336	347	165	176	176
95th Queue (ft)	124	132	295	290	290	34	410	437	471	480	406	265	265
Link Distance (ft)			1558	1558	1558		1153	1153	1153	1153			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	290	290				215						325	200
Storage Blk Time (%)		0	1				14			10	0	3	3
Queuing Penalty (veh)		0	1				0			18	1	14	14

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	420	335
Average Queue (ft)	243	124
95th Queue (ft)	399	267
Link Distance (ft)	549	549
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)	17	
Queuing Penalty (veh)	72	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	174	462	471	460	1155	1244	1178	210	228
Average Queue (ft)	44	309	310	296	876	931	961	56	106
95th Queue (ft)	113	444	452	444	1135	1154	1150	198	196
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	0	19					34	0	
Queuing Penalty (veh)	0	6					25	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	213	1014	912	784	68	1110	1186	1189	128	160	115
Average Queue (ft)	57	372	343	297	8	753	808	843	44	84	18
95th Queue (ft)	186	920	902	807	36	1214	1263	1292	98	147	70
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		0	0	0							
Queuing Penalty (veh)		0	0	0							
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)		29				30					
Queuing Penalty (veh)		8				2					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	575	1926	1936	1892	31	304	978	1029	1046	91	120
Average Queue (ft)	548	563	1593	1416	1120	5	82	653	684	704	39	36
95th Queue (ft)	628	638	2389	2412	2255	22	275	1040	1081	1101	84	85
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			16	5	1							
Queuing Penalty (veh)			147	46	8							
Storage Bay Dist (ft)	550	550				280	280				75	
Storage Blk Time (%)	7	40	1				0	55			5	3
Queuing Penalty (veh)	45	261	17				0	19			2	2

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	170	198	413	391
Average Queue (ft)	64	118	267	232
95th Queue (ft)	161	188	375	344
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	71	307	476	496	517	96	55	80	110	123	180	110
Average Queue (ft)	17	57	202	229	247	36	8	13	35	75	65	49
95th Queue (ft)	50	166	425	459	483	80	35	50	84	133	138	102
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)										7		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)			3								8	1
Queuing Penalty (veh)			3								7	1

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	243	440	597	474	139	152	206	131	88
Average Queue (ft)	50	211	250	265	13	20	48	43	40
95th Queue (ft)	132	396	464	440	73	85	135	99	79
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		5						7	2
Queuing Penalty (veh)		2						5	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	100	387	392	405	270	296	313	169	105
Average Queue (ft)	69	253	271	285	104	123	147	69	56
95th Queue (ft)	114	382	388	396	223	263	298	137	106
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	29	18						7	1
Queuing Penalty (veh)	195	15						8	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NW	NW	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	130	69	95	214	612	634	645	92	273	299	310
Average Queue (ft)	46	32	16	53	379	402	423	15	137	170	194
95th Queue (ft)	104	65	62	154	563	582	598	50	237	267	289
Link Distance (ft)	214		477		887	887	887		1527	1527	1527
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		45		190				125			
Storage Blk Time (%)		20	1	0	34				15		
Queuing Penalty (veh)		1	1	0	12				2		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	328	418	317	124	508	625	314	33	140	147	158	67
Average Queue (ft)	219	286	148	71	171	191	187	4	70	71	82	21
95th Queue (ft)	313	395	283	135	367	415	277	21	126	130	142	53
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)		1	0		0	0						
Queuing Penalty (veh)		0	0		0	0						
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)	0	4		7	21				8			
Queuing Penalty (veh)	0	8		43	16				0			

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	R
Maximum Queue (ft)	73	275	301	321	12	275	300	323	62	66
Average Queue (ft)	16	107	137	161	0	153	184	209	15	16
95th Queue (ft)	50	226	259	277	5	244	273	294	48	49
Link Distance (ft)		2836	2836	2836		1456	1456	1456	400	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115				90					55
Storage Blk Time (%)		7				15			3	0
Queuing Penalty (veh)		1				0			1	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	224	308	157	154	152	185	23	97	120	127
Average Queue (ft)	148	61	84	26	29	30	2	45	56	63
95th Queue (ft)	228	189	146	91	97	111	14	85	101	119
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	5	0	1	0				0		
Queuing Penalty (veh)	6	0	8	0				0		



Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	160	245	245	236	115	204	224	266	165	128
Average Queue (ft)	104	123	139	144	27	109	118	130	88	41
95th Queue (ft)	170	221	220	219	76	183	197	228	148	93
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	15	3			0	8			0	
Queuing Penalty (veh)	110	4			1	2			0	

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

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

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

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

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	394	441	452	353	1186	1244	1300	200	140	582	216	126
Average Queue (ft)	274	292	304	82	527	743	940	171	119	319	62	54
95th Queue (ft)	368	396	400	293	1009	1249	1390	285	173	601	140	94
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)		0	0		0	0	1					
Queuing Penalty (veh)		0	0		0	2	13					
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)							45	0	10	66	0	0
Queuing Penalty (veh)							247	2	13	84	1	0

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB	
Directions Served	T	T	TR	T	T	T	R	L	L	R	R	
Maximum Queue (ft)	1140	1158	1163	524	533	568	460	155	1792	1789	82	
Average Queue (ft)	1095	1129	1132	408	421	417	146	145	1695	1566	29	
95th Queue (ft)	1209	1143	1152	507	524	537	498	183	1989	2343	65	
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749		
Upstream Blk Time (%)	12	69	94						76	60		
Queuing Penalty (veh)	0	0	0						0	0		
Storage Bay Dist (ft)							435	130			130	
Storage Blk Time (%)							5	0	20	82	0	0
Queuing Penalty (veh)							37	1	54	222	0	0

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	R	T	T	T
Maximum Queue (ft)	641	962	979	270	16	13	4
Average Queue (ft)	132	331	425	54	1	0	0
95th Queue (ft)	499	818	902	388	17	8	3
Link Distance (ft)	1812	1812	1812		267	267	267
Upstream Blk Time (%)		0	0				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)				800			
Storage Blk Time (%)			1	0			
Queuing Penalty (veh)			11	1			

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB	WB	B91	B91	B91
Directions Served	T	T	T	T	R	T	T	T
Maximum Queue (ft)	171	206	317	216	4	6	160	8
Average Queue (ft)	58	81	111	78	0	0	5	0
95th Queue (ft)	143	178	249	179	5	7	156	6
Link Distance (ft)	1947	1947	1947	1947		1558	1558	1558
Upstream Blk Time (%)							0	
Queuing Penalty (veh)							0	
Storage Bay Dist (ft)					585			
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 9271

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	30646	31213	30023	30778	29929	30626	30486
Vehs Exited	28203	29010	27155	28423	27098	28283	28276
Starting Vehs	3229	3281	3282	3377	3287	3338	3347
Ending Vehs	5672	5484	6150	5732	6118	5681	5557
Travel Distance (mi)	39101	39356	37765	38719	37403	39015	38409
Travel Time (hr)	7353.3	7320.6	7690.0	7610.2	7652.3	7237.4	7626.1
Total Delay (hr)	5975.6	5930.9	6358.6	6242.1	6333.7	5860.0	6270.8
Total Stops	120759	125869	120481	123838	118425	122786	121407
Fuel Used (gal)	2685.5	2682.0	2723.7	2731.9	2702.0	2651.4	2725.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	30775	31554	31608	30766
Vehs Exited	28502	29217	29268	28345
Starting Vehs	3332	3322	3449	3309
Ending Vehs	5605	5659	5789	5730
Travel Distance (mi)	38789	39531	39594	38768
Travel Time (hr)	7333.9	7195.0	7291.7	7431.0
Total Delay (hr)	5964.7	5799.2	5894.8	6063.0
Total Stops	122446	124179	126978	122711
Fuel Used (gal)	2672.9	2663.8	2680.0	2691.8

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	30646	31213	30023	30778	29929	30626	30486
Vehs Exited	28203	29010	27155	28423	27098	28283	28276
Starting Vehs	3229	3281	3282	3377	3287	3338	3347
Ending Vehs	5672	5484	6150	5732	6118	5681	5557
Travel Distance (mi)	39101	39356	37765	38719	37403	39015	38409
Travel Time (hr)	7353.3	7320.6	7690.0	7610.2	7652.3	7237.4	7626.1
Total Delay (hr)	5975.6	5930.9	6358.6	6242.1	6333.7	5860.0	6270.8
Total Stops	120759	125869	120481	123838	118425	122786	121407
Fuel Used (gal)	2685.5	2682.0	2723.7	2731.9	2702.0	2651.4	2725.0

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	30775	31554	31608	30766
Vehs Exited	28502	29217	29268	28345
Starting Vehs	3332	3322	3449	3309
Ending Vehs	5605	5659	5789	5730
Travel Distance (mi)	38789	39531	39594	38768
Travel Time (hr)	7333.9	7195.0	7291.7	7431.0
Total Delay (hr)	5964.7	5799.2	5894.8	6063.0
Total Stops	122446	124179	126978	122711
Fuel Used (gal)	2672.9	2663.8	2680.0	2691.8

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	36	29
Average Queue (ft)	2	3
95th Queue (ft)	17	18
Link Distance (ft)	260	349
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NW	B67	B67	NE	SW
Directions Served	LTR	L	TR	T		LTR	LTR
Maximum Queue (ft)	20	32	77	608	207	28	30
Average Queue (ft)	1	2	6	72	13	4	2
95th Queue (ft)	9	17	38	400	143	19	15
Link Distance (ft)	669		1632	904	904	442	126
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100					
Storage Blk Time (%)			0				
Queuing Penalty (veh)			0				

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	257	269	693	529	170	374	470	198	285	545	497	56
Average Queue (ft)	227	234	348	173	68	207	284	93	163	263	221	16
95th Queue (ft)	296	314	852	471	158	320	414	171	313	482	415	44
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)	28	31	1		0	21		0	0	10		
Queuing Penalty (veh)	37	42	4		0	15		0	0	42		

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	78	110	142
Average Queue (ft)	30	44	56
95th Queue (ft)	64	91	111
Link Distance (ft)		904	904
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	145		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	135	552	511	97	108	157	265	427	412	115	118	178
Average Queue (ft)	130	515	201	38	45	72	222	343	355	110	36	85
95th Queue (ft)	166	588	518	79	88	134	348	471	462	131	94	150
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)		90	1					11	22			
Queuing Penalty (veh)		0	0					92	184			
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	88	9		0	0		10	24	29	39		0
Queuing Penalty (veh)	69	20		0	0		82	157	179	316		0

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	159
Average Queue (ft)	72
95th Queue (ft)	134
Link Distance (ft)	883
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	32	20	487	507	147	64
Average Queue (ft)	7	1	174	196	20	8
95th Queue (ft)	29	9	506	533	81	38
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)			7	10		
Queuing Penalty (veh)			98	130		
Storage Bay Dist (ft)	130					
Storage Blk Time (%)						
Queuing Penalty (veh)						



Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	160	1085	1011	859	175	200	215	1354	1596	1802	1826
Average Queue (ft)	136	153	536	358	302	92	114	161	401	972	1452	1725
95th Queue (ft)	170	176	1347	1030	691	223	200	257	1036	1700	2010	2126
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)			1	0					1	0	0	21
Queuing Penalty (veh)			3	0					5	0	0	208
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)	17	54	10		42	0	0	2	15			32
Queuing Penalty (veh)	62	200	42		53	0	2	12	58			306

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	195	147	164	389	394	193	157	174	210	72	59	55
Average Queue (ft)	193	39	92	151	122	74	45	74	108	10	15	17
95th Queue (ft)	207	111	174	346	334	163	111	140	175	45	45	44
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)				0	1							
Queuing Penalty (veh)				0	0							
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)	28	0	2	13	4	0	0					
Queuing Penalty (veh)	264	0	2	18	14	0	0					

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	170	130	152	280	732	730	170	1049	1062	46	65
Average Queue (ft)	88	52	83	237	376	308	169	1029	754	12	22
95th Queue (ft)	150	108	136	348	743	634	170	1087	1400	38	54
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								62	13		
Queuing Penalty (veh)								267	58		
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)	0			59	1		98	1			
Queuing Penalty (veh)	0			268	1		122	2			

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	187	200	709	662	178	104	111	195	643	644	182	60
Average Queue (ft)	157	175	510	219	46	36	35	163	500	475	96	20
95th Queue (ft)	218	248	882	554	129	79	83	266	653	660	178	51
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)			30	4					9	7		
Queuing Penalty (veh)			121	18					19	14		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	53	71	1	5	0			24	82		0	
Queuing Penalty (veh)	145	193	3	5	0			65	131		0	

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	104
Average Queue (ft)	42
95th Queue (ft)	81
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	15	32	91	205	191	30	30	54
Average Queue (ft)	1	5	32	43	34	6	4	8
95th Queue (ft)	8	22	71	174	162	25	20	35
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	7				
Queuing Penalty (veh)			0	3				

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	70	210	148	120	109	86
Average Queue (ft)	15	66	43	31	35	36
95th Queue (ft)	48	160	111	84	88	68
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	5				
Queuing Penalty (veh)	0	2				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	174	358	170	165	498	441	121	188	246	280	301	272
Average Queue (ft)	79	156	46	95	253	170	45	76	101	148	156	140
95th Queue (ft)	160	296	131	181	427	328	96	146	189	250	255	236
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)	2	12	0	2	29		0	1				
Queuing Penalty (veh)	6	21	0	9	30		0	1				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	220	237	316
Average Queue (ft)	94	88	146
95th Queue (ft)	181	182	265
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	83	125	151	116	209	321	378	148	222	178	310	150
Average Queue (ft)	27	53	77	37	79	174	214	93	70	69	122	69
95th Queue (ft)	65	101	133	87	162	279	334	154	166	145	228	129
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						0	0					0
Queuing Penalty (veh)						0	0					0
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	1	2			0	5		7	1			0
Queuing Penalty (veh)	1	1			0	6		12	1			0

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	179	156	202
Average Queue (ft)	63	44	73
95th Queue (ft)	138	111	158
Link Distance (ft)	987	987	987
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	52	69	48	39	40	248	340	331	337	72	201	114
Average Queue (ft)	14	28	9	9	16	103	128	135	149	10	68	34
95th Queue (ft)	41	56	33	32	41	194	278	303	312	40	154	85
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)							0	0	0			
Queuing Penalty (veh)							0	0	1			
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)						0	0				4	
Queuing Penalty (veh)						0	1				0	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	157
Average Queue (ft)	59
95th Queue (ft)	123
Link Distance (ft)	401
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	255	270	480	382	401	190	134	218	393	536	631	150
Average Queue (ft)	146	187	231	226	240	101	47	74	181	229	318	137
95th Queue (ft)	250	291	382	340	354	233	104	147	317	409	526	191
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)	0	1	3		21	0		0	2		32	14
Queuing Penalty (veh)	1	5	19		25	0		0	4		118	40

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	232	285	647	606	432	295	157	172	96	143	173	121
Average Queue (ft)	91	218	392	334	255	69	75	85	28	47	51	29
95th Queue (ft)	188	347	584	515	390	240	137	146	71	104	128	87
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)			0	0						0	0	
Queuing Penalty (veh)			0	0						0	0	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)	0	1	24		5	0					1	2
Queuing Penalty (veh)	2	6	56		10	0					1	2

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	TR	T	L	T	T	R	L
Maximum Queue (ft)	15	74	101	129	332	243	144	308	284	270	170	117
Average Queue (ft)	1	20	37	110	112	114	17	183	92	103	89	44
95th Queue (ft)	8	55	88	149	296	213	204	292	206	211	174	92
Link Distance (ft)	468	468	468		347	347	959		628	628		
Upstream Blk Time (%)					3		1					
Queuing Penalty (veh)					11		6					
Storage Bay Dist (ft)				105				300			145	160
Storage Blk Time (%)				29	0			1		2	1	0
Queuing Penalty (veh)				18	1			4		13	4	0

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB	SB	B51
Directions Served	T	TR	T
Maximum Queue (ft)	125	150	4
Average Queue (ft)	35	50	0
95th Queue (ft)	93	110	4
Link Distance (ft)	256	256	1076
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	76	153	80	283	337	82	540	586	85	484	493
Average Queue (ft)	17	35	18	63	103	16	195	267	19	99	121
95th Queue (ft)	59	122	60	295	276	61	416	510	54	351	369
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)				0	0					3	3
Queuing Penalty (veh)				1	0					7	8
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)		6	1	11		0	18		0	12	
Queuing Penalty (veh)		1	0	4		0	3		0	4	

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	305	80	249	109	317	337	80	901	953
Average Queue (ft)	30	170	63	136	64	106	144	21	247	346
95th Queue (ft)	72	344	92	289	112	231	263	61	822	944
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		41		40			0		9	17
Queuing Penalty (veh)		0		0			0		26	45
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	5	55	58	3	7	8		1	5	
Queuing Penalty (veh)	13	37	55	3	37	12		1	1	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1845	1857	1840	50	204	1093	1112	1150	195	237
Average Queue (ft)	273	288	1821	1762	1433	11	65	338	384	429	120	214
95th Queue (ft)	290	292	1842	1959	2405	36	178	945	999	1053	250	274
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			32	10	2			3	4	4		
Queuing Penalty (veh)			258	78	17			11	14	18		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	17	52	2				0	31		42	1	14
Queuing Penalty (veh)	71	218	18				0	26		75	2	38

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	524	498	368	168	321	429	210
Average Queue (ft)	237	421	247	35	74	37	233	157
95th Queue (ft)	283	654	562	185	158	189	555	264
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		62	5	0		0	40	
Queuing Penalty (veh)		0	0	0		0	147	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	68	2			3		1	50
Queuing Penalty (veh)	189	6			2		5	25



Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	76	281	229	245	150	124	218	198	249	157	191	90
Average Queue (ft)	6	135	97	85	44	68	95	82	147	64	94	22
95th Queue (ft)	36	240	183	173	106	123	175	158	234	130	165	60
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		19		4	0	6	5				0	0
Queuing Penalty (veh)		2		6	0	24	5				0	0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	379	391	263	249	513	215	208	223	170	205	408	210
Average Queue (ft)	191	210	127	118	232	188	96	114	81	87	133	128
95th Queue (ft)	308	326	209	200	457	256	166	185	147	163	304	238
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)	0	0			1	14	0	0			0	5
Queuing Penalty (veh)	0	0			6	35	0	0			2	11

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	180	220	146	99	54	71	99	108	43
Average Queue (ft)	63	122	62	40	14	17	41	36	10
95th Queue (ft)	155	199	121	77	36	47	83	76	33
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	0	0						
Queuing Penalty (veh)	0	0	0						

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	184	50	84	130	90	293	364	442	180	144	149	125
Average Queue (ft)	90	4	13	17	7	134	115	180	108	69	70	44
95th Queue (ft)	163	25	50	77	45	270	262	366	215	125	126	89
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)						8		8	0			
Queuing Penalty (veh)						1		41	2			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	R
Maximum Queue (ft)	111	129	209	220	258	26	84	116	123	136	64	72
Average Queue (ft)	43	63	131	140	162	2	26	50	56	63	17	27
95th Queue (ft)	90	111	189	200	232	12	65	95	105	119	42	60
Link Distance (ft)	603	603	603	603	603			1674	1674	1674		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)						240	240				400	400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	770	1820	1818	770
Average Queue (ft)	758	1788	1788	480
95th Queue (ft)	875	1812	1810	1007
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)		94	92	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	745			745
Storage Blk Time (%)	0	76	12	0
Queuing Penalty (veh)	2	464	41	1

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	35	140	170	127	148	82	22	88	121	242	249	257
Average Queue (ft)	2	49	95	47	67	29	3	31	40	166	188	201
95th Queue (ft)	16	107	153	100	125	58	14	67	86	220	234	243
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	825	1806	1809	825
Average Queue (ft)	818	1775	1777	377
95th Queue (ft)	926	1802	1808	859
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)		84	82	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	800			800
Storage Blk Time (%)	2	74	2	0
Queuing Penalty (veh)	10	438	14	1

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	1371	1383	1380	195	90	320	1866	1878	1888	225	424
Average Queue (ft)	25	1309	1312	1282	100	22	131	1328	1372	1405	203	381
95th Queue (ft)	118	1480	1502	1515	242	66	356	2429	2413	2426	292	443
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)		27	22	7				24	30	47		76
Queuing Penalty (veh)		202	166	56				121	153	238		0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)		86		42	0		0	49			16	83
Queuing Penalty (veh)		12		94	1		0	53			43	219

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	397	105	64	68
Average Queue (ft)	209	26	17	21
95th Queue (ft)	464	97	52	55
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	12			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	28	0		
Queuing Penalty (veh)	36	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	232	250	254	100	232	246	244	245	668	1029	773	95
Average Queue (ft)	127	136	139	46	153	175	185	154	360	513	257	33
95th Queue (ft)	202	212	214	91	251	262	259	260	671	1142	1009	68
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					25	30	41	24		11	9	
Queuing Penalty (veh)					93	113	153	90		0	0	
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)									0	12		
Queuing Penalty (veh)									1	68		

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	246	274	300	1039	1058	1049	1047	479	1869	1869	1025
Average Queue (ft)	109	145	195	692	757	793	490	125	1836	1837	1024
95th Queue (ft)	210	265	320	1254	1269	1253	1261	335	1918	1890	1032
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	0	1	5	7	11	29	7		79	84	
Queuing Penalty (veh)	0	2	22	43	74	188	47		0	0	
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)								0	6	55	49
Queuing Penalty (veh)								0	21	500	443

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	49	133	717	108
Average Queue (ft)	10	37	620	48
95th Queue (ft)	37	97	738	93
Link Distance (ft)		511	1129	522
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	0	0		

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	15	75
Average Queue (ft)	1	39
95th Queue (ft)	10	66
Link Distance (ft)		497
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	55	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	NB	SB	SW
Directions Served	R	L	LR
Maximum Queue (ft)	8	31	46
Average Queue (ft)	0	7	18
95th Queue (ft)	5	28	40
Link Distance (ft)	549		331
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	SB	SB
Directions Served	L	L	T	T	T	T	T	T	T	T	R	L	L
Maximum Queue (ft)	183	237	473	440	422	223	257	1057	1150	350	96	96	106
Average Queue (ft)	103	116	169	157	148	128	149	311	793	345	39	39	51
95th Queue (ft)	170	237	459	433	426	206	234	794	1309	383	79	79	89
Link Distance (ft)			1558	1558	1558	1153	1153	1153	1153				549
Upstream Blk Time (%)								0	0				
Queuing Penalty (veh)								0	2				
Storage Bay Dist (ft)	290	290									325	200	
Storage Blk Time (%)		0	6			0			1	48			
Queuing Penalty (veh)		0	18			0			9	262			

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB
Directions Served	R
Maximum Queue (ft)	100
Average Queue (ft)	34
95th Queue (ft)	70
Link Distance (ft)	549
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	185	1174	1173	1172	1418	1420	1414	210	144
Average Queue (ft)	137	715	701	684	970	1096	1152	34	66
95th Queue (ft)	233	1265	1268	1260	1588	1611	1584	150	126
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)		7	6	6	0	1	2		
Queuing Penalty (veh)		52	47	42	5	10	24		
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	4	56					41	0	
Queuing Penalty (veh)	36	60					23	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	240	1446	1454	1460	100	1332	1446	1384	83	128	98
Average Queue (ft)	234	1193	1185	1142	19	685	788	829	20	51	18
95th Queue (ft)	262	1823	1859	1888	61	1358	1455	1459	60	101	58
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)		19	10	6		0	0	0			
Queuing Penalty (veh)		185	99	60		1	1	2			
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)	79	8			0	30					
Queuing Penalty (veh)	726	11			0	7					

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	573	1310	1135	836	21	253	1400	1410	1408	62	50
Average Queue (ft)	483	496	719	461	324	1	39	1238	1257	1265	14	12
95th Queue (ft)	684	700	1746	1449	1187	10	177	1638	1626	1615	46	39
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			5	2	0			10	12	14		
Queuing Penalty (veh)			44	18	4			86	104	121		
Storage Bay Dist (ft)	550	550				280	280					75
Storage Blk Time (%)	5	27	1					60				0
Queuing Penalty (veh)	17	96	9					12				0

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	90	176	580	550
Average Queue (ft)	19	81	377	351
95th Queue (ft)	61	291	583	556
Link Distance (ft)		641	641	641
Upstream Blk Time (%)		2	4	4
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	72	92	205	228	248	490	1147	1168	1175	133	103	95
Average Queue (ft)	22	45	84	98	117	147	590	619	646	84	30	36
95th Queue (ft)	58	82	180	202	227	433	1322	1344	1353	139	78	80
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)							2	3	4	10		
Queuing Penalty (veh)							20	26	34	0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)						0	26				1	1
Queuing Penalty (veh)						0	21				0	1



Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	179	270	287	290	438	476	474	138	90
Average Queue (ft)	67	120	141	156	97	120	141	33	48
95th Queue (ft)	135	235	256	270	430	461	479	93	89
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)					0	0	1		
Queuing Penalty (veh)					3	4	8		
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)		0						2	7
Queuing Penalty (veh)		0						2	2

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	95	151	143	148	521	539	376	98	96
Average Queue (ft)	47	54	51	53	54	62	56	28	42
95th Queue (ft)	92	122	114	120	296	333	268	73	84
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					0	0	0		
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	12	3						1	3
Queuing Penalty (veh)	36	2						0	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	92	171	297	312	336	60	1551	1563	1548
Average Queue (ft)	33	40	181	194	207	5	1381	1396	1406
95th Queue (ft)	73	112	273	289	305	31	1783	1784	1782
Link Distance (ft)	214		887	887	887		1527	1527	1527
Upstream Blk Time (%)							2	3	4
Queuing Penalty (veh)							17	26	33
Storage Bay Dist (ft)		190				125			
Storage Blk Time (%)		0	13				56		
Queuing Penalty (veh)		0	4				3		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	197	243	183	124	262	207	23	27	2863	2858	2853	260
Average Queue (ft)	72	152	66	101	66	18	2	1	1561	1602	1650	246
95th Queue (ft)	182	224	171	143	223	105	13	16	3161	3192	3199	327
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)									1	1	2	
Queuing Penalty (veh)									7	15	23	
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)				35					57		49	1
Queuing Penalty (veh)				88					1		275	9

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	72	217	234	254	1259	1304	1304	40	42
Average Queue (ft)	19	91	114	132	493	551	576	8	7
95th Queue (ft)	55	177	204	221	1079	1138	1150	31	27
Link Distance (ft)		2836	2836	2836	1456	1456	1456	400	
Upstream Blk Time (%)					0	0	0		
Queuing Penalty (veh)					2	2	4		
Storage Bay Dist (ft)	115							55	
Storage Blk Time (%)		5			24			1	0
Queuing Penalty (veh)		1			0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	194	192	174	200	221	243	22	937	981	966
Average Queue (ft)	94	61	66	76	98	120	2	705	750	774
95th Queue (ft)	171	129	137	165	197	227	14	965	991	985
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)								0	1	1
Queuing Penalty (veh)								4	6	11
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	1	0	1	1				27		
Queuing Penalty (veh)	1	0	1	1				1		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	124	204	254	268	51	3403	3401	3390	143	140
Average Queue (ft)	48	82	118	139	5	2294	2322	2318	56	56
95th Queue (ft)	100	167	216	239	29	3869	3842	3804	117	115
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)						11	13	13		
Queuing Penalty (veh)						0	0	0		
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	0	2				33			0	1
Queuing Penalty (veh)	1	1				2			0	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

Movement	SB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	444
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

Movement	SB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	465
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	823	844	844	685	1353	1361	1353	200	140	2090	2101	140
Average Queue (ft)	745	747	751	567	1248	1288	1315	174	135	1586	1614	135
95th Queue (ft)	997	1000	1012	966	1582	1533	1477	285	161	2622	2621	165
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)	49	42	45		26	29	57			46	47	
Queuing Penalty (veh)	301	256	280		161	179	355			0	0	
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)			63	1			85	0	14	84	50	17
Queuing Penalty (veh)			201	7			432	2	35	215	262	88

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	1141	1152	1158	833	836	843	460	155	995	1034	155
Average Queue (ft)	919	945	965	813	813	818	345	117	384	325	133
95th Queue (ft)	1473	1476	1456	876	873	873	673	197	914	827	188
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	32	66	71	30	31	45					
Queuing Penalty (veh)	0	0	0	180	187	268					
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)						87	1	6	49	17	19
Queuing Penalty (veh)						233	4	9	76	88	98

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	100	186	284	338	300
Average Queue (ft)	5	27	95	193	210
95th Queue (ft)	47	114	290	399	399
Link Distance (ft)	1812	1812	267	267	267
Upstream Blk Time (%)			2	5	19
Queuing Penalty (veh)			30	66	255
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB	WB	B91	B91	B91	B91
Directions Served	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	1104	1272	1333	1373	549	134	172	197	202
Average Queue (ft)	282	326	368	365	112	18	22	26	27
95th Queue (ft)	1085	1190	1304	1345	500	213	240	258	267
Link Distance (ft)	1947	1947	1947	1947		1558	1558	1558	1558
Upstream Blk Time (%)	2	3	4	5					
Queuing Penalty (veh)	13	18	22	29					
Storage Bay Dist (ft)					585				
Storage Blk Time (%)				16	0				
Queuing Penalty (veh)				90	1				

Network Summary

Network wide Queuing Penalty: 17770

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	29348	29557	29373	29346	29274	29406	29219
Vehs Exited	27998	28375	28175	27948	28075	27955	27794
Starting Vehs	3086	3191	3206	3202	3203	3172	3037
Ending Vehs	4436	4373	4404	4600	4402	4623	4462
Travel Distance (mi)	40391	40577	40577	40122	40136	40025	40025
Travel Time (hr)	6508.9	6633.1	6632.8	6497.8	6781.8	6699.8	6705.4
Total Delay (hr)	5085.3	5202.9	5202.3	5083.1	5364.9	5288.1	5295.0
Total Stops	101902	107006	105747	101676	102683	106215	99720
Fuel Used (gal)	2533.0	2569.6	2561.9	2519.7	2583.9	2560.5	2566.7

Summary of All Intervals

Run Number	7 TC\HCSIS\Chro\ C\Year 2050 + P PM	Avg
Start Time	4:45	4:45
End Time	6:00	6:00
Total Time (min)	75	75
Time Recorded (min)	60	60
# of Intervals	2	2
# of Recorded Intervals	1	1
Vehs Entered	29780	29377
Vehs Exited	28765	28098
Starting Vehs	3201	3151
Ending Vehs	4216	4432
Travel Distance (mi)	40797	40371
Travel Time (hr)	6310.1	6591.4
Total Delay (hr)	4869.8	5167.8
Total Stops	105917	103484
Fuel Used (gal)	2499.1	2548.9

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	29348	29557	29373	29346	29274	29406	29219
Vehs Exited	27998	28375	28175	27948	28075	27955	27794
Starting Vehs	3086	3191	3206	3202	3203	3172	3037
Ending Vehs	4436	4373	4404	4600	4402	4623	4462
Travel Distance (mi)	40391	40577	40577	40122	40136	40025	40025
Travel Time (hr)	6508.9	6633.1	6632.8	6497.8	6781.8	6699.8	6705.4
Total Delay (hr)	5085.3	5202.9	5202.3	5083.1	5364.9	5288.1	5295.0
Total Stops	101902	107006	105747	101676	102683	106215	99720
Fuel Used (gal)	2533.0	2569.6	2561.9	2519.7	2583.9	2560.5	2566.7

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7 TC\HCSIS\Inchro\ C\Year 2050 + P PM	Avg
Vehs Entered	29780	29377
Vehs Exited	28765	28098
Starting Vehs	3201	3151
Ending Vehs	4216	4432
Travel Distance (mi)	40797	40371
Travel Time (hr)	6310.1	6591.4
Total Delay (hr)	4869.8	5167.8
Total Stops	105917	103484
Fuel Used (gal)	2499.1	2548.9

Intersection: 1: Westerra Ct. & Towne Centre Dr.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	137	31	49
Average Queue (ft)	13	2	14
95th Queue (ft)	117	14	40
Link Distance (ft)	395	260	349
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Towne Centre Ct. & Towne Centre Dr.

Movement	SE	NW	NW	NE	SW
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	480	31	11	50	34
Average Queue (ft)	114	3	1	16	7
95th Queue (ft)	502	18	7	42	28
Link Distance (ft)	669		1632	442	126
Upstream Blk Time (%)	3				
Queuing Penalty (veh)	30				
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					



Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	L	L	T	TR	L
Maximum Queue (ft)	102	270	942	968	170	688	687	267	280	528	411	156
Average Queue (ft)	35	99	694	734	164	646	299	206	222	229	98	77
95th Queue (ft)	80	304	936	974	177	791	760	322	334	610	365	164
Link Distance (ft)			1116	1116		664	664			883	883	
Upstream Blk Time (%)			0	0		79	12					
Queuing Penalty (veh)			0	0		243	37					
Storage Bay Dist (ft)	245	245			145			260	260			145
Storage Blk Time (%)		0	64		97	1		14	33	1		1
Queuing Penalty (veh)		0	48		158	3		7	18	4		6

Intersection: 3: Towne Centre Dr. & Eastgate Mall

Movement	SB	SB	SB	B67	B67
Directions Served	L	T	TR	T	T
Maximum Queue (ft)	170	1010	1014	1497	1502
Average Queue (ft)	154	940	934	774	771
95th Queue (ft)	222	1100	1114	1813	1814
Link Distance (ft)		904	904	1632	1632
Upstream Blk Time (%)		74	72	8	7
Queuing Penalty (veh)		335	327	38	31
Storage Bay Dist (ft)	145				
Storage Blk Time (%)	7	83			
Queuing Penalty (veh)	35	374			

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	T	R	L	T
Maximum Queue (ft)	106	135	375	135	717	713	261	367	142	92	255	918
Average Queue (ft)	46	21	160	132	699	129	210	154	31	35	62	895
95th Queue (ft)	91	113	321	142	724	503	313	376	90	71	233	910
Link Distance (ft)		504	504		696	696		393	393			883
Upstream Blk Time (%)		0	1		65	3		1	0			51
Queuing Penalty (veh)		0	0		216	9		3	0			370
Storage Bay Dist (ft)	110			110			240			90	230	
Storage Blk Time (%)	1	0		96	2		26	0	1	0	0	92
Queuing Penalty (veh)	0	0		160	9		28	0	1	0	0	34

Intersection: 4: Towne Centre Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	924
Average Queue (ft)	886
95th Queue (ft)	969
Link Distance (ft)	883
Upstream Blk Time (%)	38
Queuing Penalty (veh)	275
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Towne Centre Dr. & Towne Centre Dwy.

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	T	T
Maximum Queue (ft)	128	138	163	91	414	412
Average Queue (ft)	69	14	70	37	395	100
95th Queue (ft)	118	72	134	79	429	316
Link Distance (ft)		133	547	547	393	393
Upstream Blk Time (%)	1	1			35	3
Queuing Penalty (veh)	0	0			343	26
Storage Bay Dist (ft)	130					
Storage Blk Time (%)	1	1				
Queuing Penalty (veh)	0	1				

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	49	151	979	1100	1202	175	202	215	1303	1217	1012	381
Average Queue (ft)	14	30	616	743	825	127	191	211	745	620	488	64
95th Queue (ft)	40	115	1243	1360	1421	247	224	231	1369	1217	940	295
Link Distance (ft)			2166	2166	2166				1812	1812	1812	1812
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	135	135				150	190	190				
Storage Blk Time (%)		0	51		66	0	7	40	11			
Queuing Penalty (veh)		0	15		128	1	45	250	58			

Intersection: 6: Towne Centre Dr. & La Jolla Village Dr.

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R	R	L	L	T	T	R
Maximum Queue (ft)	68	152	163	279	462	225	212	347	360	568	184	121
Average Queue (ft)	20	93	120	64	142	188	176	343	358	554	54	45
95th Queue (ft)	51	177	179	180	412	256	243	364	362	565	125	94
Link Distance (ft)				722	722					547	547	
Upstream Blk Time (%)										49		
Queuing Penalty (veh)										369		
Storage Bay Dist (ft)	170	140	140			200	200	335	335			160
Storage Blk Time (%)		1	8	0	0	9	3	12	68	0	0	0
Queuing Penalty (veh)		0	3	0	2	3	1	17	94	6	0	0

Intersection: 7: Judicial Dr. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	TR
Maximum Queue (ft)	99	331	348	280	1698	1600	170	985	868	154	389
Average Queue (ft)	14	144	180	111	946	825	158	614	223	60	314
95th Queue (ft)	63	294	327	293	1970	1802	192	1161	831	168	469
Link Distance (ft)		664	664		2465	2465		1021	1021		347
Upstream Blk Time (%)								16	10		77
Queuing Penalty (veh)								27	17		0
Storage Bay Dist (ft)	245			255			145			130	
Storage Blk Time (%)	0	2		0	71		90	0		2	80
Queuing Penalty (veh)	0	0		1	85		6	0		5	61

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	R	LT	TR	L	T	TR	L	T
Maximum Queue (ft)	98	116	106	54	124	243	220	195	640	616	82	258
Average Queue (ft)	28	39	21	14	58	209	91	184	528	235	21	115
95th Queue (ft)	80	101	78	44	96	255	235	207	780	655	60	213
Link Distance (ft)			696	696		199	199		627	627		1021
Upstream Blk Time (%)						94	15		53	9		
Queuing Penalty (veh)						0	0		41	7		
Storage Bay Dist (ft)	175	175			155			170			240	
Storage Blk Time (%)	0	2			0			96	1			0
Queuing Penalty (veh)	0	0			0			62	1			0

Intersection: 8: Judicial Dr. & Executive Dr.

Movement	SB
Directions Served	TR
Maximum Queue (ft)	288
Average Queue (ft)	147
95th Queue (ft)	263
Link Distance (ft)	1021
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Judicial Dr. & Judicial Drwy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	92	46	109	882	825	26	82	156
Average Queue (ft)	29	9	19	287	223	2	22	31
95th Queue (ft)	82	38	69	858	789	15	63	110
Link Distance (ft)	108	142		1392	1392		627	627
Upstream Blk Time (%)	7							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			85			95		
Storage Blk Time (%)			0	49			0	
Queuing Penalty (veh)			0	17			0	

Intersection: 10: Eastgate Mall & Easter Wy.

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	T	T	TR	LR
Maximum Queue (ft)	83	168	176	827	828	192
Average Queue (ft)	34	33	51	197	181	52
95th Queue (ft)	77	111	133	713	703	143
Link Distance (ft)		924	924	1116	1116	722
Upstream Blk Time (%)				2	3	
Queuing Penalty (veh)				14	16	
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	3	2				
Queuing Penalty (veh)	8	2				

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	TR	L	L
Maximum Queue (ft)	96	246	142	165	947	922	169	584	558	472	352	545
Average Queue (ft)	13	84	27	128	568	358	96	214	178	156	221	338
95th Queue (ft)	55	193	85	224	1098	987	201	554	476	378	365	614
Link Distance (ft)		959			924	924		987	987	987		
Upstream Blk Time (%)					23	13						
Queuing Penalty (veh)					93	54						
Storage Bay Dist (ft)	150		145	140			145				520	520
Storage Blk Time (%)		4	0	17	55		45	0			0	0
Queuing Penalty (veh)		3	0	60	155		53	0			0	2

Intersection: 11: Genesee Ave. & Eastgate Mall

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	1719	1717	1730
Average Queue (ft)	781	787	818
95th Queue (ft)	1784	1764	1782
Link Distance (ft)	1780	1780	1780
Upstream Blk Time (%)	5	4	5
Queuing Penalty (veh)	27	24	29
Storage Bay Dist (ft)			
Storage Blk Time (%)	20		
Queuing Penalty (veh)	107		

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	L	T	TR	L	T	T	TR	L
Maximum Queue (ft)	100	122	160	207	220	397	348	132	138	146	197	210
Average Queue (ft)	33	48	77	124	176	213	166	58	56	62	89	144
95th Queue (ft)	79	102	137	237	250	383	314	114	115	130	162	241
Link Distance (ft)		1354	1354			388	388		401	401	401	
Upstream Blk Time (%)						7	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	95			195	195			125				185
Storage Blk Time (%)	2	2		2	15	7		1	1			6
Queuing Penalty (veh)	1	1		4	27	16		1	0			32

Intersection: 12: Genesee Ave. & Executive Dr.

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	643	666	682
Average Queue (ft)	306	305	330
95th Queue (ft)	722	756	785
Link Distance (ft)	987	987	987
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)	25		
Queuing Penalty (veh)	41		

Intersection: 13: Genesee Ave. & Executive Square

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	R	L	LTR	L	T	T	TR	L	T	T
Maximum Queue (ft)	67	177	95	150	114	65	174	154	149	90	420	434
Average Queue (ft)	23	88	35	83	44	18	59	58	65	7	346	350
95th Queue (ft)	55	151	76	137	90	46	128	121	122	46	486	495
Link Distance (ft)	185	185	185	148	148		376	376	376		401	401
Upstream Blk Time (%)		0		0	0						9	9
Queuing Penalty (veh)		0		0	0						56	56
Storage Bay Dist (ft)						300				100		
Storage Blk Time (%)											51	
Queuing Penalty (veh)											3	

Intersection: 13: Genesee Ave. & Executive Square

Movement	SB
Directions Served	TR
Maximum Queue (ft)	434
Average Queue (ft)	356
95th Queue (ft)	502
Link Distance (ft)	401
Upstream Blk Time (%)	11
Queuing Penalty (veh)	70
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	152	157	159	198	235	187	275	290	819	786	809	150
Average Queue (ft)	62	83	72	103	121	74	202	238	367	348	356	86
95th Queue (ft)	127	141	140	168	190	150	299	330	854	781	760	195
Link Distance (ft)			1371	1371	1371				2166	2166	2166	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	245	245				165	265	265				125
Storage Blk Time (%)					4	0	2	12	6		21	0
Queuing Penalty (veh)					7	1	10	68	29		53	1

Intersection: 14: Genesee Ave. & La Jolla Village Dr.

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	147	178	192	155	88	133	227	269	396	410	398	125
Average Queue (ft)	58	93	103	60	20	42	114	168	261	293	316	118
95th Queue (ft)	134	161	172	138	62	98	192	280	419	444	454	152
Link Distance (ft)			792	792	792				376	376	376	
Upstream Blk Time (%)									2	3	5	
Queuing Penalty (veh)									18	25	47	
Storage Bay Dist (ft)	260	260				270	245	245				100
Storage Blk Time (%)							0	0	7		32	28
Queuing Penalty (veh)							0	1	24		106	91



Intersection: 15: Regents Rd. & Eastgate Mall

Movement	EB	EB	EB	WB	WB	WB	B54	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	TR	T	L	T	T	R	L
Maximum Queue (ft)	32	490	516	130	440	74	985	110	95	126	82	185
Average Queue (ft)	3	389	460	127	385	7	706	38	36	47	21	71
95th Queue (ft)	17	672	597	138	523	38	1359	84	79	98	54	186
Link Distance (ft)	468	468	468		347	347	959		628	628		
Upstream Blk Time (%)		41	84		80		47					
Queuing Penalty (veh)		0	0		203		238					
Storage Bay Dist (ft)				105				300			145	160
Storage Blk Time (%)				88	0					0	0	0
Queuing Penalty (veh)				18	0					0	0	0

Intersection: 15: Regents Rd. & Eastgate Mall

Movement	SB	SB	B51	B51
Directions Served	T	TR	T	T
Maximum Queue (ft)	330	333	57	68
Average Queue (ft)	218	230	5	6
95th Queue (ft)	321	335	42	46
Link Distance (ft)	256	256	1076	1076
Upstream Blk Time (%)	10	16		
Queuing Penalty (veh)	14	21		
Storage Bay Dist (ft)				
Storage Blk Time (%)	52			
Queuing Penalty (veh)	26			

Intersection: 16: Regents Rd. & Miramar St./Executive Dr.

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	34	82	85	1144	772	58	105	180	104	670	663
Average Queue (ft)	5	27	74	592	184	13	34	81	41	619	622
95th Queue (ft)	23	66	112	1272	754	40	78	152	110	762	755
Link Distance (ft)		582		1354	1354		942	942		628	628
Upstream Blk Time (%)				3	0					24	38
Queuing Penalty (veh)				10	1					175	277
Storage Bay Dist (ft)	135		60			95			80		
Storage Blk Time (%)		0	13	76		0	0		1	62	
Queuing Penalty (veh)		0	23	132		0	0		6	34	

Intersection: 17: Regents Rd. & Regents Park Row

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	295	80	276	107	154	184	84	994	978
Average Queue (ft)	16	174	78	243	57	39	72	22	947	960
95th Queue (ft)	58	300	85	280	101	113	142	65	1043	984
Link Distance (ft)		275		228		413	413		942	942
Upstream Blk Time (%)		8		91					22	48
Queuing Penalty (veh)		0		0					194	419
Storage Bay Dist (ft)	40		55		85			60		
Storage Blk Time (%)	1	60	92	4	6	1		1	48	
Queuing Penalty (veh)	2	10	83	10	10	1		5	16	

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	L
Maximum Queue (ft)	277	290	1483	1374	1138	191	205	1247	1274	1284	195	237
Average Queue (ft)	261	279	871	688	481	118	182	967	991	1033	120	217
95th Queue (ft)	315	328	1661	1507	1127	195	249	1287	1318	1348	259	277
Link Distance (ft)			1809	1809	1809			1371	1371	1371		
Upstream Blk Time (%)			2	1	0			0	0	1		
Queuing Penalty (veh)			9	3	1			1	2	4		
Storage Bay Dist (ft)	265	265				180	180				170	225
Storage Blk Time (%)	20	68	4			1	7	54		60	0	17
Queuing Penalty (veh)	68	230	15			10	55	205		108	1	17

Intersection: 18: La Jolla Village Dr. & Regents Rd.

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T	R
Maximum Queue (ft)	250	526	486	96	174	435	435	210
Average Queue (ft)	237	380	183	8	100	248	420	209
95th Queue (ft)	285	678	499	74	190	461	433	213
Link Distance (ft)		483	483	483		413	413	
Upstream Blk Time (%)		45	1	0		1	28	
Queuing Penalty (veh)		0	0	0		6	285	
Storage Bay Dist (ft)	225				150			185
Storage Blk Time (%)	69	2			3	10	3	59
Queuing Penalty (veh)	71	4			10	16	21	220

Intersection: 19: Regents Rd. & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	L	R
Maximum Queue (ft)	85	622	673	639	150	124	245	175	203	78	86	94
Average Queue (ft)	8	184	178	175	61	24	108	88	113	24	27	28
95th Queue (ft)	43	490	490	489	160	80	203	155	184	62	67	68
Link Distance (ft)		887	887	887			1780	1780	1780	1076	1076	
Upstream Blk Time (%)		2	2	2								
Queuing Penalty (veh)		12	13	11								
Storage Bay Dist (ft)	100				125	100						250
Storage Blk Time (%)		16		11	0	0	12					
Queuing Penalty (veh)		2		28	1	1	3					

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	SE	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NW
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	79	111	461	452	497	215	156	166	170	176	219	163
Average Queue (ft)	23	58	205	198	217	120	65	81	80	99	120	16
95th Queue (ft)	61	99	357	353	390	244	130	146	146	165	197	81
Link Distance (ft)			1234	1234	1234				887	887	887	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435				190	260	260				185
Storage Blk Time (%)			1		17	0					2	0
Queuing Penalty (veh)			1		45	0					2	0

Intersection: 20: Genesee Ave. & Campus Point Dr.

Movement	NE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	L	T	R	R	L	L	TR	R
Maximum Queue (ft)	254	342	175	260	221	242	254	647	245
Average Queue (ft)	163	221	15	139	80	211	236	378	144
95th Queue (ft)	259	312	95	233	190	274	283	698	263
Link Distance (ft)		328	328					611	
Upstream Blk Time (%)		1	1					7	
Queuing Penalty (veh)		0	0					0	
Storage Bay Dist (ft)	230			250	250	230	230		220
Storage Blk Time (%)	0	6		1	0	1	13	5	1
Queuing Penalty (veh)	0	13		0	0	10	90	39	7

Intersection: 21: Scripps Hospital Drwy. & Genesee Ave.

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	NE	NE	NE
Directions Served	L	T	T	T	L	T	T	T	R	L	L	>
Maximum Queue (ft)	129	148	234	283	28	212	251	302	180	231	266	121
Average Queue (ft)	47	56	100	161	3	77	91	122	52	107	140	49
95th Queue (ft)	105	120	184	259	15	177	199	256	155	184	222	90
Link Distance (ft)		1234	1234	1234		1674	1674	1674		610	610	610
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270				135				155			
Storage Blk Time (%)					3				6			
Queuing Penalty (veh)					0				6			

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB				
Directions Served	L	L	T	T	T	T	T	T	T	T	T	R	R			
Maximum Queue (ft)	380	397	228	226	229	65	96	99	111	132	209	226				
Average Queue (ft)	238	260	126	136	141	16	37	37	46	52	108	130				
95th Queue (ft)	348	368	198	207	214	46	74	80	92	104	189	214				
Link Distance (ft)	603	603	603	603	603				1674	1674	1674					
Upstream Blk Time (%)																
Queuing Penalty (veh)																
Storage Bay Dist (ft)					240				240				400			
Storage Blk Time (%)																
Queuing Penalty (veh)																

Intersection: 22: I-5 NB Ramps & Genesee Ave.

Movement	NB	NB	NB	NB
Directions Served	L	LT	R	R
Maximum Queue (ft)	176	240	80	78
Average Queue (ft)	43	136	40	37
95th Queue (ft)	122	210	64	67
Link Distance (ft)		1761	1761	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	745		745	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	225	302	313	231	187	176	140	135	156	79	85	92
Average Queue (ft)	136	202	162	126	88	86	26	75	95	43	42	51
95th Queue (ft)	221	277	246	201	160	150	84	122	140	67	77	85
Link Distance (ft)			686	686	686			603	603	603	603	603
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	285	285				435	435					
Storage Blk Time (%)		1	0									
Queuing Penalty (veh)		2	0									

Intersection: 23: Genesee Ave. & I-5 SB Ramps

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	267	319	167	161
Average Queue (ft)	123	191	84	79
95th Queue (ft)	222	276	136	132
Link Distance (ft)		1749	1749	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	800		800	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	SE	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE
Directions Served	L	T	T	T	R	L	L	T	T	TR	L	L
Maximum Queue (ft)	194	557	554	617	195	222	320	591	726	685	225	404
Average Queue (ft)	48	277	270	299	138	136	238	426	507	544	194	298
95th Queue (ft)	139	529	534	586	257	201	378	555	648	651	261	416
Link Distance (ft)		1323	1323	1323				1809	1809	1809		377
Upstream Blk Time (%)												5
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	170				170	295	295				200	
Storage Blk Time (%)	0	26		21	1		0	19			2	34
Queuing Penalty (veh)	0	10		88	3		0	84			4	79

Intersection: 24: Lebon Dr. & La Jolla Village Dr.

Movement	NE	NE	SW	SW
Directions Served	TR	R	LT	R
Maximum Queue (ft)	258	76	50	34
Average Queue (ft)	70	9	10	5
95th Queue (ft)	178	42	36	23
Link Distance (ft)	377		179	179
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	6	0		
Queuing Penalty (veh)	4	0		

Intersection: 25: I-805 NB Ramps & La Jolla Village Dr./Miramar Rd.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	R	T	T	T	TR	L	L	R	R
Maximum Queue (ft)	190	193	197	196	227	234	244	226	240	269	105	56
Average Queue (ft)	111	116	118	96	191	202	208	194	108	158	44	20
95th Queue (ft)	173	174	183	165	236	234	238	235	206	245	79	48
Link Distance (ft)	1002	1002	1002		196	196	196	196		1357	1357	
Upstream Blk Time (%)					13	15	22	13				
Queuing Penalty (veh)					63	76	108	65				
Storage Bay Dist (ft)				720					725			300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 26: La Jolla Village Dr. & I-805 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	276	308	314	244	286	265	168	126	193	330	331
Average Queue (ft)	172	231	275	133	137	154	60	26	82	204	197
95th Queue (ft)	286	337	310	219	239	238	142	75	149	301	300
Link Distance (ft)	267	267	267	1002	1002	1002	1002		1814	1814	
Upstream Blk Time (%)	1	7	26								
Queuing Penalty (veh)	5	53	201								
Storage Bay Dist (ft)								455			1000
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 27: Eastgate Mall & Eastgate Dr.

Movement	EB	EB	B88	B88	WB	SB
Directions Served	L	T	T		TR	LR
Maximum Queue (ft)	70	480	49	10	127	106
Average Queue (ft)	15	200	2	0	50	43
95th Queue (ft)	47	425	26	7	104	89
Link Distance (ft)		511	2465	2465	1129	522
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		2				
Storage Bay Dist (ft)	60					
Storage Blk Time (%)	0	16				
Queuing Penalty (veh)	5	4				

Intersection: 28: Eastgate Mall & Olson Dr.

Movement	EB	EB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	8	2	71
Average Queue (ft)	0	0	35
95th Queue (ft)	7	2	59
Link Distance (ft)		1129	497
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	55		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Eastgate Mall & Autoport Mall

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	31	63
Average Queue (ft)	4	27
95th Queue (ft)	21	50
Link Distance (ft)		331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	80	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	WB	SB
Directions Served	L	L	T	T	T	L	T	T	T	T	T	R	L
Maximum Queue (ft)	134	133	302	302	300	12	412	434	470	478	350	225	225
Average Queue (ft)	68	42	179	179	160	1	275	305	331	337	157	177	177
95th Queue (ft)	113	107	262	268	260	6	370	400	432	445	394	264	264
Link Distance (ft)			1558	1558	1558		1153	1153	1153	1153			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	290	290				215						325	200
Storage Blk Time (%)			0				14			8	0	3	3
Queuing Penalty (veh)			0				0			17	1	13	13

Intersection: 30: Miramar Rd. & Eastgate Mall

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	414	316
Average Queue (ft)	246	113
95th Queue (ft)	392	251
Link Distance (ft)	549	549
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	16	
Queuing Penalty (veh)	81	



Intersection: 31: Miramar Rd. & Miramar Mall

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	T	T	T	T	R	LR
Maximum Queue (ft)	183	468	587	518	1210	1266	1198	210	242
Average Queue (ft)	52	299	302	284	931	977	1001	61	113
95th Queue (ft)	124	434	485	461	1190	1203	1192	206	210
Link Distance (ft)		1153	1153	1153	1398	1398	1398		632
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)	160							185	
Storage Blk Time (%)	0	19					35	0	
Queuing Penalty (veh)	4	7					26	0	

Intersection: 32: Miramar Rd. & Miramar Pl.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR	R
Maximum Queue (ft)	178	803	797	601	46	1178	1311	1282	130	174	135
Average Queue (ft)	42	242	222	184	7	747	802	846	44	85	18
95th Queue (ft)	144	639	629	532	31	1240	1295	1322	105	147	72
Link Distance (ft)		1398	1398	1398		1882	1882	1882		762	
Upstream Blk Time (%)			0	0							
Queuing Penalty (veh)			0	0							
Storage Bay Dist (ft)	215				100				255		260
Storage Blk Time (%)		14				30				0	
Queuing Penalty (veh)		4				2				0	

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	TR
Maximum Queue (ft)	562	575	1922	1894	1862	43	304	1043	1080	1101	94	122
Average Queue (ft)	548	563	1505	1246	924	6	90	706	742	761	38	37
95th Queue (ft)	624	634	2333	2228	1983	26	290	1068	1116	1138	84	90
Link Distance (ft)			1882	1882	1882			1372	1372	1372		284
Upstream Blk Time (%)			8	2	0							
Queuing Penalty (veh)			82	20	4							
Storage Bay Dist (ft)	550	550				280	280				75	
Storage Blk Time (%)	7	39	1				0	60			5	4
Queuing Penalty (veh)	46	268	15				0	20			2	2

Intersection: 33: Miramar Rd. & Camino Santa Fe

Movement	SB	SB	SB	SB
Directions Served	L	LT	R	R
Maximum Queue (ft)	160	188	437	418
Average Queue (ft)	65	119	280	247
95th Queue (ft)	157	185	400	371
Link Distance (ft)		641	641	641
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 34: Miramar Rd. & Commerce Ave.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	LTR	LT	R
Maximum Queue (ft)	73	283	451	496	516	89	56	87	100	130	196	110
Average Queue (ft)	20	59	204	230	249	35	5	13	33	73	73	51
95th Queue (ft)	54	171	422	463	484	77	28	50	78	132	156	106
Link Distance (ft)			1372	1372	1372		1188	1188	1188	108	454	
Upstream Blk Time (%)										7		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	330	330				465						85
Storage Blk Time (%)		0	3								10	1
Queuing Penalty (veh)		0	3								9	1

Intersection: 35: Miramar Rd. & Production Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	236	424	441	451	123	141	163	139	88
Average Queue (ft)	55	212	244	265	13	23	48	45	40
95th Queue (ft)	147	392	420	434	64	88	115	104	81
Link Distance (ft)		1188	1188	1188	722	722	722	422	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250								65
Storage Blk Time (%)	0	4						6	3
Queuing Penalty (veh)	0	2						5	1

Intersection: 36: Miramar Rd. & Distribution Ave.

Movement	EB	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	T	TR	L	R
Maximum Queue (ft)	100	382	391	406	248	317	326	168	105
Average Queue (ft)	70	249	273	289	109	128	150	66	56
95th Queue (ft)	113	380	395	404	221	266	305	136	109
Link Distance (ft)		722	722	722	887	887	887	351	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	75								80
Storage Blk Time (%)	29	19						6	2
Queuing Penalty (veh)	201	16						6	1

Intersection: 37: Miramar Rd. & Miramar Wy.

Movement	SE	NW	NW	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	LTR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	122	67	88	214	611	636	630	77	287	316	329
Average Queue (ft)	44	35	15	50	384	409	423	14	147	179	196
95th Queue (ft)	99	67	59	148	567	590	599	51	245	278	293
Link Distance (ft)	214		477		887	887	887		1527	1527	1527
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		45		190				125			
Storage Blk Time (%)		21	0	0	34				17		
Queuing Penalty (veh)		1	0	0	12				3		

Intersection: 38: Miramar Rd. & Carroll Rd.

Movement	SE	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	LTR	R	L	T	T	T	L	T	T	T	R
Maximum Queue (ft)	341	427	353	124	279	288	406	36	150	164	169	66
Average Queue (ft)	228	302	160	77	165	180	191	4	73	76	84	20
95th Queue (ft)	324	407	307	139	253	268	342	22	133	140	147	52
Link Distance (ft)		405	405		1527	1527	1527		2836	2836	2836	
Upstream Blk Time (%)		1	0				0					
Queuing Penalty (veh)		0	0				0					
Storage Bay Dist (ft)	330			100				85				235
Storage Blk Time (%)	0	5		8	21				8			
Queuing Penalty (veh)	0	12		51	19				0			

Intersection: 39: Miramar Rd. & Empire St.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	R
Maximum Queue (ft)	78	264	282	305	7	267	307	325	60	64
Average Queue (ft)	17	114	137	157	0	158	186	204	16	17
95th Queue (ft)	54	232	258	278	4	247	281	295	48	47
Link Distance (ft)		2836	2836	2836		1456	1456	1456	400	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115				90					55
Storage Blk Time (%)		8				16			2	0
Queuing Penalty (veh)		1				0			0	0

Intersection: 40: Miramar Rd. & Dowdy St.

Movement	SE	SE	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	R	L	T	T	T	L	T	T	TR
Maximum Queue (ft)	224	303	170	130	168	172	31	104	121	140
Average Queue (ft)	146	62	86	23	27	26	5	47	55	62
95th Queue (ft)	229	190	151	85	96	99	21	90	105	118
Link Distance (ft)		500		1456	1456	1456		954	954	954
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		165				110			
Storage Blk Time (%)	6		2	0				0		
Queuing Penalty (veh)	7		14	0				0		

Intersection: 41: Miramar Rd. & Cabot Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	L	T	T	TR	L	LTR
Maximum Queue (ft)	159	237	242	240	99	198	232	271	186	160
Average Queue (ft)	101	120	142	148	27	110	123	136	90	45
95th Queue (ft)	166	209	216	218	71	180	204	236	158	117
Link Distance (ft)		954	954	954		3564	3564	3564	415	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	135				105					175
Storage Blk Time (%)	12	3			0	9			0	0
Queuing Penalty (veh)	96	4			0	2			1	0

Intersection: 42: Towne Centre Dr. & Project Dwy. "West"

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	133	153
Average Queue (ft)	17	52
95th Queue (ft)	122	128
Link Distance (ft)	260	444
Upstream Blk Time (%)	2	0
Queuing Penalty (veh)	12	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 43: Towne Centre Dr. & Project Dwy. "East"

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	188	221
Average Queue (ft)	31	69
95th Queue (ft)	182	197
Link Distance (ft)	322	465
Upstream Blk Time (%)	3	1
Queuing Penalty (veh)	20	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 44: I-5 NB Ramps & La Jolla Village Dr.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	TR	R	T	T	T	R	L	L	R	R
Maximum Queue (ft)	373	399	418	363	1177	1262	1297	200	140	404	185	127
Average Queue (ft)	274	290	304	90	551	827	989	168	113	233	62	54
95th Queue (ft)	364	380	394	310	1027	1334	1430	287	174	429	127	93
Link Distance (ft)	787	787	787		1323	1323	1323			2049	2049	
Upstream Blk Time (%)					0	0	1					
Queuing Penalty (veh)					1	3	13					
Storage Bay Dist (ft)				660				175	115			115
Storage Blk Time (%)							45	0	6	56	0	0
Queuing Penalty (veh)							249	2	8	71	1	0

Intersection: 45: La Jolla Village Dr. & I-5 SB Ramps

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	TR	T	T	T	R	L	L	R	R
Maximum Queue (ft)	1139	1155	1166	523	533	586	460	155	1791	1791	75
Average Queue (ft)	1090	1129	1131	401	412	403	136	147	1723	1638	26
95th Queue (ft)	1211	1143	1150	504	519	526	480	178	1966	2268	62
Link Distance (ft)	1110	1110	1110	787	787	787			1749	1749	
Upstream Blk Time (%)	11	69	93						83	63	
Queuing Penalty (veh)	0	0	0						0	0	
Storage Bay Dist (ft)							435	130			130
Storage Blk Time (%)						4	0	20	83	0	0
Queuing Penalty (veh)						29	1	53	224	0	0

Intersection: 76: La Jolla Village Dr.

Movement	EB	EB	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	R	R	T	T	T
Maximum Queue (ft)	308	632	595	80	8	22	11	9
Average Queue (ft)	40	189	292	7	0	1	0	0
95th Queue (ft)	220	501	562	134	8	16	11	6
Link Distance (ft)	1812	1812	1812			267	267	267
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				800	800			
Storage Blk Time (%)			0	0				
Queuing Penalty (veh)			1	0				

Intersection: 84: Miramar Rd.

Movement	WB	WB	WB	WB	B91	B91	B91	B91
Directions Served	T	T	T	T	T	T	T	T
Maximum Queue (ft)	190	211	242	199	280	422	141	134
Average Queue (ft)	53	77	104	71	9	19	5	4
95th Queue (ft)	142	177	204	173	206	298	145	139
Link Distance (ft)	1947	1947	1947	1947	1558	1558	1558	1558
Upstream Blk Time (%)						0	0	
Queuing Penalty (veh)						0	0	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 12134

---

**Appendix R: 95<sup>th</sup> Percentile Queueing Summary Tables**

Provided on the following page



**Intersection 2**

Analyst: JM  
 Intersection: Towne Centre Dr. / Towne Centre Ct.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
WB-L (AM)	100'	12	-88	100'	12	-88	17	-83	5	100'	8	-92	17	-83	9
WB-L (PM)	100'	5	-95	100'	5	-95	19	-81	14	100'	7	-93	18	-82	11

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 3**

Analyst: JM  
 Intersection: Towne Centre Dr. / Eastgate Mall  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	245' + 245' = 490'	138	-352	245' + 245' = 490'	245	-245	611	121	366	245' + 245' = 490'	253	-237	610	120	357
EB-L (PM)*	245' + 245' = 490'	136	-354	245' + 245' = 490'	270	-220	391	-99	121	245' + 245' = 490'	298	-192	384	-106	86
WB-L (AM)*	145'	141	-4	145'	142	-3	156	11	14	145'	153	8	158	13	5
WB-L (PM)*	145'	199	54	145'	194	49	183	38	-11	145'	194	49	177	32	-17
NB-L (AM)*	260' + 260' = 520'	412	-108	260' + 260' = 520'	442	-78	529	9	87	260' + 260' = 520'	381	-139	484	-36	103
NB-L (PM)*	260' + 260' = 520'	225	-295	260' + 260' = 520'	399	-121	590	70	191	260' + 260' = 520'	396	-124	656	136	260
SB-L (AM)	145' + 145' = 290'	67	-223	145' + 145' = 290'	74	-216	115	-175	41	145' + 145' = 290'	72	-218	108	-182	36
SB-L (PM)	145' + 145' = 290'	372	82	145' + 145' = 290'	396	106	404	114	8	145' + 145' = 290'	389	99	386	96	-3

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 4**

Analyst: JM  
 Intersection: Towne Centre Dr. / Executive Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	110'	138	28	110'	167	57	175	65	8	110'	150	40	166	56	16
EB-L (PM)	110'	73	-37	110'	87	-23	91	-19	4	110'	90	-20	91	-19	1
WB-L (AM)*	110'	74	-36	110'	81	-29	79	-31	-2	110'	84	-26	79	-31	-5
WB-L (PM)*	110'	140	30	110'	142	32	143	33	1	110'	140	30	142	32	2
NB-L (AM)*	240'	283	43	240'	335	95	357	117	22	240'	315	75	348	108	33
NB-L (PM)*	240'	197	-43	240'	226	-14	222	-18	-4	240'	321	81	313	73	-8
NB-R (AM)*	90'	141	51	90'	142	52	139	49	-3	90'	133	43	131	41	-2
NB-R (PM)*	90'	60	-30	90'	62	-28	67	-23	5	90'	71	-19	71	-19	0
SB-L (AM)*	230'	35	-195	230'	76	-154	96	-134	20	230'	62	-168	94	-136	32
SB-L (PM)*	230'	231	1	230'	289	59	244	14	-45	230'	287	57	233	3	-54

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 5**

Analyst: JM  
 Intersection: Towne Centre Dr. / Towne Centre Dwy.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
WB-L (AM)*	130'	29	-101	130'	30	-100	30	-100	0	130'	31	-99	29	-101	-2
WB-L (PM)*	130'	103	-27	130'	106	-24	104	-26	-2	130'	118	-12	119	-11	1
WB-R (AM)*	130'	11	-119	130'	13	-117	12	-118	-1	130'	13	-117	9	-121	-4
WB-R (PM)*	130'	44	-86	130'	51	-79	60	-70	9	130'	78	-52	78	-52	0

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 6**

Analyst: JM  
 Intersection: Towne Centre Dr. / La Jolla Village Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	135' + 135' = 270'	355	85	135' + 135' = 270'	352	82	353	83	1	135' + 135' = 270'	348	78	346	76	-2
EB-L (PM)*	135' + 135' = 270'	125	-145	135' + 135' = 270'	133	-137	154	-116	21	135' + 135' = 270'	132	-138	155	-115	23
EB-R (AM)*	150'	222	72	150'	236	86	236	86	0	150'	224	74	223	73	-1
EB-R (PM)*	150'	234	84	150'	247	97	247	97	0	150'	248	98	247	97	-1
WB-L (AM)*	190' + 190' = 380'	467	87	190' + 190' = 380'	473	93	481	101	8	190' + 190' = 380'	480	100	457	77	-23
WB-L (PM)*	190' + 190' = 380'	466	86	190' + 190' = 380'	458	78	450	70	-8	190' + 190' = 380'	465	85	455	75	-10
WB-R (AM)	170'	229	59	170'	230	60	214	44	-16	170'	2,163	1,993	207	37	-1,956
WB-R (PM)	170'	63	-107	170'	43	-127	46	-124	3	170'	186	16	51	-119	-135
NB-L (AM)*	140' + 140' = 280'	252	-28	140' + 140' = 280'	258	-22	294	14	36	140' + 140' = 280'	288	8	285	5	-3
NB-L (PM)*	140' + 140' = 280'	351	71	140' + 140' = 280'	360	80	351	71	-9	140' + 140' = 280'	353	73	356	76	3
NB-R (AM)*	200' + 200' = 400'	188	-212	200' + 200' = 400'	224	-176	282	-118	58	200' + 200' = 400'	219	-181	274	-126	55
NB-R (PM)*	200' + 200' = 400'	485	85	200' + 200' = 400'	491	91	495	95	4	200' + 200' = 400'	504	104	499	99	-5
SB-L (AM)	335' + 335' = 670'	277	-393	335' + 335' = 670'	288	-382	298	-372	10	335' + 335' = 670'	277	-393	315	-355	38
SB-L (PM)	335' + 335' = 670'	731	61	335' + 335' = 670'	735	65	725	55	-10	335' + 335' = 670'	734	64	726	56	-8
SB-R (AM)*	160'	41	-119	160'	46	-114	40	-120	-6	160'	44	-116	44	-116	0
SB-R (PM)*	160'	119	-41	160'	137	-23	98	-62	-39	160'	127	-33	94	-66	-33

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 7**

Analyst: JM  
 Intersection: Judicial Dr. / Eastgate Mall  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	245'	161	-84	245'	151	-94	141	-104	-10	245'	192	-53	150	-95	-42
EB-L (PM)*	245'	57	-188	245'	67	-178	54	-191	-13	245'	64	-181	63	-182	-1
WB-L (AM)*	255'	214	-41	255'	344	89	342	87	-2	255'	349	94	348	93	-1
WB-L (PM)*	255'	150	-105	255'	199	-56	256	1	57	255'	288	33	293	38	5
NB-L (AM)	145'	180	35	145'	169	24	169	24	0	145'	175	30	170	25	-5
NB-L (PM)	145'	194	49	145'	203	58	206	61	3	145'	208	63	192	47	-16
NB-R (AM)*	145'	1,209	1,064	145'	1,357	1,212	1,379	1,234	22	145'	1,345	1,200	1,400	1,255	55
NB-R (PM)*	145'	90	-55	145'	88	-57	498	353	410	145'	89	-56	831	686	742
SB-L (AM)*	130'	30	-100	130'	31	-99	33	-97	2	130'	31	-99	38	-92	7
SB-L (PM)*	130'	116	-14	130'	141	11	167	37	26	130'	168	38	168	38	0

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 8**

Analyst: JM  
 Intersection: Judicial Dr. / Executive Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	175' + 175' = 350'	418	68	175' + 175' = 350'	478	128	481	131	3	175' + 175' = 350'	469	119	466	116	-3
EB-L (PM)*	175' + 175' = 350'	110	-240	175' + 175' = 350'	110	-240	124	-226	14	175' + 175' = 350'	128	-222	181	-169	53
EB-R (AM)*	155'	88	-67	155'	74	-81	76	-79	2	155'	148	-7	129	-26	-19
EB-R (PM)*	155'	81	-74	155'	87	-68	89	-66	2	155'	107	-48	96	-59	-11
NB-L (AM)*	170'	242	72	170'	236	66	266	96	30	170'	226	56	266	96	40
NB-L (PM)*	170'	227	57	170'	243	73	233	63	-10	170'	223	53	207	37	-16
SB-L (AM)*	240'	98	-142	240'	119	-121	95	-145	-24	240'	182	-58	178	-62	-4
SB-L (PM)*	240'	48	-192	240'	65	-175	57	-183	-8	240'	72	-168	60	-180	-12

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 9**

Analyst: JM  
 Intersection: Judicial Dr. / Judicial Dwy.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
NB-L (AM)*	85'	55	-30	85'	56	-29	85	0	29	85'	54	-31	71	-14	17
NB-L (PM)*	85'	50	-35	85'	59	-26	70	-15	11	85'	70	-15	69	-16	-1
SB-L (AM)*	95'	29	-66	95'	24	-71	25	-70	1	95'	26	-69	25	-70	-1
SB-L (PM)*	95'	18	-77	95'	18	-77	14	-81	-4	95'	16	-79	15	-80	-1

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.



**Intersection 10**

Analyst: JM  
 Intersection: Eastgate Mall / Easter Wy.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	60'	43	-17	60'	46	-14	49	-11	3	60'	50	-10	48	-12	-2
EB-L (PM)*	60'	70	10	60'	69	9	68	8	-1	60'	76	16	77	17	1

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 11**

Analyst: JM  
 Intersection: Eastgate Mall / Genesee Ave.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	150'	115	-35	150'	151	1	155	5	4	150'	137	-13	160	10	23
EB-L (PM)*	150'	47	-103	150'	48	-102	52	-98	4	150'	39	-111	55	-95	16
EB-R (AM)*	145'	70	-75	145'	112	-33	143	-2	31	145'	104	-41	131	-14	27
EB-R (PM)*	145'	87	-58	145'	72	-73	107	-38	35	145'	84	-61	85	-60	1
WB-L (AM)	140'	166	26	140'	177	37	174	34	-3	140'	186	46	181	41	-5
WB-L (PM)	140'	191	51	140'	197	57	205	65	8	140'	225	85	224	84	-1
WB-R (AM)	185'	242	57	185'	298	113	280	95	-18	185'	309	124	328	143	19
WB-R (PM)	185'	269	84	185'	466	281	434	249	-32	185'	833	648	987	802	154
NB-L (AM)*	145'	86	-59	145'	97	-48	87	-58	-10	145'	106	-39	96	-49	-10
NB-L (PM)*	145'	66	-79	145'	56	-89	81	-64	25	145'	151	6	201	56	50
SB-L (AM)	520' + 520' = 1040'	342	-698	520' + 520' = 1040'	391	-649	435	-605	44	520' + 520' = 1040'	388	-652	491	-549	103
SB-L (PM)	520' + 520' = 1040'	530	-510	520' + 520' = 1040'	612	-428	721	-319	109	520' + 520' = 1040'	806	-234	365	-675	-441

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 12**

Analyst: JM  
 Intersection: Genesee Ave. / Executive Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	95'	43	-52	95'	50	-45	64	-31	14	95'	61	-34	65	-30	4
EB-L (PM)*	95'	68	-27	95'	69	-26	67	-28	-2	95'	73	-22	79	-16	6
WB-L (AM)*	195' + 195' = 390'	198	-192	195' + 195' = 390'	201	-189	203	-187	2	195' + 195' = 390'	264	-126	249	-141	-15
WB-L (PM)*	195' + 195' = 390'	328	-62	195' + 195' = 390'	381	-9	401	11	20	195' + 195' = 390'	479	89	487	97	8
NB-L (AM)*	125'	130	5	125'	134	9	124	-1	-10	125'	150	25	154	29	4
NB-L (PM)*	125'	89	-36	125'	87	-38	94	-31	7	125'	113	-12	114	-11	1
SB-L (AM)*	185'	116	-69	185'	121	-64	119	-66	-2	185'	135	-50	129	-56	-6
SB-L (PM)*	185'	177	-8	185'	225	40	222	37	-3	185'	241	56	241	56	0

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 13**

Analyst: JM  
 Intersection: Genesee Ave. / Executive Sq.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
NB-L (AM)*	300'	190	-110	300'	186	-114	196	-104	10	300'	191	-109	194	-106	3
NB-L (PM)*	300'	51	-249	300'	51	-249	52	-248	1	300'	58	-242	46	-254	-12
SB-L (AM)*	100'	44	-56	100'	40	-60	36	-64	-4	100'	37	-63	40	-60	3
SB-L (PM)*	100'	50	-50	100'	51	-49	51	-49	0	100'	53	-47	46	-54	-7

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 14**

Analyst: JM  
 Intersection: Genesee Ave. / La Jolla Village Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	245 + 245 = 490	507	17	245 + 245 = 490	559	69	483	-7	-76	245 + 245 = 490	531	41	541	51	10
EB-L (PM)	245 + 245 = 490	214	-276	245 + 245 = 490	247	-243	250	-240	3	245 + 245 = 490	275	-215	268	-222	-7
EB-R (AM)*	165	235	70	165	249	84	238	73	-11	165	234	69	233	68	-1
EB-R (PM)*	165	198	33	165	192	27	204	39	12	165	168	3	150	-15	-18
WB-L (AM)*	265 + 265 = 530	198	-332	265 + 265 = 530	334	-196	246	-284	-88	265 + 265 = 530	313	-217	251	-279	-62
WB-L (PM)*	265 + 265 = 530	538	8	265 + 265 = 530	592	62	617	87	25	265 + 265 = 530	639	109	629	99	-10
WB-R (AM)*	125	191	66	125	191	66	195	70	4	125	199	74	191	66	-8
WB-R (PM)*	125	168	43	125	173	48	202	77	29	125	178	53	195	70	17
NB-L (AM)*	260 + 260 = 520	463	-57	260 + 260 = 520	519	-1	517	-3	-2	260 + 260 = 520	573	53	535	15	-38
NB-L (PM)*	260 + 260 = 520	238	-282	260 + 260 = 520	289	-231	302	-218	13	260 + 260 = 520	282	-238	295	-225	13
NB-R (AM)*	270	44	-226	270	154	-116	203	-67	49	270	188	-82	240	-30	52
NB-R (PM)*	270	49	-221	270	90	-180	86	-184	-4	270	106	-164	98	-172	-8
SB-L (AM)*	245 + 245 = 490	271	-219	245 + 245 = 490	270	-220	267	-223	-3	245 + 245 = 490	287	-203	283	-207	-4
SB-L (PM)*	245 + 245 = 490	440	-50	245 + 245 = 490	508	18	509	19	1	245 + 245 = 490	475	-15	472	-18	-3
SB-R (AM)	100	68	-32	100	75	-25	69	-31	-6	100	97	-3	87	-13	-10
SB-R (PM)	100	154	54	100	153	53	151	51	-2	100	154	54	152	52	-2

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 15**

Analyst: JM  
 Intersection: Regents Rd. / Eastgate Mall  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	105'	11	-94	105'	5	-100	7	-98	2	105'	9	-96	8	-97	-1
EB-L (PM)*	105'	99	-6	105'	49	-56	52	-53	3	105'	22	-83	17	-88	-5
EB-R (AM)*	105'	58	-47	105'	57	-48	59	-46	2	105'	68	-37	88	-17	20
EB-R (PM)*	105'	603	498	105'	614	509	618	513	4	105'	620	515	597	492	-23
WB-L (AM)	105'	144	39	105'	146	41	143	38	-3	105'	150	45	149	44	-1
WB-L (PM)	105'	148	43	105'	152	47	143	38	-9	105'	142	37	138	33	-4
NB-L (AM)*	300'	307	7	300'	299	-1	288	-12	-11	300'	305	5	292	-8	-13
NB-L (PM)*	300'	83	-217	300'	88	-212	91	-209	3	300'	98	-202	84	-216	-14
NB-R (AM)	145'	112	-33	145'	117	-28	132	-13	15	145'	166	21	174	29	8
NB-R (PM)	145'	41	-104	145'	36	-109	44	-101	8	145'	53	-92	54	-91	1
SB-L (AM)	160'	65	-95	160'	69	-91	74	-86	5	160'	86	-74	92	-68	6
SB-L (PM)	160'	113	-47	160'	137	-23	147	-13	10	160'	175	15	186	26	11

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 16**

Analyst: JM  
 Intersection: Regents Rd. / Executive Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	135'	29	-106	135'	29	-106	39	-96	10	135'	27	-108	59	-76	32
EB-L (PM)*	135'	23	-112	135'	17	-118	23	-112	6	135'	22	-113	23	-112	1
WB-L (AM)*	60'	47	-13	60'	48	-12	51	-9	3	60'	58	-2	60	0	2
WB-L (PM)*	60'	110	50	60'	111	51	112	52	1	60'	108	48	112	52	4
WB-R (AM)*	185'	135	-50	185'	147	-38	138	-47	-9	185'	185	0	276	91	91
WB-R (PM)*	185'	76	-109	185'	203	18	300	115	97	185'	215	30	754	569	539
NB-L (AM)*	95'	45	-50	95'	48	-47	53	-42	5	95'	43	-52	61	-34	18
NB-L (PM)*	95'	38	-57	95'	40	-55	41	-54	1	95'	42	-53	40	-55	-2
SB-L (AM)*	80'	41	-39	80'	51	-29	46	-34	-5	80'	59	-21	54	-26	-5
SB-L (PM)*	80'	107	27	80'	102	22	96	16	-6	80'	113	33	110	30	-3

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 17**

Analyst: JM  
 Intersection: Regents Rd. / Regents Park Row  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	40'	71	31	40'	71	31	69	29	-2	40'	75	35	72	32	-3
EB-L (PM)*	40'	52	12	40'	53	13	50	10	-3	40'	56	16	58	18	2
WB-L (AM)*	55'	90	35	55'	89	34	90	35	1	55'	89	34	92	37	3
WB-L (PM)*	55'	88	33	55'	86	31	89	34	3	55'	83	28	85	30	2
NB-L (AM)*	85'	118	33	85'	117	32	113	28	-4	85'	114	29	112	27	-2
NB-L (PM)*	85'	110	25	85'	117	32	115	30	-2	85'	109	24	101	16	-8
SB-L (AM)*	60'	56	-4	60'	61	1	56	-4	-5	60'	56	-4	61	1	5
SB-L (PM)*	60'	80	20	60'	83	23	79	19	-4	60'	78	18	65	5	-13

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.



**Intersection 18**

Analyst: JM  
 Intersection: Regents Rd. / La Jolla Village Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	265' + 265' = 530'	585	55	265' + 265' = 530'	581	51	598	68	17	265' + 265' = 530'	583	53	582	52	-1
EB-L (PM)	265' + 265' = 530'	304	-226	265' + 265' = 530'	501	-29	591	61	90	265' + 265' = 530'	674	144	643	113	-31
WB-L (AM)	180' + 180' = 360'	238	-122	180' + 180' = 360'	232	-128	221	-139	-11	180' + 180' = 360'	238	-122	214	-146	-24
WB-L (PM)	180' + 180' = 360'	455	95	180' + 180' = 360'	461	101	449	89	-12	180' + 180' = 360'	436	76	444	84	8
WB-R (AM)*	170'	249	79	170'	247	77	245	75	-2	170'	252	82	250	80	-2
WB-R (PM)*	170'	245	75	170'	253	83	259	89	6	170'	255	85	259	89	4
NB-L (AM)*	225' + 225' = 450'	565	115	225' + 225' = 450'	541	91	559	109	18	225' + 225' = 450'	555	105	557	107	2
NB-L (PM)*	225' + 225' = 450'	405	-45	225' + 225' = 450'	390	-60	537	87	147	225' + 225' = 450'	545	95	562	112	17
NB-R (AM)	125'	174	49	125'	201	76	128	3	-73	125'	203	78	185	60	-18
NB-R (PM)	125'	16	-109	125'	25	-100	70	-55	45	125'	109	-16	74	-51	-35
SB-L (AM)*	150'	144	-6	150'	170	20	163	13	-7	150'	146	-4	158	8	12
SB-L (PM)*	150'	210	60	150'	210	60	202	52	-8	150'	200	50	190	40	-10
SB-R (AM)	185'	260	75	185'	261	76	262	77	1	185'	265	80	264	79	-1
SB-R (PM)	185'	211	26	185'	210	25	213	28	3	185'	213	28	213	28	0

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 19**

Analyst: JM  
 Intersection: Regents Rd. / Genesee Ave.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	100'	31	-69	100'	37	-63	42	-58	5	100'	58	-42	36	-64	-22
EB-L (PM)*	100'	47	-53	100'	43	-57	45	-55	2	100'	38	-62	43	-57	5
EB-R (AM)*	125'	73	-52	125'	104	-21	85	-40	-19	125'	111	-14	106	-19	-5
EB-R (PM)*	125'	143	18	125'	118	-7	151	26	33	125'	122	-3	160	35	38
WB-L (AM)*	100'	123	23	100'	126	26	122	22	-4	100'	127	27	123	23	-4
WB-L (PM)*	100'	78	-22	100'	83	-17	90	-10	7	100'	88	-12	80	-20	-8
NB-R (AM)*	250'	51	-199	250'	61	-189	50	-200	-11	250'	49	-201	60	-190	11
NB-R (PM)*	250'	70	-180	250'	74	-176	77	-173	3	250'	69	-181	68	-182	-1

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 20**

Analyst: JM  
 Intersection: Genesee Ave. / Campus Point Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	435' + 435' = 870'	423	-447	435' + 435' = 870'	628	-242	604	-266	-24	435' + 435' = 870'	618	-252	634	-236	16
EB-L (PM)*	435' + 435' = 870'	125	-745	435' + 435' = 870'	168	-702	159	-711	-9	435' + 435' = 870'	163	-707	160	-710	-3
EB-R (AM)*	190'	242	52	190'	243	53	237	47	-6	190'	257	67	256	66	-1
EB-R (PM)*	190'	159	-31	190'	224	34	249	59	25	190'	239	49	244	54	5
WB-L (AM)	260' + 260' = 520'	284	-236	260' + 260' = 520'	287	-233	271	-249	-16	260' + 260' = 520'	353	-167	351	-169	-2
WB-L (PM)	260' + 260' = 520'	241	-279	260' + 260' = 520'	264	-256	240	-280	-24	260' + 260' = 520'	286	-234	276	-244	-10
WB-R (AM)*	185'	132	-53	185'	263	78	239	54	-24	185'	248	63	238	53	-10
WB-R (PM)*	185'	34	-151	185'	83	-102	95	-90	12	185'	63	-122	81	-104	18
NB-L (AM)*	230' + 230' = 460'	346	-114	230' + 230' = 460'	348	-112	363	-97	15	230' + 230' = 460'	350	-110	354	-106	4
NB-L (PM)*	230' + 230' = 460'	556	96	230' + 230' = 460'	577	117	579	119	2	230' + 230' = 460'	570	110	571	111	1
NB-R (AM)	250' + 250' = 500'	102	-398	250' + 250' = 500'	110	-390	105	-395	-5	250' + 250' = 500'	72	-428	113	-387	41
NB-R (PM)	250' + 250' = 500'	346	-154	250' + 250' = 500'	405	-95	394	-106	-11	250' + 250' = 500'	417	-83	423	-77	6
SB-L (AM)*	230' + 230' = 460'	95	-365	230' + 230' = 460'	126	-334	137	-323	11	230' + 230' = 460'	148	-312	130	-330	-18
SB-L (PM)*	230' + 230' = 460'	487	27	230' + 230' = 460'	559	99	565	105	6	230' + 230' = 460'	559	99	557	97	-2
SB-R (AM)*	220'	26	-194	220'	33	-187	33	-187	0	220'	34	-186	33	-187	-1
SB-R (PM)*	220'	208	-12	220'	262	42	264	44	2	220'	266	46	263	43	-3

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 21**

Analyst: JM  
 Intersection: Genesee Ave. / Scripps Hospital Dwy.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	135'	26	-109	135'	30	-105	38	-97	8	135'	26	-109	45	-90	19
EB-L (PM)*	135'	20	-115	135'	20	-115	12	-123	-8	135'	13	-122	15	-120	2
EB-R (AM)*	155'	189	34	155'	205	50	201	46	-4	155'	207	52	215	60	8
EB-R (PM)*	155'	123	-32	155'	133	-22	143	-12	10	155'	140	-15	155	0	15
WB-L (AM)	270'	175	-95	270'	180	-90	186	-84	6	270'	188	-82	163	-107	-25
WB-L (PM)	270'	79	-191	270'	91	-179	100	-170	9	270'	94	-176	105	-165	11
NB-L (AM)*	325' + 325' = 650'	259	-391	325' + 325' = 650'	257	-393	255	-395	-2	325' + 325' = 650'	257	-393	251	-399	-6
NB-L (PM)*	325' + 325' = 650'	400	-250	325' + 325' = 650'	412	-238	397	-253	-15	325' + 325' = 650'	318	-332	406	-244	88
NB-R (AM)	200'	65	-135	200'	76	-124	81	-119	5	200'	76	-124	89	-111	13
NB-R (PM)	200'	81	-119	200'	88	-112	84	-116	-4	200'	84	-116	90	-110	6

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 22**

Analyst: JM  
 Intersection: Genesee Ave. / I-5 NB Ramps  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	400' + 400' = 800'	158	-642	400' + 400' = 800'	217	-583	191	-609	-26	400' + 400' = 800'	200	-600	201	-599	1
EB-L (PM)*	400' + 400' = 800'	531	-269	400' + 400' = 800'	684	-116	663	-137	-21	400' + 400' = 800'	725	-75	716	-84	-9
WB-R (AM)	400' + 400' = 800'	101	-699	400' + 400' = 800'	106	-694	100	-700	-6	400' + 400' = 800'	113	-687	102	-698	-11
WB-R (PM)	400' + 400' = 800'	331	-469	400' + 400' = 800'	384	-416	411	-389	27	400' + 400' = 800'	384	-416	403	-397	19
NB-L (AM)*	745' + 745' = 1510'	2,723	1,213	745' + 745' = 1510'	2,657	1,147	2,686	1,176	29	745' + 745' = 1510'	2,652	1,142	2,687	1,177	35
NB-L (PM)*	745' + 745' = 1510'	329	-1,181	745' + 745' = 1510'	336	-1,174	327	-1,183	-9	745' + 745' = 1510'	339	-1,171	332	-1,178	-7
NB-R (AM)	745' + 745' = 1510'	2,782	1,272	745' + 745' = 1510'	2,831	1,321	2,805	1,295	-26	745' + 745' = 1510'	2,792	1,282	2,817	1,307	25
NB-R (PM)	745' + 745' = 1510'	126	-1,384	745' + 745' = 1510'	129	-1,381	128	-1,382	-1	745' + 745' = 1510'	130	-1,380	131	-1,379	1

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 23**

Analyst: JM  
 Intersection: Genesee Ave. / I-5 SB Ramps  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-R (AM)*	435' + 435' = 870'	67	-803	435' + 435' = 870'	76	-794	74	-796	-2	435' + 435' = 870'	71	-799	72	-798	1
EB-R (PM)*	435' + 435' = 870'	144	-726	435' + 435' = 870'	232	-638	236	-634	4	435' + 435' = 870'	221	-649	234	-636	13
WB-L (AM)	385' + 385' = 770'	135	-635	385' + 385' = 770'	146	-624	130	-640	-16	385' + 385' = 770'	141	-629	153	-617	12
WB-L (PM)	385' + 385' = 770'	209	-561	385' + 385' = 770'	261	-509	274	-496	13	385' + 385' = 770'	268	-502	262	-508	-6
SB-L (AM)	800' + 800' = 1600'	3,120	1,520	800' + 800' = 1600'	2,693	1,093	2,703	1,103	10	800' + 800' = 1600'	2,789	1,189	2,728	1,128	-61
SB-L (PM)	800' + 800' = 1600'	483	-1,117	800' + 800' = 1600'	491	-1,109	499	-1,101	8	800' + 800' = 1600'	486	-1,114	498	-1,102	12
SB-R (AM)*	800' + 800' = 1600'	3,106	1,506	800' + 800' = 1600'	2,593	993	2,604	1,004	11	800' + 800' = 1600'	2,657	1,057	2,667	1,067	10
SB-R (PM)*	800' + 800' = 1600'	260	-1,340	800' + 800' = 1600'	272	-1,328	277	-1,323	5	800' + 800' = 1600'	283	-1,317	268	-1,332	-15

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 24**

Analyst: JM  
 Intersection: La Jolla Village Dr. / Lebon Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	170'	131	-39	170'	135	-35	125	-45	-10	170'	138	-32	118	-52	-20
EB-L (PM)*	170'	136	-34	170'	139	-31	130	-40	-9	170'	139	-31	139	-31	0
EB-R (AM)*	170'	259	89	170'	260	90	265	95	5	170'	258	88	242	72	-16
EB-R (PM)*	170'	250	80	170'	252	82	252	82	0	170'	252	82	257	87	5
WB-L (AM)	295' + 295' = 590'	454	-136	295' + 295' = 590'	437	-153	421	-169	-16	295' + 295' = 590'	413	-177	422	-168	9
WB-L (PM)	295' + 295' = 590'	627	37	295' + 295' = 590'	626	36	629	39	3	295' + 295' = 590'	574	-16	579	-11	5
NB-L (AM)*	200'	292	92	200'	286	86	287	87	1	200'	734	534	292	92	-442
NB-L (PM)*	200'	263	63	200'	269	69	267	67	-2	200'	418	218	261	61	-157
NB-R (AM)	80'	73	-7	80'	82	2	70	-10	-12	80'	552	472	97	17	-455
NB-R (PM)	80'	41	-39	80'	35	-45	42	-38	7	80'	48	-32	42	-38	-6
SB-R (AM)*	70'	60	-10	70'	55	-15	66	-4	11	70'	64	-6	55	-15	-9
SB-R (PM)*	70'	25	-45	70'	27	-43	24	-46	-3	70'	28	-42	23	-47	-5

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 25**

Analyst: JM  
 Intersection: Miramar Rd. / I-805 NB Ramps  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-R (AM)	720'	103	-617	720'	97	-623	96	-624	-1	720'	100	-620	91	-629	-9
EB-R (PM)	720'	171	-549	720'	178	-542	172	-548	-6	720'	169	-551	165	-555	-4
WB-R (AM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
WB-R (PM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
NB-L (AM)	725'	369	-356	725'	354	-371	615	-110	261	725'	483	-242	671	-54	188
NB-L (PM)	725'	184	-541	725'	206	-519	213	-512	7	725'	237	-488	245	-480	8
NB-R (AM)*	300'	58	-242	300'	64	-236	73	-227	9	300'	189	-111	68	-232	-121
NB-R (PM)*	300'	38	-262	300'	46	-254	51	-249	5	300'	48	-252	79	-221	31

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.



**Intersection 26**

Analyst: JM  
 Intersection: La Jolla Village Dr. / Miramar Rd. / I-805 SB Rai  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-R (AM)	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
EB-R (PM)	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
WB-R (AM)*	585'	89	-496	585'	261	-324	891	306	630	585'	631	46	1,261	676	630
WB-R (PM)*	585'	141	-444	585'	177	-408	129	-456	-48	585'	180	-405	142	-443	-38
SB-L (AM)*	455'	292	-163	455'	381	-74	381	-74	0	455'	381	-74	335	-120	-46
SB-L (PM)*	455'	61	-394	455'	81	-374	75	-380	-6	455'	152	-303	149	-306	-3
SB-R (AM)	1000'	992	-8	1000'	1,159	159	1,060	60	-99	1000'	1,173	173	1,032	32	-141
SB-R (PM)	1000'	253	-747	1000'	276	-724	300	-700	24	1000'	291	-709	301	-699	10

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 27**

Analyst: JM  
 Intersection: Eastgate Mall / Eastgate Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	60'	44	-16	60'	38	-22	37	-23	-1	60'	41	-19	37	-23	-4
EB-L (PM)	60'	48	-12	60'	48	-12	61	1	13	60'	50	-10	47	-13	-3

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 28**

Analyst: JM  
 Intersection: Eastgate Mall / Olson Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	55'	13	-42	55'	12	-43	13	-42	1	55'	11	-44	10	-45	-1
EB-L (PM)*	55'	9	-46	55'	8	-47	7	-48	-1	55'	8	-47	7	-48	-1

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 29**

Analyst: JM  
 Intersection: Eastgate Mall / Eastgate Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
SB-L (AM)*	80'	24	-56	80'	22	-58	25	-55	3	80'	27	-53	28	-52	1
SB-L (PM)*	80'	21	-59	80'	22	-58	21	-59	-1	80'	21	-59	21	-59	0

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 30**

Analyst: JM  
 Intersection: Miramar Rd. / Eastgate Mall  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	290' + 290' = 580'	240	-340	290' + 290' = 580'	367	-213	357	-223	-10	290' + 290' = 580'	414	-166	407	-173	-7
EB-L (PM)*	290' + 290' = 580'	201	-379	290' + 290' = 580'	226	-354	202	-378	-24	290' + 290' = 580'	116	-464	220	-360	104
WB-L (AM)*	215'	0	-215	215'	0	-530	0	-530	0	215'	0	-530	0	-530	0
WB-L (PM)*	215'	32	-183	215'	24	-506	7	-523	-17	215'	34	-496	6	-524	-28
WB-R (AM)	325'	408	83	325'	406	281	397	272	-9	325'	399	274	383	258	-16
WB-R (PM)	325'	418	93	325'	374	249	371	246	-3	325'	406	281	394	269	-12
SB-L (AM)	205' + 180' = 385'	141	-244	205' + 180' = 385'	155	-230	173	-212	18	205' + 180' = 385'	167	-218	168	-217	1
SB-L (PM)	205' + 180' = 385'	562	177	205' + 180' = 385'	669	284	738	353	69	205' + 180' = 385'	664	279	656	271	-8
SB-R (AM)*	200'	73	-127	200'	78	-22	67	-33	-11	200'	74	-26	70	-30	-4
SB-R (PM)*	200'	191	-9	200'	287	187	351	251	64	200'	267	167	251	151	-16

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 31**

Analyst: JM  
 Intersection: Miramar Rd. / Miramar Mall  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	160'	210	50	160'	231	71	234	74	3	160'	238	78	233	73	-5
EB-L (PM)	160'	111	-49	160'	128	-32	124	-36	-4	160'	113	-47	124	-36	11
WB-R (AM)*	185'	162	-23	185'	169	-16	169	-16	0	185'	164	-21	150	-35	-14
WB-R (PM)*	185'	191	6	185'	191	6	187	2	-4	185'	198	13	206	21	8

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 32**

Analyst: JM  
 Intersection: Miramar Rd. / Eastgate Pl.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	215'	273	58	215'	279	64	278	63	-1	215'	256	41	262	47	6
EB-L (PM)*	215'	87	-128	215'	191	-24	145	-70	-46	215'	186	-29	144	-71	-42
WB-L (AM)*	100'	65	-35	100'	64	-36	58	-42	-6	100'	67	-33	61	-39	-6
WB-L (PM)*	100'	26	-74	100'	35	-65	31	-69	-4	100'	36	-64	31	-69	-5
SB-L (AM)*	255'	56	-199	255'	58	-197	62	-193	4	255'	56	-199	60	-195	4
SB-L (PM)*	255'	98	-157	255'	106	-149	97	-158	-9	255'	98	-157	105	-150	7
SB-R (AM)*	260'	44	-216	260'	46	-214	45	-215	-1	260'	46	-214	58	-202	12
SB-R (PM)*	260'	78	-182	260'	68	-192	71	-189	3	260'	70	-190	72	-188	2

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 33**

Analyst: JM  
 Intersection: Miramar Rd. / Camino Santa Fe / Frost Mar Pl.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	550' + 550' = 1100'	1,346	246	550' + 550' = 1100'	1,376	276	1,347	247	-29	550' + 550' = 1100'	1,366	266	1,384	284	18
EB-L (PM)	550' + 550' = 1100'	1,137	37	550' + 550' = 1100'	1,270	170	1,257	157	-13	550' + 550' = 1100'	1,266	166	1,258	158	-8
WB-L (AM)*	280' + 280' = 560'	187	-373	280' + 280' = 560'	183	-377	168	-392	-15	280' + 280' = 560'	172	-388	187	-373	15
WB-L (PM)*	280' + 280' = 560'	220	-340	280' + 280' = 560'	290	-270	282	-278	-8	280' + 280' = 560'	297	-263	316	-244	19
NB-L (AM)*	75'	40	-35	75'	42	-33	46	-29	4	75'	45	-30	46	-29	1
NB-L (PM)*	75'	77	2	75'	85	10	77	2	-8	75'	84	9	84	9	0
SB-L (AM)*	360'	53	-307	360'	52	-308	61	-299	9	360'	59	-301	61	-299	2
SB-L (PM)*	360'	132	-228	360'	162	-198	165	-195	3	360'	188	-172	185	-175	-3
SB-R (AM)	265'	254	-11	265'	413	148	741	476	328	265'	466	201	556	291	90
SB-R (PM)	265'	278	13	265'	362	97	341	76	-21	265'	375	110	400	135	25

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.



**Intersection 34**

Analyst: JM  
 Intersection: Miramar Rd. / Commerce Ave.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	330' + 330' = 660'	162	-498	330' + 330' = 660'	149	-511	139	-521	-10	330' + 330' = 660'	141	-519	140	-520	-1
EB-L (PM)*	330' + 330' = 660'	260	-400	330' + 330' = 660'	236	-424	227	-433	-9	330' + 330' = 660'	216	-444	225	-435	9
WB-L (AM)*	465'	180	-285	465'	412	-53	273	-192	-139	465'	429	-36	433	-32	4
WB-L (PM)*	465'	83	-382	465'	82	-383	74	-391	-8	465'	80	-385	77	-388	-3
SB-R (AM)*	85'	76	-9	85'	76	-9	72	-13	-4	85'	80	-5	80	-5	0
SB-R (PM)*	85'	107	22	85'	105	20	105	20	0	85'	102	17	106	21	4

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 35**

Analyst: JM  
 Intersection: Miramar Rd. / Production Ave.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	250'	139	-111	250'	137	-113	118	-132	-19	250'	130	-120	135	-115	5
EB-L (PM)	250'	180	-70	250'	150	-100	146	-104	-4	250'	132	-118	147	-103	15
SB-L (AM)*	65'	85	20	65'	81	16	85	20	4	65'	83	18	93	28	10
SB-L (PM)*	65'	85	20	65'	81	16	83	18	2	65'	99	34	104	39	5

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 36**

Analyst: JM  
 Intersection: Miramar Rd. / Production Ave.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	75'	98	23	75'	94	19	93	18	-1	75'	91	16	92	17	1
EB-L (PM)*	75'	112	37	75'	116	41	113	38	-3	75'	114	39	113	38	-1
SB-R (AM)*	80'	86	6	80'	88	8	84	4	-4	80'	84	4	84	4	0
SB-R (PM)*	80'	108	28	80'	105	25	98	18	-7	80'	106	26	109	29	3

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 37**

Analyst: JM  
 Intersection: Miramar Rd. / Miramar Wy.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	190'	133	-57	190'	122	-68	105	-85	-17	190'	120	-70	112	-78	-8
EB-L (PM)*	190'	150	-40	190'	150	-40	163	-27	13	190'	154	-36	148	-42	-6
WB-L (AM)*	125'	31	-94	125'	30	-95	37	-88	7	125'	28	-97	31	-94	3
WB-L (PM)*	125'	43	-82	125'	43	-82	53	-72	10	125'	50	-75	51	-74	1
NB-L (AM)*	45'	0	-45	45'	0	-45	0	-45	0	45'	0	-45	0	-45	0
NB-L (PM)*	45'	67	22	45'	65	20	64	19	-1	45'	65	20	67	22	2

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 38**

Analyst: JM  
 Intersection: Miramar Rd. / Carroll Rd.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)	100'	144	44	100'	145	45	145	45	0	100'	144	44	143	43	-1
EB-L (PM)	100'	133	33	100'	132	32	140	40	8	100'	135	35	139	39	4
WB-L (AM)*	85'	16	-69	85'	20	-65	7	-78	-13	85'	19	-66	16	-69	-3
WB-L (PM)*	85'	22	-63	85'	18	-67	26	-59	8	85'	21	-64	22	-63	1
WB-R (AM)*	235'	330	95	235'	320	85	317	82	-3	235'	324	89	327	92	3
WB-R (PM)*	235'	52	-183	235'	51	-184	55	-180	4	235'	53	-182	52	-183	-1
SB-L (AM)*	330'	178	-152	330'	183	-147	190	-140	7	330'	175	-155	182	-148	7
SB-L (PM)*	330'	305	-25	330'	322	-8	323	-7	1	330'	313	-17	324	-6	11

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 39**

Analyst: JM  
 Intersection: Miramar Rd. / Alesmith Ct.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	115'	58	-57	115'	60	-55	63	-52	3	115'	61	-54	55	-60	-6
EB-L (PM)*	115'	47	-68	115'	48	-67	48	-67	0	115'	50	-65	54	-61	4
WB-L (AM)*	90'	0	-90	90'	0	-90	0	-90	0	90'	0	-90	0	-90	0
WB-L (PM)*	90'	12	-78	90'	5	-85	12	-78	7	90'	5	-85	4	-86	-1
SB-R (AM)*	55'	27	-28	55'	28	-27	24	-31	-4	55'	25	-30	27	-28	2
SB-R (PM)*	55'	48	-7	55'	46	-9	50	-5	4	55'	49	-6	47	-8	-2

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 40**

Analyst: JM  
 Intersection: Miramar Rd. / Dowdy Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	165'	151	-14	165'	148	-17	142	-23	-6	165'	142	-23	137	-28	-5
EB-L (PM)*	165'	172	7	165'	155	-10	157	-8	2	165'	146	-19	151	-14	5
WB-L (AM)*	110'	25	-85	110'	26	-84	23	-87	-3	110'	19	-91	14	-96	-5
WB-L (PM)*	110'	16	-94	110'	21	-89	18	-92	-3	110'	14	-96	21	-89	7
SB-L (AM)*	200'	157	-43	200'	157	-43	161	-39	4	200'	162	-38	171	-29	9
SB-L (PM)*	200'	228	28	200'	225	25	225	25	0	200'	228	28	229	29	1

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 41**

Analyst: JM  
 Intersection: Miramar Rd. / Cabot Dr.  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-L (AM)*	135'	121	-14	135'	112	-23	108	-27	-4	135'	107	-28	100	-35	-7
EB-L (PM)*	135'	169	34	135'	167	32	162	27	-5	135'	170	35	166	31	-4
WB-L (AM)*	105'	44	-61	105'	34	-71	36	-69	2	105'	37	-68	29	-76	-8
WB-L (PM)*	105'	84	-21	105'	76	-29	78	-27	2	105'	76	-29	71	-34	-5
SB-L (AM)*	175'	107	-68	175'	97	-78	112	-63	15	175'	113	-62	115	-60	2
SB-L (PM)*	175'	120	-55	175'	112	-63	123	-52	11	175'	148	-27	158	-17	10

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.



**Intersection 44**

Analyst: JM  
 Intersection: La Jolla Village Dr. / I-5 NB Ramps  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-R (AM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
EB-R (PM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
WB-R (AM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
WB-R (PM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
NB-L (AM)*	115' + 495' = 610'	2,740	2,130	115' + 495' = 610'	2,807	2,197	2,717	2,107	-90	115' + 495' = 610'	2,815	2,205	2,783	2,173	-32
NB-L (PM)*	115' + 495' = 610'	802	192	115' + 495' = 610'	920	310	754	144	-166	115' + 495' = 610'	774	164	603	-7	-171
NB-R (AM)	115' + 495' = 610'	2,856	2,246	115' + 495' = 610'	2,909	2,299	2,769	2,159	-140	115' + 495' = 610'	2,831	2,221	2,786	2,176	-45
NB-R (PM)	115' + 495' = 610'	174	-436	115' + 495' = 610'	346	-264	222	-388	-124	115' + 495' = 610'	234	-376	220	-390	-14

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.

**Intersection 45**

Analyst: JM  
 Intersection: La Jolla Village Dr. / I-5 SB Ramps  
 Date: 11/11/2022  
 Company: Urban Systems Associates, Inc.  
 Project Number: 001320

Movement	Approx. Storage Length	Existing Queue	Excess Queue?	Approx. Storage Length	Near-Term Queue	Excess Queue?	Near-Term + P Queue	Excess Queue?	Δ (Near-Term)	Approx. Storage Length	Year 2050 Queue	Excess Queue?	Year 2050 + P Queue	Excess Queue?	Δ (Year 2050)
EB-R (AM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
EB-R (PM)*	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
WB-R (AM)	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
WB-R (PM)	Channelized	-	-	Channelized	-	-	-	-	-	Channelized	-	-	-	-	-
SB-L (AM)*	130' + 550' = 680'	437	-243	130' + 550' = 680'	440	-240	703	23	263	130' + 550' = 680'	648	-32	1,111	431	463
SB-L (PM)*	130' + 550' = 680'	2,225	1,545	130' + 550' = 680'	2,194	1,514	2,187	1,507	-7	130' + 550' = 680'	2,172	1,492	2,144	1,464	-28
SB-R (AM)*	130' + 550' = 680'	765	85	130' + 550' = 680'	634	-46	803	123	169	130' + 550' = 680'	854	174	1,015	335	161
SB-R (PM)*	130' + 550' = 680'	2,499	1,819	130' + 550' = 680'	2,434	1,754	2,479	1,799	45	130' + 550' = 680'	2,408	1,728	2,330	1,650	-78

**Note:** \* Project does not contribute peak hour trips to the turn movement.

A) The queues shown in red font represent the turning movements where the 95th percentile queue exceeds the available storage length of the turn lane.

B) The queues shown in red font and yellow background represent the turning movements to which the Project contributes peak hour traffic and where the 95th percentile queues exceed the available storage length of the turn lane.