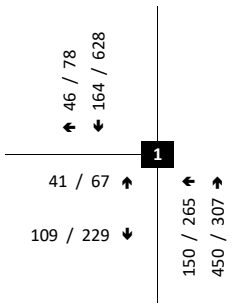
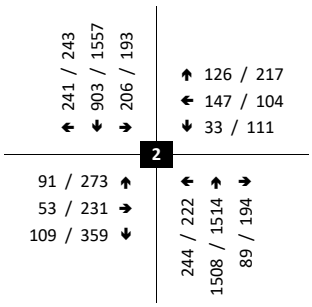
Fiesta Island/Mission Bay Park Master Plan Amendment



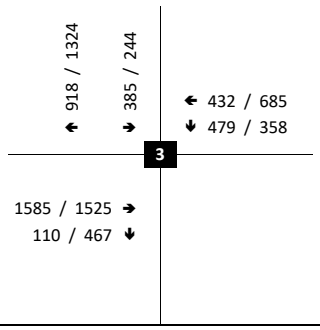
E Mission Bay Drive @ Fiesta Island Road



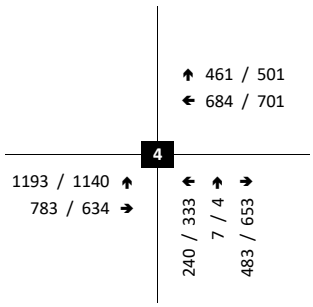
Sea World Drive @ E. Mission Bay Drive



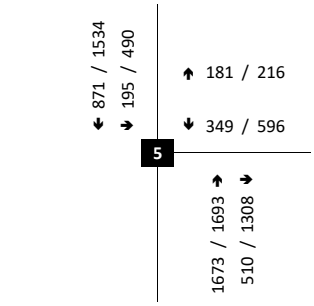
I-5 SB On/Off Ramps @ Sea World Drive



I-5 NB On/Off Ramps @ Sea World Drive



Sea World Drive @ Friars Road



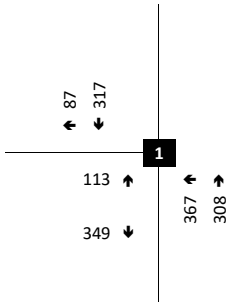
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x,xxx = ADT Volume
xx/yy = AM / PM Peak-Hour Turning Movement Volumes

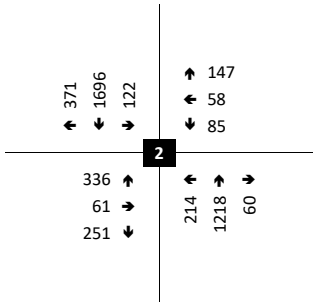
Figure 5-8
2050 with Option A Weekday Volumes



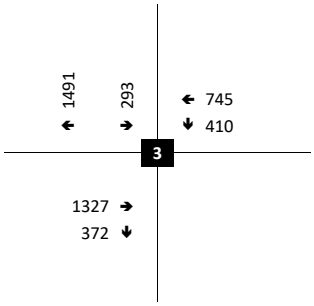
E Mission Bay Drive @ Fiesta Island Road



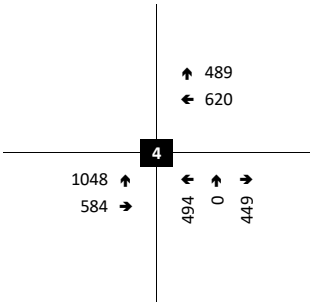
Sea World Drive @ E. Mission Bay Drive



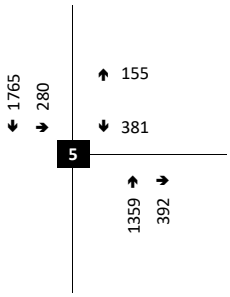
I-5 SB On/Off Ramps @ Sea World Drive



I-5 NB On/Off Ramps @ Sea World Drive



Sea World Drive @ Friars Road



LEGEND

x,xxx = ADT Volume

xx = Midday Peak-Hour Turning Movement Volumes

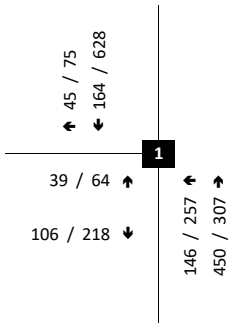
Figure 5-9

2050 with Option A Weekend Volumes

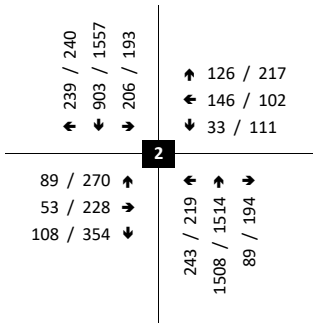
Fiesta Island/Mission Bay Park Master Plan Amendment



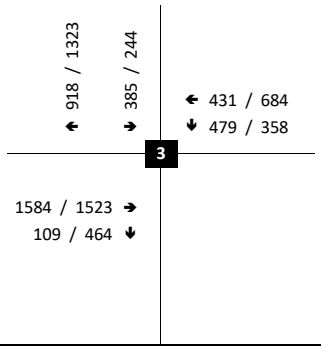
E Mission Bay Drive @ Fiesta Island Road



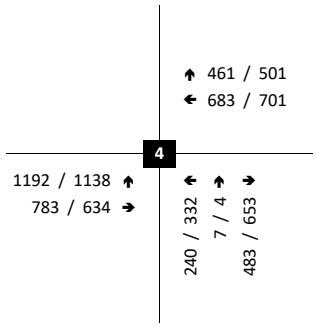
Sea World Drive @ E. Mission Bay Drive



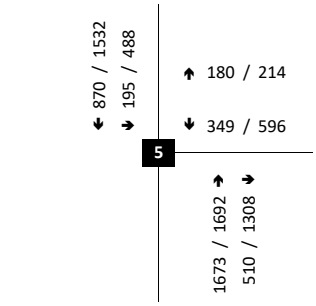
I-5 SB On/Off Ramps @ Sea World Drive



I-5 NB On/Off Ramps @ Sea World Drive



Sea World Drive @ Friars Rd



LEGEND

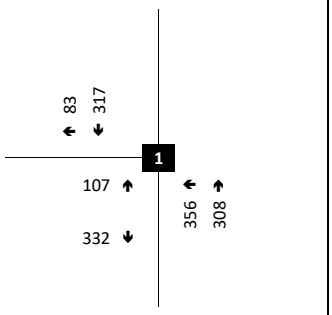
x,xxx = ADT Volume
xx/yy = AM / PM Peak-Hour Turning Movement Volumes

Figure 5-10
2050 with Option B Weekday Volumes

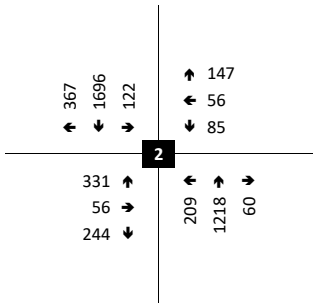
Fiesta Island/Mission Bay Park Master Plan Amendment



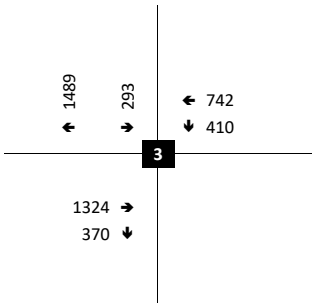
E Mission Bay Drive @ Fiesta Island Road



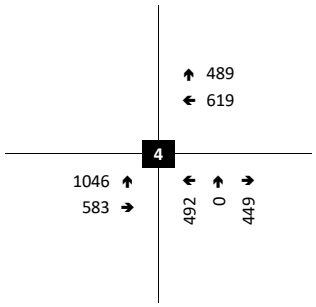
Sea World Drive @ E. Mission Bay Drive



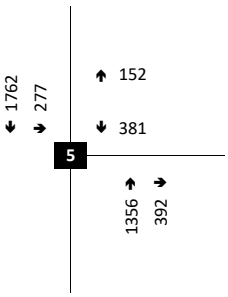
I-5 SB On/Off Ramps @ Sea World Drive



I-5 NB On/Off Ramps @ Sea World Drive



Sea World Drive @ Friars Road



LEGEND

x,xxx = ADT Volume

xx = Midday Peak-Hour Turning Movement Volumes

Figure 5-11

2050 with Option B Weekend Volumes

Project VMT Analysis

In September 2013, California signed into law Senate Bill 743 (SB743), which states that level of service, based one intersection delay, can no longer be used to determine a project's impact on transportation. The Governor's Office of Planning and Research (OPR) has prepared draft guidelines for evaluating vehicle miles travel (VMT) as the metric for determining CEQA based environmental impacts. At the time this report was prepared, the guidelines had not yet finalized and the CEQA checklist had not been updated to reflect a change in methodology for transportation impacts. The City of San Diego and SANDAG were working toward developing regional and local guidelines, thresholds and significance criteria at the time this report was prepared. However, these documents and methodologies were not complete at the time this report was prepared. Therefore, the VMT analysis provided in this section is for information purposes only.

A vehicle mile travel analysis was conducted using the CalEEMod software in support of the Air Quality and Greenhouse Gas technical reports for the Mission Bay Park Master Plan Amendment. The results of the VMT analysis showed the existing annual VMT for Fiesta Island, which includes 372.59 acres of park and 105.96 acres of parking is 14,098,336 miles.

The Option A VMT analysis conducted reflects a reduced park footprint (304.73 acres) and increased parking (173.82) acres. However, the average trip rate per acre increases from 16.1 trips per acre to 22.51 trips per acre as a result of the increase in active park space reflected in the Mission Bay Park Master Plan Amendment. The annual VMT is therefore forecast to increase from 14,098,336 miles to 15,682,990 miles. This is a net change of 1,584,654 miles or an 11% increase in annual VMT.

The Option B VMT analysis conducted also reflects a reduced park footprint (306.79 acres) and increased parking (171.76 acres). The average trip rate per acre in Option B increased from 16.1 trips to 21.52 trips per acre. Therefore, the annual VMT for Option B increased from 14,098,336 miles to 15,039,557 miles. This is a net change of 941,221 miles or a 7% increase in annual VMT.

The CalEEMod worksheets for this analysis are provided in **Appendix K.**

6.0 Recommendations to Improve Off-Site Pedestrian, Bicycle and Transit Access to Fiesta Island

Off-site pedestrian, bicycle and transit access to Fiesta Island can be challenging due to gaps in the existing infrastructure network that connect the nearby residential community (east of I-5), Old Town (east on Pacific Highway) and the Morena Corridor (east of I-5). To improve multimodal connectivity to Fiesta Island, sidewalk improvements and bicycle improvements are recommended. **Figure 6-1** illustrates the recommended improvements for the project study area that will improve connectivity, accessibility, bicycling conditions, and walkability to and from Fiesta Island.

Currently, there is no access to transit near Fiesta Island. Figure 3-5 presented previously in Section 3.0 of the report illustrates the existing transit routes and the planned Mid-Coast Trolley and Future Tecolote Road Trolley Station. Pedestrian and bicycle improvements identified below will provide connectivity to the planned Mid-Coast Trolley station at Tecolote Road.

Recommended Pedestrian Improvements

P-1: Friars Road Sidewalk Improvements

Complete sidewalk along both sides of Friars Road from Sea World Drive to the end of the existing sidewalk. Construct ADA compliant curb ramps at the Friars Road/Sea World Drive intersection. Restripe all crosswalks to meet current City of San Diego standard crosswalks (continental crosswalks with four-foot stop line set back).



Sidewalk Along Sea World Drive

P-2: Sea World Drive Sidewalk Improvements (Friars Road to E. Mission Bay Drive-Pacific Highway)

Complete sidewalk along the west side of Sea World Drive from Friars Road to E. Mission Bay Drive-Pacific Highway. Construct ADA compliant curb ramps on the northeast and southeast corners at Sea World Drive/E. Mission Bay Drive-Pacific Highway. Install current City of San Diego standard crosswalks on all legs of this intersection.

P-3: Sea World Drive Sidewalk Improvements (E. Mission Bay Drive-Pacific Highway to I-5 Southbound Ramps)

Complete sidewalk along the west side of Sea World Drive from E. Mission Bay Drive-Pacific Highway to the I-5 freeway southbound ramps.

Recommended Bicycle Improvements

B-1: Sea World Drive Buffered Bicycle Lanes Project (Friars Road to Entrance to Class I Bicycle Path near Sea World Entrance)

Restripe existing bicycle lanes to include a minimum three (3) foot buffer between the travel lane and the bicycle lane. Provide bicycle detection and painted bicycle detection location indicators at the signalized intersections of Sea World Drive/South Shores Parkway and Sea World Drive/Sea World Way if bicycle detection is not currently present.



Bicyclist Using Shoulder Striped Bicycle Lane

B-2: Sea World Drive Buffered Bicycle Lanes Project (E. Mission Bay Drive-Pacific Highway to Friars Road)

Restripe existing bicycle lanes to include a minimum three (3) foot buffer between the travel lane and the bicycle lane. Provide bicycle detection and painted bicycle detection location indicators at the signalized intersections of Sea World Drive and E. Mission Bay Drive/Pacific Highway and Sea World Drive and Friars Road if bicycle detection is not currently present.

B-3: Sea World Drive Bicycle Lanes and Bicycle Connections from E. Mission Bay Drive-Pacific Highway to I-5 SB Ramps

Where feasible, restripe to provide buffered bicycle lanes. Widening projects on Sea World Drive through this section should include integration of buffered bicycle lanes. In the near term, where buffered bicycle lanes are not feasible add sharrows and post "Share the Road" signs.

B-4: Sea World Drive Bicycle Connection Over I-5

Work with Caltrans to identify long term improvements on the bridge crossing over I-5 to improve bicycle connectivity. In the near-term stripe sharrows and post "Share the Road" signs as appropriate between ramp intersections.

Access to Transit

The Tecolote Transit Station (future Mid-Coast Trolley) will be the closest transit stop to Fiesta Island once constructed. The transit stop will be located on the east side of I-5, south of Tecolote Drive. The station planning efforts will address the key pedestrian and bicycle linkages from the station to the surrounding streets and pathways within the study area. Identified pedestrian and bicycle improvements listed above provide the necessary improvements to connect the future transit stop to Fiesta Island.

Fiesta Island/Mission Bay Park Master Plan Amendment

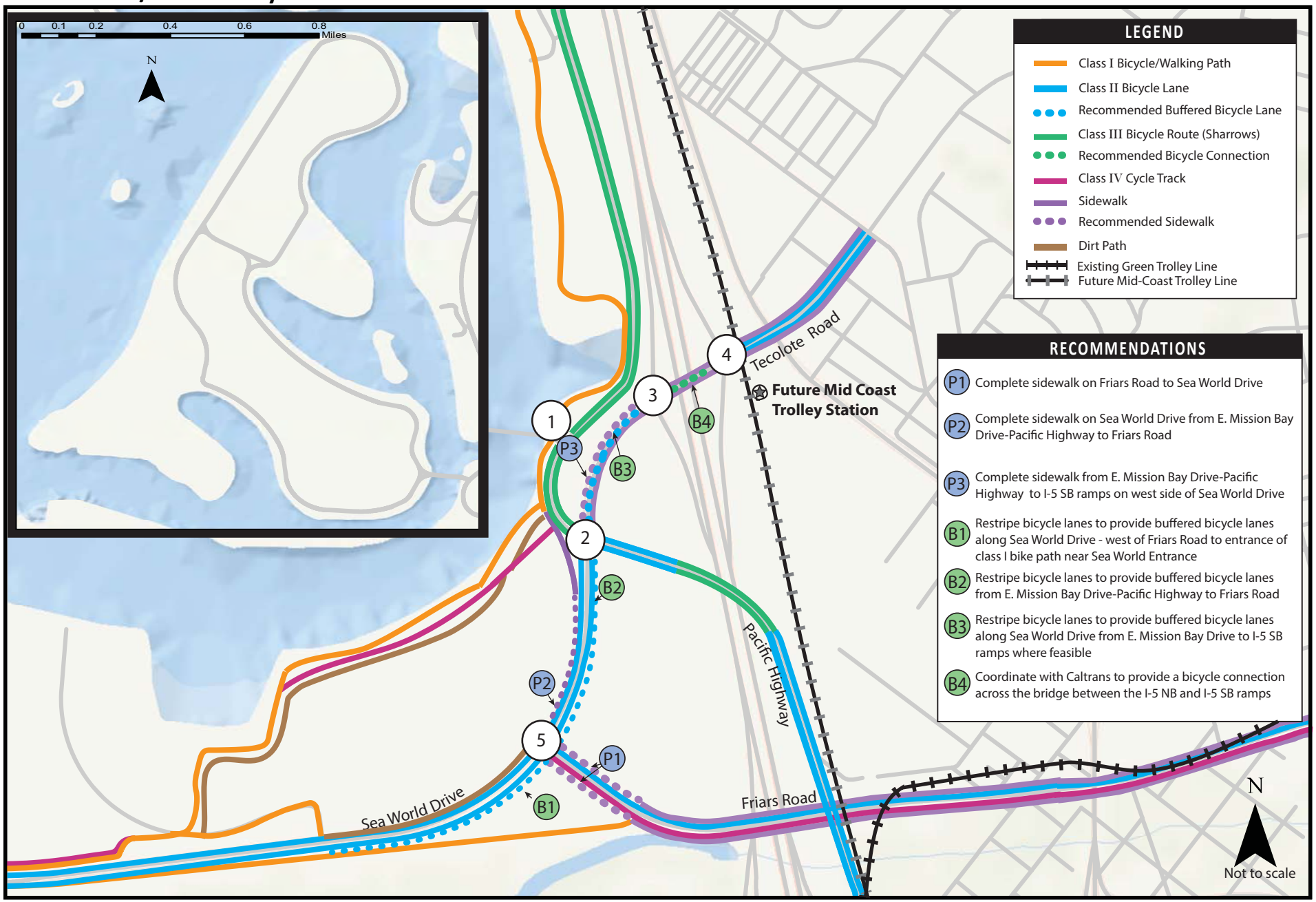


Figure 6-1
Recommended Off-site Pedestrian and Bicycle Improvements

7.0 On-Site Multimodal Circulation with Master Plan Amendment

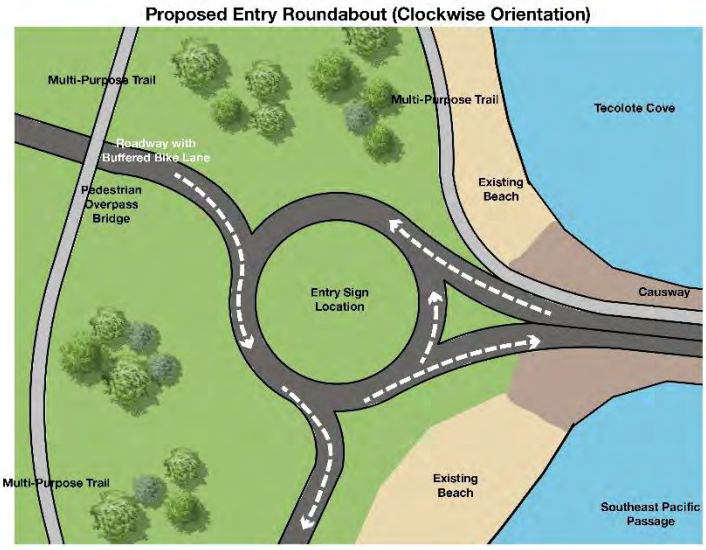
The Master Plan Amendment proposes to maintain the existing one-lane, one-way circulation around the island. However, the flow of traffic and bicycle treatments will be modified. The following describes the multimodal circulation concepts for Fiesta Island with either Option A or Option B.

Direction of Travel Around the Loop Road

Currently vehicles travel around the island in a counterclockwise direction. With either Option A or Option B, the circulation would be reversed such that the vehicles travel in a clockwise direction. Reversing the flow provides opportunities for portions of the island to be closed off for special events without losing access to the other parts of the island. **Figures 7-1** and **7-2** illustrate the four-loop configuration for Option A and Option B, respectively. Gates will be installed at key connection points along the loop roads that will control access during special events. All the crossover roadways between the loops will be two-way. Yield signs and stop signs, as illustrated in these figures, will be installed to control the flow of traffic at the ends of the two-way crossover roadways. A roundabout is proposed at the entry to the island, which is discussed in greater detail in the following section.

Entry Treatment at Loop Road Split

With the circulation reversed on the island, the inbound and outbound traffic must cross at the west end of the causeway. A roundabout is proposed at this location to maintain the flow of traffic while maintaining slow speeds and reducing conflicting movements. An alternative to the roundabout is controlling the outbound traffic with a stop sign. This may result in queues along the loop road, particularly during high volume special events and therefore is not preferred. Pedestrians and bicyclists would not interact with vehicles at this intersection. As discussed later in this section, both Option A and Option B include separate Class I multi-use path offset from the loop road. Shown in the Roundabout figure on this page. The multi-use trail extends across the causeway and provides a separated walking/bicycling path. Pedestrians and bicyclists on the multi-use trail would crossover the entry road at the proposed overpass bridge. Bicycles who choose to ride along the road and interact with vehicles will enter the roundabout as shown by the white arrows of the roundabout figure. The roundabout will assist bicyclists in to the buffered bicycle lanes that run along the transitioning one-way loop road around the island.



Note: This image is conceptual. Further engineering study would be required prior to implementation.

Fiesta Island/Mission Bay Park Master Plan Amendment



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Note: This image is conceptual.

Figure 7-1
Proposed Option A Circulation

Fiesta Island/Mission Bay Park Master Plan Amendment



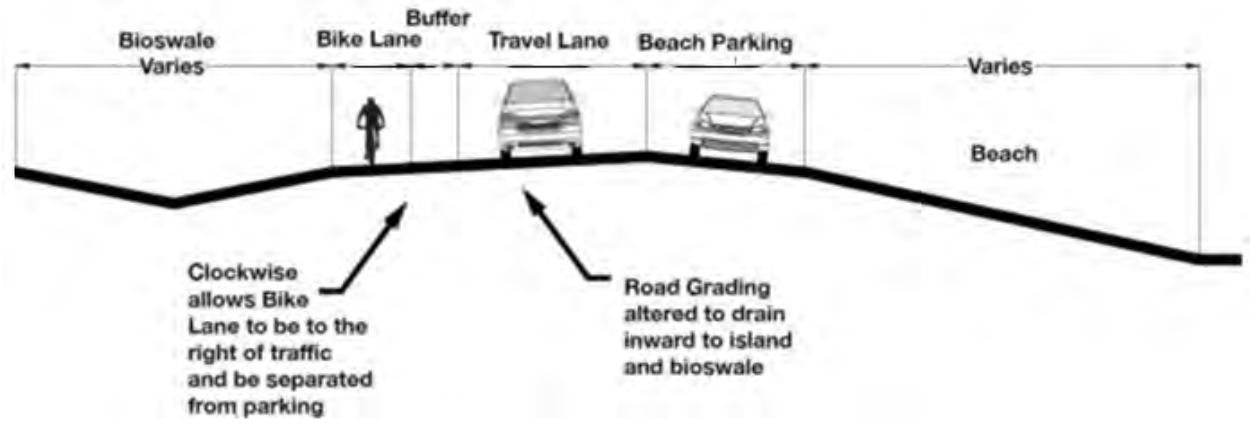
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Note: This image is conceptual.

Figure 7-2
Proposed Option B Circulation

Loop Road Design

The existing road will be reconstructed such that the pitch of the road slopes toward the center of the island. The park road will be designed to the satisfaction of the City of San Diego City Engineer. This includes consideration for emergency access, ADA requirements, lane widths, slopes, and bicycle treatments. With the reconstruction of the roadway and the reversal of the circulation pattern, a buffered bicycle lane can be provided on the right side (inside) of the vehicles along the roadway, as illustrated in the cross-section provided below. It should be noted that the potential cross-section shown below are provided for exemplary purposes only and subject to refinement and further engineering evaluation as part of the Project's General Development Plan (GDP).



Note: This image is conceptual. Further engineering study would be required prior to implementation.

On-Site Parking

Currently there is one paved parking area, one dirt parking area and off-pavement parking on Fiesta Island. With either Option A or Option B, parking within Fiesta Island will be more clearly defined within several designated parking lots. In addition to the Youth Camp parking, four additional improved parking areas will be in the southeastern and southwestern areas. Within the southeastern area major parking areas are proposed adjacent to the large turfed area near the entrance to the park and the playfields. In the southwest area, major parking areas are provided near the playfield and dog off-leash area (Option A only). In addition, the existing off-island dirt parking lot will be improved on the east side of the causeway, as illustrated in **Figure 7-3**.

The parking area located at the east end of the causeway is currently a dirt parking area with access immediately west of E. Mission Bay Drive and immediately north of Fiesta Island Road. With the Master Plan Amendment, this parking lot is planned to be improved. Access from the parking lot onto Fiesta Island Road may be restricted depending upon the selected intersection traffic control for the intersection of E. Mission Bay Drive-Fiesta Island Road, as explained in greater detail in Section 8.0. Three options are being considered to mitigate the identified impact: all-way stop, traffic signal or roundabout. The options for providing access to this parking area based on these intersection control options are as follows:

- With a roundabout at E. Mission Bay Drive-Fiesta Island Road, the access into the parking area from Fiesta Island Road may be closed. This would require the construction of an alternative access point into the parking lot from E. Mission Bay Drive.

- With a roundabout at E. Mission Bay Drive-Fiesta Island Road, the access into the parking area from Fiesta Island Road may be restricted to inbound only. This would require an alternative outbound driveway from the parking lot onto E. Mission Bay Drive.

- With an all-way stop or traffic signal, the existing parking lot may be able to be maintained or an alternate access point onto E. Mission Bay Drive may be constructed. Relocating the access point to E. Mission Bay Drive is preferred to reduce the number of conflict points with pedestrian, bicycle and vehicles at the entrance to the causeway. Relocating the driveway and relocating the existing multi-use path (as discussed below) along E. Mission Bay Drive to adjacent to the Bay will greatly reduce the number of pedestrian, bicycle and vehicle conflicts at the entrance to Fiesta Island.

In addition to the defined parking areas, off-pavement parking will continue to be permitted along the loop roadways.

Multi-use Pathways

Currently there are no defined walking, biking or hiking trails within Fiesta Island. With the proposed Master Plan Amendment, approximately 8 miles of paved multi-use path with a marked centerline is proposed throughout the island to accommodate pedestrians and bicyclists. In addition to the multi-use path, a compacted soil or decomposed granite side trail on each side of the concrete trail is proposed for use by runners and hikers. Below are examples of potential cross-sections for the multi-use pathways:

- Per the *Mission Bay Master Plan Update – Design Guidelines*, the combined pedestrian and low-speed (posted 5 mph) bicycle path should have a minimum width of 17 feet. Pedestrians should circulate in a dedicated section closest to the water. A four to ten-foot landscape strip should separate the two sections wherever possible.
- Per the *City of San Diego Street Design Manual* (March 2017), the recommended total multi-use width is 16 feet, which includes shoulder space on each side.

Additional trails are also planned throughout the island that connect the parking lots and loop roads to the various activity centers. These trails will be developed to be consistent with trail policies and standards provided in Appendix K of the City of San Diego's *Consultant's Guide to Park Design & Development* (November 2011). Widths of typical trails range between 3 to 6 feet.

multi-useIn general, the specificities related to the multi-use and trail cross sections and widths would be vetted and established as part of the GDP process. **Figures 7-4** and **7-5** illustrate the network of multi-use paths and trails for Options A and B, respectively.

As shown in Figure 7-4, there are five pedestrian/bicycle bridges that cross the multi-use path over the loop roadways in Option A. The multi-use path and trails are designed to connect the various activity

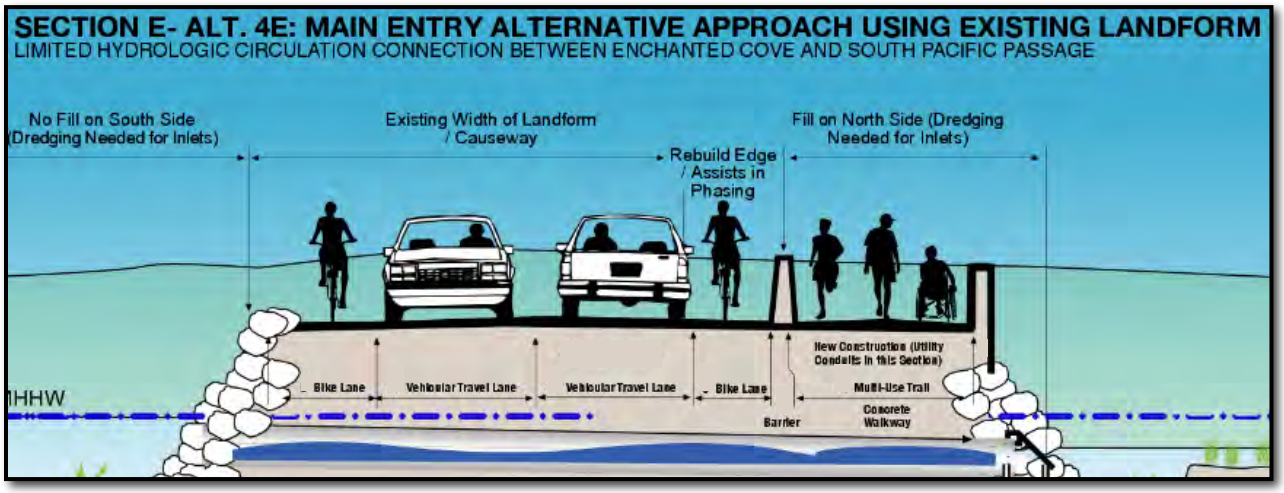
centers and quadrants of the island with the designated parking areas identified on the plan. For Option A, this includes extending both trails and multi-use paths into the southwest quadrant of the island.

As shown in Figure 7-5, there are three proposed pedestrian and bicycle bridges included in Option B. Two bridges in the southwest quadrant are removed as the multi-use path does not extend into the southwest quadrant in this Option. However, dirt trails are identified through the southwest quadrant, which connect the off-leash dog park to the designated parking areas and loop roads.

Should the bridges not be constructed, bicyclists and pedestrians will cross the loop road at-grade at marked crossings. Special treatments should be considered to maximize visibility and awareness of these marked crossings.

Currently, pedestrians and bicyclists walk and ride along the two-way causeway that connects Fiesta Island to E. Mission Bay Drive. With the Mission Bay Park Master Plan Amendment, the multi-use path will be constructed along the north side of the causeway providing a separate space for pedestrians and bicyclists, as illustrated in the image below. This path will connect with the integrated system of paths and trails on Fiesta Island. In addition, new bicycle lanes will be constructed on the causeway that will connect with the bicycle lanes planned for the loop roads.

It should be noted that the potential cross-section illustrated in the image below are provided for exemplary purposes only and subject to refinement and further engineering evaluation as part of the Project's GDP.

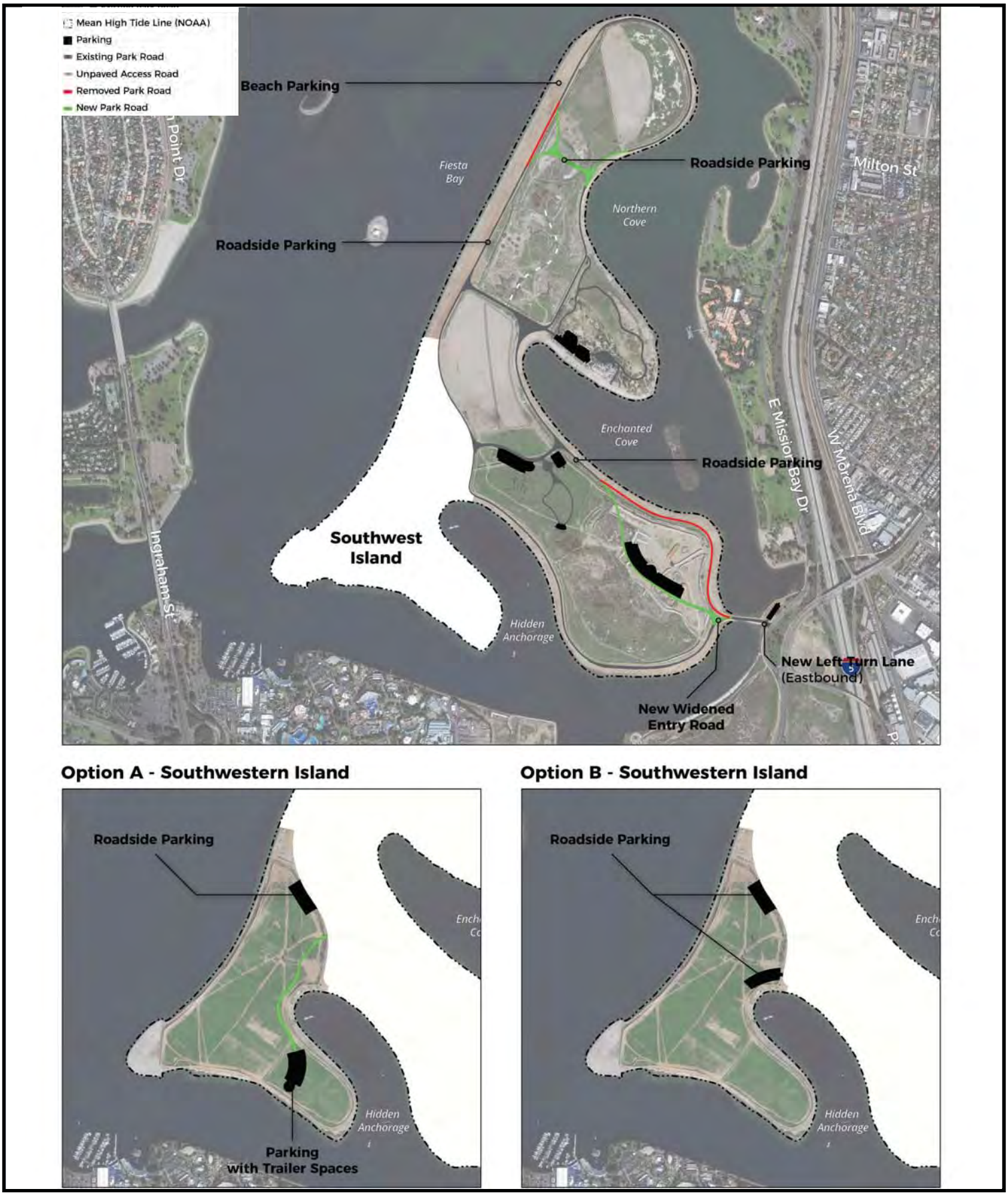


Planned improvements for Fiesta Island Road *along the Causeway*
Note: This image is conceptual. Further engineering study would be required prior to implementation.

A dirt trail and bay observation point are planned on the north end of the off-island parking lot (at the east end of the causeway). This dirt trail and bay observation point is identified by the blue line that extends from the parking lot into the bay shown in both Figures 7-4 and 7-5. The multi-use path that currently runs along E. Mission Bay Drive will be relocated along the waterfront and connect with this observation point.



Note: This image is conceptual.



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Note: This image is conceptual.

Figure 7-3
Option A and Option B Parking



Note: A multi-purpose path is a paved surface. A trail is an unpaved surface.

Note: This image is conceptual.

Figure 7-4
Option A Proposed Multiuse Path and Trail Network



Note: A multi-purpose path is a paved surface. A trail is an unpaved surface.

Note: This image is conceptual.

Figure 7-5
Option B Proposed Multiuse Path and Trail Network

8.0 Project Impacts and Mitigation Measures

The following summarizes the findings of the technical analysis for each study scenario. Technical analysis to support the identified mitigation measures is provided in **Appendix L**.

Existing Plus Master Plan Amendment Intersection Analysis

The analysis of existing intersection operating conditions determined that all intersections within the study area are currently operating at acceptable levels of service with the exception of the E. Mission Bay Drive/Fiesta Island Road intersection during the weekend midday peak hour. Furthermore, the increase in traffic associated with both Option A and Option B resulted in a change in delay that exceeds the threshold of significance during the weekend midday condition at the intersection of E. Mission Bay Drive/ Fiesta Island Road. The delay and LOS reported at this location is for the stop-controlled eastbound approach leaving Fiesta Island. ***Therefore, the project results in a direct impact at Fiesta Island Road/E. Mission Bay Drive and mitigation is required for either Option A or Option B conditions.***

Mitigation Measures D-1: Fiesta Island Road/E. Mission Bay Drive

There are two possible mitigation measures that would reduce the project impact to less than significant:

Option 1: Install an all-way stop by adding signage and restriping the intersection. By installing an all-way stop, the level of service improves to LOS C during all peak periods. The all-way stop warrant shows that under the Existing Plus Project condition, an all-way stop is warranted. Warrant analysis worksheets are provided in **Appendix M**. This recommended mitigation measure fully mitigates the identified impact.

Option 2: Widen E. Mission Bay Drive at Fiesta Island Road to construct a single lane roundabout. The City's potential roundabout screening criteria includes the following:

- Is the daily traffic on the highest leg is between 3,000 and 20,000? YES
- AND is the intersection All-Way Stop-Controlled? NO
- OR does it have 5 or more legs? NO
- OR is an approach leg is significantly skewed? NO
- OR it is on the traffic signal Transportation Unfunded Needs List? NO

The roundabout does not meet the required elements of the screening criteria in the near term. However, the implementation of a roundabout, the LOS improves to LOS A during all peak periods and would fully mitigate the identified impact.

After the Mobility Assessment was prepared, an all-way stop (Option 1) was installed at the intersection of E. Mission Drive and Fiesta Island Road. The mitigation for this impact has therefore already been completed.

Existing Plus Master Plan Amendment Roadway Segment Analysis

The analysis of the existing roadway conditions determined that the following segments of Sea World Drive are currently operating at a deficient LOS (LOS E / LOS F) for either the weekday and weekend conditions:

- Sea World Drive – S. Shores Parkway to Friars Road (weekday and weekend conditions)
- Sea World Drive – E. Mission Bay Drive to the I-5 Ramps (weekend conditions only)

The net change in daily traffic along these deficient segments, as a result of either Option A or Option B of the Fiesta Island/Mission Bay Park Master Plan Amendment, did not exceed the allowable threshold of significance. ***Therefore, the project does not result in an Existing plus Project significant impact along any of the study roadway segments.***

2050 Plus Master Plan Amendment Intersection Analysis

Analysis of Year 2050 intersection operating conditions determined that the following intersections within the study area are forecast to operate at deficient LOS during at least one of the analysis peak hours:

- Intersection #1: E. Mission Bay Drive / Fiesta Island Road
- Intersection #2: Sea World Drive / E. Mission Bay Drive-Pacific Highway
- Intersection #3: Sea World Drive / I-5 SB Off Ramps
- Intersection #4: Sea World Drive / I-5 NB Off Ramps
- Intersection #5: Sea World Drive / Friars Road

The net change in delay due to either Option A or Option B exceeded the allowable threshold resulting in a significant cumulative impact at the following intersections during at least one of the analysis peak hours:

- Intersection #1: E. Mission Bay Drive / Fiesta Island Road
- Intersection #2: Sea World Drive / E. Mission Bay Drive-Pacific Highway

Therefore, the project results in significant contribution to significant cumulative impacts at the intersections of E. Mission Bay Drive / Fiesta Island Road and Sea World Drive / E. Mission Bay Drive-Pacific Highway. Mitigation is required for either Option A or Option B conditions at these locations.

Mitigation Measures C-1: E. Mission Bay Drive / Fiesta Island Road

There are two possible mitigation measures that would reduce the project impact to less than significant:

Option 1: Install a traffic signal and restripe the interaction with stop bars and crosswalks at Fiesta Island Road/E. Mission Bay Drive. The traffic signal warrant analysis conducted shows that Fiesta Island Road/E. Mission Bay Drive meets the traffic signal warrant under Existing Plus Project Conditions. Warrant analysis worksheets are provided in **Appendix M**. By installing a traffic signal the delay is reduced to an acceptable level of service. Therefore, this improvement fully mitigates the identified impact.

Option 2: Widen E. Mission Bay Drive at the intersection with Fiesta Island Road to construct a roundabout (consistent with Existing Plus Project Mitigation). A roundabout would result in LOS C or better operating conditions. Therefore, this improvement fully mitigates the identified impact. The City's potential roundabout screening criteria includes the following:

- Is the daily traffic on the highest leg is between 3,000 and 20,000? YES
- AND is the intersection All-Way Stop-Controlled? YES
- OR does it have 5 or more legs? NO
- OR is an approach leg is significantly skewed? NO
- OR it is on the traffic signal Transportation Unfunded Needs List? NO

This scenario assumes that an all-way stop is constructed (Mitigation D-1) to address near term impacts. Based on the assumption, the City's screening criteria is met by Year 2050.

Mitigation Measures C-2: Sea World Drive / E. Mission Bay Drive-Pacific Highway

Widen Sea World Drive from E. Mission Bay Drive to approximately 400 feet north of E. Mission Bay Drive. Restripe the existing southbound right lane to a third southbound through lane. Widening would construct a 300' southbound right turn lane with a 100' transition. Modify the traffic signal and optimize the signal timing. This improvement reduces the delay such that the level of service for the intersection improves to LOS D or better for both weekday and weekend conditions.

2050 Plus Master Plan Amendment Roadway Segment Analysis

The analysis of the future year roadway conditions demonstrated that the three study segments along Sea World Drive are forecast to operate at a deficient LOS (LOS E / LOS F) for both the weekday and weekend conditions with and without Option A or Option B in place. The analysis of the future year roadway conditions also demonstrated that the segment along E. Mission Bay Drive from Sea World Drive to Fiesta Island Road is forecast to operate at a deficient LOS (LOS E) for the weekend condition with and without Option A or Option B in place. In addition, the increase in volume associated with either Option A or Option B results in a change in LOS from acceptable (LOS D) to deficient (LOS E) along Fiesta Island Road from E. Mission Bay Drive to Fiesta Island Loop during the weekends.

The net change in daily traffic for either Option A or Option B exceeded the allowable threshold resulting in a significant cumulative impact along the following segments:

- Sea World Drive from Friars Road to E. Mission Bay Drive-Pacific Highway (weekend only, Option A)
- E. Mission Bay Drive from Sea World Drive to Fiesta Island Road (weekend only, Option A & B)
- Fiesta Island Road from E. Mission Bay Drive to the Fiesta Island Loop (weekend only, Option A & B)

Therefore, the project results in significant contributions to a significant cumulative impact to the 2050 plus Project condition along these three study roadway segments.

Mitigation Measures C-3: Sea World Drive from Friars Road to E. Mission Bay Drive-Pacific Highway

The improvements at the intersection of Sea World Drive/E. Mission Bay Drive-Pacific Highway (Mitigation C-2) include widening southbound Sea World Drive to provide a third southbound through lane from I-5 to E. Mission Bay Drive-Pacific Highway. Therefore, the mitigation identified for the segment of Sea World Drive from E. Mission Bay Drive-Pacific Highway to Friars Road is the continuation of the widening to provide a third through lane. Widening on the west side of Sea World Drive for a distance of approximately 400' south of E. Mission Bay Drive-Pacific Highway to align the southbound through lane through the intersection would be necessary. However, beyond 400' south of where the northbound left turn lanes end on Sea World Drive approaching E. Mission Bay Drive-Pacific Highway it may be feasible to restripe the southbound through lanes by shifting them to the east and transition the inside through lane to a trap left turn lane at Friars Road. This would minimize the amount of widening needed and the need to continue the third through lane south of Friars Road. This improvement increases the capacity of Sea World Drive from 40,000 vpd (vehicles per day) to 45,000 vpd, which reduces the project impact to less than significant.

Mitigation Measures C-4: E. Mission Bay Drive from Sea World Drive to Fiesta Island Road

Widen E. Mission Bay Drive to include two southbound through lanes from Fiesta Island Road to Sea World Drive. The inside southbound through lane would transition to the existing left turn lanes at Sea World Drive. Therefore, no additional widening would need to occur at Sea World Drive. The additional capacity improves the LOS to an acceptable level.

Mitigation Measures C-5: Fiesta Island Road from E. Mission Bay Dr to Fiesta Island Loop

Widen Fiesta Island Road causeway between E. Mission Bay Drive and the Loop Road from a two-lane collector with no fronting property to a three-lane collector without a two-way left turn lane.

Level of Significance after Mitigation

Table 8-1 summarizes intersections with a significant impact, identified mitigation measures, and resulting operating conditions with proposed mitigation for the intersections. **Table 8-2** similarly summarizes deficient roadway segment conditions, identified mitigation measures, and resulting operating conditions with proposed mitigation for the roadway segments.

Intersections

As indicated by the levels of service shown in Table 5-5, implementation of either Option A or Option B would significantly contribute to significant impacts at two study intersections under weekday and weekend conditions. While implementation of Mitigation Measures C-1 Option 2 and C-2 would increase capacity of the affected intersections and mitigate the vehicular impacts, these measures are not recommended based on the City's need to consider transportation improvements on a comprehensive Citywide basis, which includes focus toward shifting mode shares to active transportation, consistent with City plans and policies promoting active modes of transportation.

Implementation of Mitigation Measure C-1 Option 1 (install a traffic signal at intersection of E. Mission Bay Drive and Fiesta Island Road) would fit within the existing right-of-way and signal warrants would be met. The proposed project includes the installation of a traffic signal and restriping of the intersection with stop bars and crosswalks at the intersection of Fiesta Island Road and E. Mission Bay Drive. This improvement would be included within the future General Development Plan for Fiesta Island. Therefore, Mitigation Measure C-1 Option 1 is proposed as part of the project, and the impact would be less than significant.

An alternative mitigation option for E. Mission Bay Drive and Fiesta Island Road would be the implementation of Mitigation Measure C-1 Option 2 (install a roundabout). Mitigation Measure C-1 Option 2 would require intersection widening, which could impede upon existing pedestrian and bicycle facilities, interfere with implementation of future pedestrian and bicycle improvements, as well as pose environmental issues due to the proximity to the Bay. Therefore, Mitigation Measure C-1 Option 2 is not recommended.

Mitigation Measure C-2 would involve widening of the intersection that would create less-favorable conditions for active transportation users. Specifically, Mitigation Measure C-2 could impede on the existing Class II bike lanes, create conflicts with the recommended buffering of these facilities and completion of the sidewalks along Sea World Drive, as well as increase crossing distances for pedestrians. The measure would also require widening on the west side of Sea World Drive where there is a steep slope and would pose potential environmental issues due to proximity to the Bay. Therefore, Mitigation Measure C-2 is not recommended, and this impact would remain unmitigated, significant, and unavoidable.

Roadway Segments

As indicated by the levels of service shown in Tables 5-6 and 5-7, development of either Option A or Option B would not result in a significant contribution to significant impacts under weekday conditions but would significantly contribute to significant impacts to certain segments under weekend conditions. While implementation of Mitigation Measures C-3, C-4, and C-5 would increase capacity of the affected roadways, these measures are not recommended based on the City's need to consider transportation improvements on a comprehensive Citywide basis, which includes a focus toward shifting mode shares to active transportation, consistent with City plans and policies promoting active modes of transportation.

Implementation of Mitigation Measures C-3 and C-4 involve road widening that would create less-favorable conditions for active transportation users. Specifically, Mitigation Measure C-3 would impede on the existing Class II bike lanes and create conflicts with the recommended buffering of these facilities and completion of the sidewalks along Sea World Drive, while Mitigation Measure C-4 would impede on the existing sidewalk used for pedestrian mobility. Both mitigation measures would also require widening on the west side of Sea World Drive and E. Mission Bay Drive, respectively, where there are likely to be environmental issues due to the proximity to the Bay. Therefore, Mitigation Measures C-3 and C-4 are not recommended, and these impacts would remain unmitigated, significant, and unavoidable.

Additionally, implementation of Mitigation Measure C-5 would conflict with project features proposed along the Fiesta Island Road causeway between E. Mission Bay Drive and the Loop Road. The Mission Bay Park Master Plan – Fiesta Island Amendment will construct a multi-use path along the north side of the causeway providing a separate space for pedestrians and bicyclists. This path will connect with the integrated system of paths and trails on Fiesta Island. In addition, new bicycle lanes will be constructed on the causeway that will connect with the bicycle lanes planned for the loop roads. Therefore, Mitigation Measure C-5 would require widening the causeway beyond what is being proposed in the project. This mitigation is not recommended, and the impact will remain unmitigated, significant, and unavoidable.

It should be further noted that these impacts identified under Future Year 2050 weekend conditions along the Fiesta Island Road causeway, which is the two-way, two-lane section from the Fiesta Island Loop to E. Mission Bay Drive are based on the theoretical daily capacity for the roadway segment. The performance of the intersections at either end of the segment are potentially a more accurate reflection of the overall traffic flow during the peak periods because the daily roadway segment level of service thresholds is based on the general roadway classification and does not take into consideration the intersection spacing, lane widths, and physical conditions of the roadway. Analysis of the intersections at either end of the two-way segment demonstrate that the entry roundabout on Fiesta Island Road and either the traffic signal or roundabout at Fiesta Island Road/E. Mission Bay Drive (Mitigation Measure C-1) are forecast to operate at acceptable LOS through Future Year 2050 for both weekday and weekends:

Intersection	AM Peak Hour Delay / LOS	PM Peak Hour Delay / LOS	Weekend Peak Hour Delay / LOS
Fiesta Island Rd Roundabout at Entry to Fiesta Island (Project Improvement)	4.2/A	6.1/A	9.8/A
Fiesta Island Rd / E. Mission Bay Dr (Traffic Signal Mitigation C-1)	17.3/B	35.7/ D	48.0/D
Fiesta Island Rd/ E. Mission Bay Dr (Roundabout Mitigation C-1)	6.8/A	14.3 / B	10.2/B

Using the intersections as a gauge of actual peak period performance, the segment would operate acceptably and better than the forecasted roadway daily segment LOS once the entry roundabout on Fiesta Island Road and either option of Mitigation Measure C-1 are also implemented.

Table 8-1: Significantly Impacted Intersections and Identified Mitigation Measures

Mitigation	Intersection	Impacted Scenarios	Peak Hour	Unmitigated Condition [1]		Mitigation Measure	With Proposed Mitigation	
				Average Delay (sec)	LOS		Average Delay (sec)	LOS
Existing Plus Project (Option A & Option B)								
D-1	E. Mission Bay Dr and Fiesta Island Rd	Existing Plus Option A OR Option B	AM	12.8	B	**Direct Impact:** Option 1 [2]: Install signs and restripe to provide All-Way Stop.	11.2	B
			PM	29.6	D		19.4	C
			Weekend MID	67.1	F		17.6	C
			AM	12.8	B	Option 2: Construct Roundabout.	5.3	A
			PM	29.6	D		7.9	A
			Weekend MID	67.1	F		6.9	A
2050 Plus Project (Option A & Option B)								
C-1	E. Mission Bay Dr and Fiesta Island Rd	2050 Plus Option A or Option B	AM	14.9	B	**Cumulative Impact [3]:** Option 1: Install Traffic Signal and restripe to provide stop bars and crosswalks.	17.3	B
			PM	141.9	F		35.7	D
			Weekend MID	307.8	F		48.0	D
			AM	14.9	B	Option 2: Construct Roundabout.	6.8	A
			PM	141.9	F		14.3	B
			Weekend MID	307.8	F		10.2	B
C-2	Sea World Dr and E. Mission Bay Dr- Pacific Hwy	2050 Plus Option A or Option B	AM	75.7	E	**Cumulative Impact [3]:** Widen Sea World Drive for a distance of approximately 400' north of East Mission Bay Drive. Widening will accommodate a 300' southbound right turn lane and 100' transition. Existing right turn lane should be restriped as a third southbound through lane. Modify the traffic signal and optimize the signal timing.	35.9	D
			PM	108.1	F		49.1	D
			Weekend MID	74.2	E		27.8	C

Notes:

[1] Unmitigated condition reflects Option A level of service analysis as the original trip generation for Option A is higher than Option B. Demonstrating that the mitigation measure for Option A would fully mitigate the project impact therefore demonstrates that the mitigation would also fully mitigate the Option B scenario.

[2] During the course of this project process, the Existing plus Project mitigation for this impact has already been implemented. An all-way stop was added to this intersection (Option 1).

[3] Cumulative impact means that the project results in significant contribution to significant cumulative impacts.

Table 8-2: Significantly Impacted Roadway Segments and Identified Mitigation Measures

Mitigation	Roadway Segment Intersection	Impacted Scenarios	Weekday - Weekend	Unmitigated Condition [1]		Mitigation Measure	With Proposed Mitigation	
				V/C	LOS		V/C	LOS
Existing Plus Project (Option A & Option B)								
No Significant Impacts								
2050 Plus Project (Option A & Option B)								
C-3	Sea World Dr: Friars Rd to E. Mission Bay Dr-Pacific Hwy	2050 + Option A	Weekday	1.08	F	**Cumulative Impact [4]:** Widening and restriping to provide a third southbound through lane that transitions to a trap left turn lane a Friars Rd - Sea World Dr. [2]	0.96	E
			Weekend	1.10	F		0.97	E
C-4	E. Mission Bay Dr: Sea World Dr to Fiesta Island Rd	2050 + Option A OR Option B	Weekday	0.77	D	**Cumulative Impact [3]:** Widening E. Mission Bay Dr to include two southbound lanes. Transition the inside southbound lane into the existing left turn lanes at Sea World Dr. [2]	0.51	C
			Weekend	0.97	E		0.65	C
C-5	Fiesta Island Rd: E. Mission Bay Dr to Fiesta Island Loop	2050 + Option A OR Option B	Weekday	0.60	C	**Cumulative Impact [3]:** Widen Fiesta Island Rd causeway from a 2-lane collector to a three-lane collector without a two-way left-turn lane.	0.54	C
			Weekend	0.95	E		0.87	D

Notes:

[1] Unmitigated condition reflects Option A level of service analysis as the original trip generation for Option A is higher than Option B. Demonstrating that the mitigation measure for Option A would fully mitigate the project impact therefore demonstrates that the mitigation would also fully mitigate the Option B scenario.

[2] The capacity of the five lane (3 southbound, 2 northbound) Sea World Drive was assumed to be 45,000 vpd (vehicles per day) at LOS E.

[3] Cumulative impact means that the project results in significant contribution to significant cumulative impacts.

9.0 Findings and Conclusions

This Mobility Assessment evaluated two park use plan options for the Fiesta Island - Mission Bay Park Master Plan Amendment. Option A was approved by City Council in 2007 after an extensive community outreach process. Option B proposes modified land uses in the southwestern portion of the island focusing on the off-leash dog area. Both options propose changes to the roadway configuration, modifications to parking, integrated pedestrian and bicycle paths, and increased pedestrian access through the interior of the island.

This study focused on evaluating the existing and future mobility conditions on the roadways, pathways, and bicycle facilities providing access to Fiesta Island. A detailed field inspection of the existing conditions, coupled with data collection established the baseline conditions, including the level of pedestrian and bicycle activity within the study area.

The following study scenarios were evaluated in this Mobility Assessment:

- Existing Conditions
- Existing Conditions with Project (Option A or Option B)
- Year 2050 Conditions
- Year 2050 Conditions with Project (Option A or Option B)

The results of the intersection and roadway segment operating conditions demonstrated that significant impacts are forecast to occur at the following locations under Option A or Option B, unless otherwise noted:

- E. Mission Bay Drive / Fiesta Island Road (Existing with Project & Year 2050 with Project)
- E. Mission Bay Drive / Sea World Drive (Year 2050 with Project)
- Sea World Drive: Friars Rd to E. Mission Bay Dr-Pacific Hwy (Year 2050 with Project; Option A only)
- E. Mission Bay Drive: Sea World Dr to Fiesta Island Rd (Year 2050 with Project)
- Fiesta Island Rd: E. Mission Bay Drive to Fiesta Island Loop (Year 2050 with Project)

A summary of the mitigation measures for each of the five significantly impacted locations is provided in **Table 9-1**. With the exception of Mitigation Measure C-1 Option 1, the measures included in this mobility assessment are not recommended based on the City's need to consider transportation improvements on a comprehensive Citywide basis, which includes focus toward shifting mode shares to active transportation, consistent with City plans and policies promoting active modes of transportation. Mitigation Measures C-2, C-3, C-4, and C-5 would create less-favorable conditions for active transportation users and for this main reason the associated impacts would remain unmitigated, significant, and unavoidable. Mitigation Measure C-1 Option 1 would be included as a project feature within the future General Development Plan for Fiesta Island, making the impact less than significant.

Existing mobility challenges and opportunities to improve connectivity, walkability and biking conditions accessing the site are identified in this report. A summary of the off-site pedestrian and bicycle improvements are provided in **Table 9-2**.

Table 9-1: Summary of Recommended Mitigation Measures and Potential Feasibility

Mitigation	Direct or Cumulative	Potential Constraints to Completing Improvements	Mitigated?
D-1 E. Mission Bay Dr and Fiesta Island Rd (Existing Plus Project)	**Direct Impact:** Option 1: Install signs and restripe to provide All-Way Stop.	No constraints. Warrants are met, and improvements fit within existing right-of-way.	*Fully mitigated.* *During the course of the project process, Option 1 (all-way stop) was installed at this intersection. The mitigation for this impact has already been completed*
	Option 2: Construct Roundabout.	Potentially constrained. Roundabout will require widening of the intersection, which could impede upon existing and/or planned active transportation facilities. Environmental impacts associated with roundabout are unknown. Roundabout does not meet City's screening criteria.	
C-1 E. Mission Bay Dr and Fiesta Island Rd (Year 2050 with Project)	**Cumulative Impact [(1)]:** Option 1: Install Traffic Signal and restripe to provide stop bars and crosswalks.	No constraints. Warrants are met, and improvements fit within existing right-of-way.	*Fully mitigated with either Option 1 (traffic signal) or Option 2 (roundabout). Option 1 would be included as part of the project, which would make the impact less than significant.*
	Option 2: Construct Roundabout.	Potentially constrained. Roundabout will require widening of the intersection, which could impede upon existing and/or planned active transportation facilities. Environmental impacts associated with roundabout are unknown. Roundabout does meet City's screening criteria in year 2050.	
C-2 Sea World Dr and E. Mission Bay Dr- Pacific Hwy (Year 2050 with Project)	**Cumulative Impact [(1)]:** Widen Sea World Drive to provide a third through lane and dedicated southbound right turn lane.	Constrained. Improvement will require widening which could impede on existing Class II bike lanes, create conflicts with the recommended buffering of these facilities and completion of sidewalks along Sea World Drive, as well as increase crossing distances for pedestrians. Specifically, widening on the west side of Sea World Dr where there is a steep slope pose unknown environmental issues due to proximity to the Bay.	*Unmitigated, significant and unavoidable.*
C-3 Sea World Dr: Friars Rd to E. Mission Bay Dr-Pacific Hwy (Year 2050 with Project)	**Cumulative Impact [(1)]:** Widen and restripe to provide a third southbound through lane that transitions to a trap left turn lane a Friars Rd - Sea World Dr.	Constrained. Improvement will require widening which could impede on existing Class II bike lanes and create conflicts with the recommended buffering of these facilities and completion of sidewalks along Sea World Drive. Specifically, widening on the west side of Sea World Dr likely pose environmental issues due to the proximity to the Bay.	*Unmitigated, significant and unavoidable.*

Mitigation	Direct or Cumulative	Potential Constraints to Completing Improvements	Mitigated?
C-4 E. Mission Bay Dr: Sea World Dr to Fiesta Island Rd (Year 2050 with Project)	**Cumulative Impact [(1)]:** Widen E. Mission Bay Dr to include two southbound lanes. Transition the inside southbound lane into the existing left turn lanes at Sea World Dr.	Constrained. Improvement will require widening which could impede on the existing sidewalk used for pedestrian mobility. Specifically, widening on the west side of E. Mission Bay Dr likely pose environmental issues due to the proximity to the Bay.	*Unmitigated, significant and unavoidable.*
C-5 Fiesta Island Rd: E. Mission Bay Dr to Fiesta Island Loop (Year 2050 with Project)	**Cumulative Impact [(1)]:** Widen Fiesta Island Rd causeway from a 2-lane collector to a three-lane collector without a two-way left-turn lane.	Constrained. Improvement will require widening of the causeway beyond what is being proposed as part of the project. Therefore, the additional widening would conflict with proposed project features such as the multi-use path and bicycle lanes on the causeway.	*Unmitigated, significant and unavoidable.*

Notes:
[(1)] Cumulative impact means that the project results in significant contribution to significant cumulative impacts.

Table 9-2: Summary of Off-Site Active Pedestrian and Bicycle Improvements

Recommended Pedestrian and Bicycle Connectivity Improvements	Project Description
Pedestrian Improvements	
P-1: Friars Road Sidewalk Improvements	Complete sidewalk along both sides of Friars Road from Sea World Drive to the end of the existing sidewalk. Construct ADA compliant curb ramps at the Friars Road/Sea World Drive intersection. Restripe all crosswalks to meet current City of San Diego standard crosswalks (continental crosswalks with four-foot stop line set back).
P-2: Sea World Drive Sidewalk Improvements (Friars Road to E. Mission Bay Drive-Pacific Highway)	Complete sidewalk along the west side of Sea World Drive from Friars Road to E. Mission Bay Drive-Pacific Highway. Construct ADA compliant curb ramps on the northeast and southeast corners at Sea World Drive/E. Mission Bay Drive-Pacific Highway. Install current City of San Diego standard crosswalks on all legs of this intersection.
P-3: Sea World Drive Sidewalk Improvements (E. Mission Bay Drive-Pacific Highway to I-5 Southbound Ramps)	Complete sidewalk along the west side of Sea World Drive from E. Mission Bay Drive-Pacific Highway to the I-5 freeway southbound ramps.
Bicycle Improvements	
B-1: Sea World Drive Buffered Bicycle Lanes Project (Friars Road to Entrance to Class I Bicycle Path near Sea World Entrance)	Restripe existing bicycle lanes to include a minimum three (3) foot buffer between the travel lane and the bicycle lane. Provide bicycle detection and painted bicycle detection location indicators at the signalized intersections of Sea World Drive/South Shores Parkway and Sea World Drive/Sea World Way if bicycle detection is not currently present.
B-2: Sea World Drive Buffered Bicycle Lanes Project (E. Mission Bay Drive-Pacific Highway to Friars Road)	Restripe existing bicycle lanes to include a minimum three (3) foot buffer between the travel lane and the bicycle lane. Provide bicycle detection and painted bicycle detection location indicators at the signalized intersections of Sea World Drive and E. Mission Bay Drive/Pacific Highway and Sea World Drive and Friars Road if bicycle detection is not currently present.
B-3: Sea World Drive Bicycle Lanes and Bicycle Connections from E. Mission Bay Drive-Pacific Highway to I-5 SB Ramps	Where feasible, restripe to provide buffered bicycle lanes. Widening projects on Sea World Drive through this section should include integration of buffered bicycle lanes. In the near term, where buffered bicycle lanes are not feasible add sharrows and post “Share the Road” signs.
B-4: Sea World Drive Bicycle Connection Over I-5	Work with Caltrans to identify long term improvements on the bridge crossing over I-5 to improve bicycle connectivity. In the near-term stripe sharrows and post “Share the Road” signs as appropriate between ramp intersections.

This study also discusses modifications to access and circulation within Fiesta Island. Pedestrian and bicycle paths, grade separated crossings and buffered bicycle lanes are discussed in detail in the report. Key mobility improvements planned for Fiesta Island include:

- Approximately 8 miles of paved multi-use path with a marked centerline is proposed throughout the island to accommodate pedestrians and bicyclists. In addition to the multi-use path, a compacted soil or decomposed granite side trail on each side of the concrete trail is proposed for use by runners and hikers.

- Multiple pedestrians/bicycle bridges are planned along the multi-use trail. These bridges will allow for grade separated crossings over the loop road. Should the bridges not be constructed or should the construction of bridges be delayed to later phases of the project, all pedestrian and bicycle crossings along loop road should be well marked with signage and markings that will maximize visibility and awareness of pedestrians and bicycle at these crossings. Should the at- grade crossings be necessary the design of these crossings will be addressed during the design phase of the project.

- Approximately 10 miles of soft surface trails are proposed in the southeast and southwest subareas. These trails are oriented towards hikers and joggers and those who walk their dogs and want to observe nature.

- Directional signage is proposed both leading to and within the island. A tower entry monument, directional signage at key path and roadway decision points, informational signage, and consolidated entry signage is proposed.

- The existing internal park roadway (i.e. loop road or Fiesta Island Road) will be reconstructed so that storm water will flow into the island rather than over the beach and into Mission Bay. The design of the roadway will be to the satisfaction of the City of San Diego City Engineer.

- Reconstructing the internal park roadway will allow for the construction of a buffered bicycle lane along the one-way, one-lane circulation roadway around the island. The buffered bicycle lane will be located on the inside edge of the roadway, while a shoulder along the bay side of the roadway will allow for on-street parallel parking.

- The existing one-lane, one-way circulation around the island will remain; however, the direction of flow will be reversed from counterclockwise to clockwise. Both physical and operational modifications will be made at key intersections or 'return' roads to help with traffic flow during special events or heavy usage.

- A roundabout is proposed at the entry to the island, where the loop road splits from the two-way road across the causeway to the one-way circulator roadway that circle the island. This roundabout will minimize the delay to vehicles entering and exiting the island. Pedestrians and bicycles traveling along the multi-use path will bypass the roundabout as the multi-use trail that enters the island along the causeway crosses over the entry road at one of the proposed bridges

located to the northwest of the entry roundabout. Bicycles who chose to ride in the road across the causeway will enter the roundabout. The roundabout will aid cyclists in shifting to the dedicated buffered bicycle lanes, located on the inside of the circulator roadway. Bicycles will share the road with vehicles through the roundabout and across the causeway.

The proposed project includes four improved parking areas located in both the southeastern and southwestern areas. Within the southeastern area, parking areas are proposed adjacent to both the large turfed area near the entrance to the park and the playfield. Within the southwestern area, parking is provided adjacent to the playfield and near the off-leash area (Option A only). Visitors who desire parking in closer proximity to the shore may continue to park along the shoulder of the Loop Road. Approximately 900 vehicles can park parallel along the loop road shoulder.

APPENDIX A

PEQE ANALYSIS SCORES

6.0 Recommended Pedestrian and Bicycle Performance Measures and Assessment Tools

Based upon the literature review and interviews, the project team concluded that a single assessment tool would not accommodate the goals set forth by the City of San Diego for developing a multimodal planning analysis process. As a result, five key analysis criteria are recommended to guide the selection of the most applicable assessment tools for the City of San Diego, as follows:

1. Data is available for calculating measure under future conditions;
2. Tool is sensitive to likely future recommended improvements and will show expected change relative to existing conditions;
3. Data collection is reasonable in terms of time and cost requirements;
4. Each of the performance measure categories (demand, quality, connectivity and safety) are assessed; and
5. The assessment tool is relevant to both individual corridor/intersection study areas as well as community-wide study areas.

6.1 Pedestrian Performance Measures

Table 6.1 displays recommended pedestrian performance measures and assessment tools that cover the four categories of performance measures – demand, quality, connectivity and safety.

Table 6.2 summarizes whether each of the recommended pedestrian assessment tools listed in Table 6.1 meets each of the five key analysis criteria. As shown, a majority of the recommended pedestrian assessment tools meets each of the five criteria. Descriptions of each of the pedestrian assessment tools listed in Table 6.1 and Table 6.2 are provided in Section 6.1.1.

The combined information presented in Tables 6.1 and 6.2 point to the fact that multiple pedestrian metrics are required to assess the four categories of performance measures, and that those were selected in a manner that meets the requisite criteria. Section 6.1.2 presents a composite metric serving to combine the four performance measures (outlined in Table 6.1) into a single integrated assessment for understanding how well existing and future pedestrian networks serve the community.

Table 6.1: Recommended Pedestrian Performance Measures and Assessment Tools

	Performance Measures			
	Demand	**Quality**	**Connectivity**	**Safety**
Assessment Tool	• San Diego Pedestrian Priority Model	• San Diego Pedestrian Environment Quality Evaluation (PEQE)	• Travelshed analysis	• Historic collision data

Source: Chen Ryan Associates, December 2015

Table 6.2: Recommended Pedestrian Assessment Tools and Analysis Criteria

Scenario	Assessment Tool	Analysis Criteria				
		1 Future Conditions	2 Sensitive to Improvement Recommendations	3 Reasonable Level of Effort	4 Category Covered	5 Plans and Corridors
Existing and Future Conditions Analyses	San Diego Pedestrian Priority Model	✓	✓	✓	Demand	✓
	San Diego Pedestrian Environment Quality Evaluation (PEQE)	✓	✓	✓	Quality	✓
	Travelshed Analysis	✓	✓	✓	Connectivity	✓
Existing Conditions Analysis Only	Travel Survey Data	n/a	n/a	✓	Demand	✓
	Peak Period Pedestrian Counts			✓	Demand	✓
	Missing Sidewalk			✓	Connectivity	✓
	History of Pedestrian Collisions (5 year period)			✓	Safety	✓

Source: Chen Ryan Associates, December 2015

Pedestrian Environment Quality Evaluation (PEQE)

The following table outlines the evaluation system used to develop the Pedestrian Environment Quality Evaluation (PEQE) scale. The quality of all pedestrian facilities (roadway segments, intersections and mid-block crossings) within the project's Pedestrian Study Area should be evaluated using the PEQE tool under both Existing and Preferred Plan conditions.

Table 6.4: Pedestrian Environment Quality Ranking System

Facility Type	Measure	Description/Feature	Scoring
Segment *between two intersections*	1. Horizontal Buffer	Between the edge of auto travel way and the edge of clear pedestrian zone	0 point: < 6 feet 1 point: 6 - 14 feet 2 points: > 14 feet
	2. Lighting		0 point: below standard/requirement 1 point: meet standard/requirement 2 points: exceed standard/requirement
	3. Clear Pedestrian Zone	5' minimum	0 point: has obstructions 2 points: no obstruction
	4. Posted Speed Limit		0 point: > 40 mph 1 point: 30 - 40 mph 2 points: < 30 mph
		Maximum	8 points
Intersection	1. Physical Feature	• Enhanced/High Visibility Crosswalk • Raised Crosswalk/Speed Table • Advanced Stop Bar • Bulb out/Curb Extension	0 point: < 1 feature per ped crossing 1 point: 1 – 2 features per ped crossing 2 points: > 2 features per ped crossing
	2. Operational Feature	• Pedestrian Countdown Signal • Pedestrian Lead Interval • No-Turn On Red Sign/Signal • Additional Pedestrian Signage	0 point: < 1 feature per ped crossing 1 point: 1 – 2 features per ped crossing 2 points: > 2 features per ped crossing
	3. ADA Curb Ramp		0 point: below standard/requirement 2 points: meet standard/requirement
	4. Traffic Control		0 point: No control 1 point: Stop sign controlled 2 points: Signal/Roundabout/Traffic Circle
		Maximum	8 points

Table 6.4: Pedestrian Environment Quality Ranking System

Facility Type	Measure	Description/Feature	Scoring
Mid-block Crossing	1. Visibility		0 point: w/o high visibility crosswalk 2 points: with high visibility crosswalk
	2. Crossing Distance		0 point: no treatment 2 points: with bulb out or median pedestrian refuge
	3. ADA		0 point: below standard/requirement 2 points: meet standard/requirement
	4. Traffic Control		0 point: No control 1 point: Flashing Beacon (In-pavement, RRFB, etc) 2 points: Signal/Pedestrian Hybrid Beacon (HAWK)
		Maximum	8 points

Source: Chen Ryan Associates, December 2015

Final Pedestrian Ranking System: **Poor < 4 pt;** **Fair = 4 - 6 pt;** **Good > 6 pt**

What to Report: The Project Technical Study should provide a table that documents the PEQE score and rating (Good, Fair or Poor) for each individual pedestrian facility within the Pedestrian Study Area, including roadway segments (both sides of the road), intersections and mid-block crossings. Additionally the Project Technical Study should provide a map that displays the PEQE rating, by color for each individual pedestrian facility within the Pedestrian Study Area. **Figure 6-3** provides an example of the PEQE summary map that should be included in the Project Technical Study for the project.

Summary of Results

Segment			Score	Ranking
#	Street	Between		
1	E Mission Bay Dr	E Mission Bay and Sea World Dr	5	Average
2	Pacific Hwy	Sea World Dr and Pacific Hwy	0	Poor
3	Sea World Dr	E Mission Bay Dr and Friars Rd	3	Poor
4	Friars Rd	Sea World Dr and Friars Rd	0	Poor
5	Sea World Dr	Friars Rd and S Shores Rd	2	Poor
6	Sea World Dr	I-5 NB and I-5 SB Ramps	4	Average

APPENDIX B

LEVEL OF TRAFFIC STRESS (LTS) SCORE CRITERIA

6.2 Bicycle Performance Measures

Table 6.5 displays recommended bicycle assessment tools covering the four categories of performance measures – demand, quality, connectivity and safety.

Table 6.6 summarizes whether each of the recommended bicycle assessment tools in Table 6.5 meets each of the five key analysis criteria, as listed at the beginning of this chapter. As shown, a majority of the recommended bicycle assessment tools meet each of the five criteria. Descriptions of each of the bicycle assessment tools listed in Table 6.5 and Table 6.6 are provided in Section 6.2.1.

The combined information presented in Tables 6.5 and 6.6 point to the fact that multiple bicycle assessment tools are required to assess the four categories of performance metrics, and that those were selected in a manner that meets the requisite criteria. Section 6.2.2 presents a composite metric serving to combine the four performance measures (outlined in Table 6.5) into a single integrated assessment for understanding how well existing and future bicycle networks serve the community.

Table 6.5: Recommended Bicycle Performance Measures and Assessment Tools

	Performance Measures			
	Demand	**Quality**	**Connectivity**	**Safety**
Assessment Tools	• San Diego Bicycle Demand Model	• Bicycle Level of Traffic Stress (LTS)	• Travelshed analysis	• Historic bicycle collisions

Source: Chen Ryan Associates, December 2015

Table 6.6: Recommended Bicycle Assessment Tools and Analysis Criteria

Scenario	Assessment Tools	Analysis Criteria				
		1 Future Conditions	2 Sensitive to Improvement Recommendations	3 Reasonable Level of Effort	4 Category Covered	5 Plans and Corridors
Existing and Future Conditions Analyses	San Diego Bicycle Demand Model	✓	✓	✓	Demand	✓
	Bicycle Level of Traffic Stress (LTS)	✓	✓	✓	Quality	✓
	Travelshed Analysis	✓	✓	✓	Connectivity	✓
Existing Conditions Analysis Only	Travel Survey Data	n/a	n/a	✓	Demand	✓
	Peak Period Bicycle Counts			✓	Demand	✓
	History of Bicycle Collisions (5 year period)			✓	Safety	✓

Source: Chen Ryan Associates, December 2015

Table 5.3: LTS Classifications

LTS 1	LTS 2	LTS 3	LTS 4
Physically separated from traffic or low-volume, mixed-flow traffic at 25mph or less.	Bike lanes 5.5 ft. wide or less, next to 30 mph auto traffic	Bicycle lanes next to 35 mph auto traffic, or mixed-flow traffic at 30 mph or less.	No dedicated bicycle facilities
Bike lanes 6 ft. wide or more	Unsignalized crossings of up to 5 lanes at 30 mph	Comfortable for most current U.S. riders	Traffic speeds 40 mph or more
Intersections easy to approach and cross	Comfortable for most adults	Typical of bicycle facilities in the United States	Comfortable for "strong and fearless" riders (vehicular cyclists)
Comfortable for children	Typical of bicycle facilities in the Netherlands		

Source: Mineta Institute

Level of Effort

This tool can be calculated using existing roadway characteristic data. Field study efforts may be lower compared to other measures. This measure is ranked as requiring a low to medium level of effort.

Cost/benefit

The primary benefit of this tool is the ability to define the cyclist's level of stress based upon the roadway environment. The tool is also able to calculate future conditions.

APPENDIX C

TRAFFIC SIGNAL TIMING SHEETS

INTERSECTION: E. Mission Bay Dr/ Pacific Highway @ Sea World Dr

223 F am

Group Assignment:
Field Master Assignment:

N/S Street Name: Sea World Dr
E/W Street Name: E. Mission Bay Dr/ Pacific Highway

Last Database Change:
System Ref. Number:

N

Row	Column # ---->	Sea World	E. Mission Bay		Sea World		Pacific Highway		
	Phase # ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		22		24		27		22
2	Min Green	4	10	4	4	4	10	4	4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.4	2.0	3.0	2.0	4.2	2.0	2.0
6	Max Gap	2.0	4.4	2.0	3.0	2.0	4.2	2.0	2.0
7	Min Gap	2.0	0.2	2.0	3.0	2.0	0.2	2.0	2.0
8	Max Limit	30	70	30	30	30	70	30	30
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.7				0.7		
E	Yellow	3.4	4.3	3.4	4.1	3.4	4.2	3.4	4.5
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1
F + Phase + Row

<F Page>

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

Preempt Timing
F + E + Row

Row	F
Permit	12345678
Red Lock	
Yellow Lock	
Min Recall	
Ped Recall	
Peds (View)	_2_4_6_8
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	_2___6__
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	_2___6__
1st Phases	__3___7_

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	2
Zone Number	2
Area Number	5
Area Address	85
QuicNet Channel	COM52

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

C + F + O	F	Row
Free Lag	_2_4_6_8	0

Lag Phases <C Page>

Overlap Timing

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

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Manual Plan	14
Manual Offset	0

C + A + 1
C + B + 1

Manual Selection

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

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

Downtime Flash	255 (minutes)

Downtime Before Auto Manual Flash
F + 0 +8

Disable Ports	_234_

Disable Communication Ports
D + D + 9

Timing Sheet By: KT
Approved By: FLG
Drawing Number: 19078-D-7
Timing Implemented On:

INTERSECTION: E. Mission Bay Dr/ Pacific Highwa[illegible] Sea World Dr

223 Pro[illegible]m

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

TOD Function

7 + ROW

<D Page>

D + F + ROW

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

Row		F
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	2
6	Ped 6P	6
7	Ped 4P	4
8	Ped 8P	8
9	Yellow Flash Phases	
A	Overlap A - Phases	23
B	Overlap B - Phases	67
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	1

Configuration

E + F + ROW

<E Page>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	6
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

E + E + ROW

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

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

Day of Week

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

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

Time and Date

8-0 Hour, Minute, Day-of-Week

8-1 Day-of-Month, Year, Month

8-F Seconds

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

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

Program Information

C + C + 0 = program

C + C + F = version

Remote Download

C + 0 + 4 = 1 -255

w/ E + E + E bit 5 on

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7	10.0	
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

Detector Delay & Carryover <D Page>

D + X (across) + ROW

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

Active Detectors <D Page>

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

System Detectors <D Page>

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

Detector Failure Monitor

Phase Number	0	F+C+1
Time Before Yellow	0.0	F+C+3

Advance Warning Beacon - Sign 1

Phase Number	0	F+D+1
Time Before Yellow	0.0	F+D+3

Advance Warning Beacon - Sign 2

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

Power Cycle Correction (Default = 0.5)

LOCATION: **RTE 5 NB / SEA WORLD DRIVE**

CALTRANS C8 Version 3 DATE: 2/11/2015

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7	1	1	19	7	1	1	CLK RST
1	DONT WALK	1	11	1	1	1	16	1	1	
2	MIN GREEN	1	10	1	5	5	14	1	5	
3	TYPE 3 DET	0	0	0	0	0	0	0	0	
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	PASSAGE	0.9	2.0	0.9	1.0	2.0	2.0	0.9	1.0	
6	MAX GAP	0.9	2.0	0.9	1.0	3.0	2.0	0.9	1.0	
7	MIN GAP	0.9	2.0	0.9	1.0	1.0	2.0	0.9	1.0	
8	MAX EXT	9	30	9	25	30	30	9	15	
9	MAX 2									YR
A	MAX 3				40					MO
B										DAY
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DOW
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR
E	YELLOW	3.0	4.5	3.0	4.1	3.7	4.5	3.0	4.0	MIN
F	RED	1.0	1.5	1.0	1.0	1.0	1.5	1.0	1.0	SEC
	PED XING FT		40				55			
	BIKE XING FT		50				106			

PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
EV SEL	0	PERMIT	1	2	3	4	5	6	7	8	0
RR1 CLR	5	RED LOCK				4	5				1
EVA DLY	0	YEL LOCK									2
EVA CLR	5	V RECALL		2				6			3
EVB DLY	0	P RECALL									4
EVB CLR	5	PED PHASES		2			5	6			5
EVC DLY	0	RT OLA									6
EVC CLR	5	RT OLB									7
EVD DLY	0	DBL ENTRY				4				8	8
EVD CLR	5	MAX 2 PHASES									9
MAX EV	255	LAG PHASES	READ ONLY								A
RR2 CLR	5	RED REST									B
		REST-IN-WALK									C
		MAX 3 PHASES				4					D
		YEL START UP		2				6			E
		FIRST PHASE				4					F
			1	2	3	4	5	6	7	8	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS ARE NOT TO BE CHANGED

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

		CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	60	75	100	100	100	100									LAG FZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR	0	0	0	0	0	0							GAPOUT CP1	1	LAG FZ CP 1		2		4	5			8	1
2														GAPOUT CP2	1	LAG FZ CP 2		2		4	5			8	2
3	FZ3 GRN FCTR	0	0	0	0	0	0							GAPOUT CP3	1	LAG FZ CP 3		2		4	5			8	3
4	FZ4 GRN FCTR	10	15	20	30	25	35				PERM TIME			GAPOUT CP4	0	LAG FZ CP 4		2		4	5			8	4
5	FZ5 GRN FCTR	20	25	35	30	40	25				LAG OFFSET			GAPOUT CP5		LAG FZ CP 5		2		4	5			8	5
6											FORCE OFF			GAPOUT CP6		LAG FZ CP 6		2		4	5			8	6
7	FZ7 GRN FCTR	0	0	0	0	0	0				LONG GRN			GAPOUT CP7		LAG FZ CP 7									7
8	FZ8 GRN FCTR	10	15	15	15	15	15				NO GREEN			GAPOUT CP8		LAG FZ CP 8									8
9	MULTI CYCLE	0	0	0	0	0	0							GAPOUT CP9		LAG FZ CP 9									9
A	OFFSET A	50	60	70	70	70	70				OFFSET					LAG C COORD									A
B	OFFSET B															LAG D COORD									B
C	OFFSET C															COORD FAZES		2				6			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
RT5 NB RAMP

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		
2		1
3		
4		
5		
6		
7		
8		

COO = **2**

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

D PAGE

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1				4	5				CP 1					5			
2	CP 2									CP 2				4	5				CP 2					5			
3	CP 3									CP 3				4	5				CP 3								
4	CP 4					5				CP 4				4					CP 4								
5	CP 5					5				CP 5									CP 5								
6	CP 6									CP 6				4					CP 6					5			
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED						6			6
7										4 PED				4					7
8										8 PED					5				8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
0	06	00	3	X	1	2	3	4	5	6	7
1	19	00	3		1	2	3	4	5	6	7
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0	06	00	1	A		2	3	4	5	6	
1	07	00	2	A		2	3	4	5	6	
2	07	30	3	A		2	3	4	5	6	
3	08	00	2	A		2	3	4	5	6	
4	09	30	6	A		2	3	4	5	6	
5	15	30	4	A		2	3	4	5	6	
6	18	00	2	A		2	3	4	5	6	
7	18	30	E			2	3	4	5	6	
8	15	00	5		1						7
9	19	00	E		1						7
A											
B											
C											
D											
E											
F											

9 PAGE CO9 = 2

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

LOCATION: **RTE 5 NB / SEA WORLD DRIVE**

CALTRANS C8 Version 3 DATE: 8/4/2010 PAGE 5

E PAGE D PAGE

F+C+F+1+2+3+E+B+ E+PHASES or TYPE+EVENT NO.									
		PHASES		TYPE			PHASES		TYPE	
		C		D			E		F	
0	I1	1		5,6		J1	5		5,6	
1	I2U	2		5,6		J2U	6		5,6	
2	I2L	2		5,6		J2L	6		5,6	
3	I3U	2		5,6		J3U	6		5,6	
4	I3L	2		5		J3L	6		5	
5	I4	2		7,8	**5,6**	J4	6		7,8	**5,6**
6	I5	3		5,6		J5	7		5,6	
7	I6U	4		5,6		J6U	8		5,6	
8	I6L	4		5,6		J6L	8		5,6	
9	I7U	4		5,6		J7U	8		5,6	
A	I7L	4		5		J7L	8		5	
B	I8	4		7,8	**5,6**	J8	8		7,8	
C	I9U	1		5,6		J9U	5		5,6	
D	I9L	3		5,6		J9L	7		5,6	

DETECTOR TYPE

1 RED LOCK

2 YELLOW LOCK

5 EXTENSION

6 COUNT

7 CALLING

8 TYPE 3 DISCONNECT

DETECTOR SETTINGS									
I FILE					J FILE				
	DELAY		CARRYOVER			DELAY		CARRYOVER	
I1	D10		D30		J1	D2O		D4O	
I2U	D11		D31	**1.6**	J2U	D21		D41	**1.6**
I2L	D12		D32		J2L	D22		D42	**1.6**
I3U	D13		D33		J3U	D23		D43	
I3L	D14		D34		J3L	D24		D44	
I4	D15		D35		J4	D25		D45	
I5	D16		D36		J5	D26		D46	
I6U	D17		D37		J6U	D27		D47	
I6L	D18		D38		J6L	D28	**10.0**	D48	
I7U	D19		D39		J7U	D29		D49	
I7L	D1A		D3A		J7L	D2A		D4A	
I8	D1B	**2.0**	D3B	**1.0**	J8	D2B		D4B	
I9U	D1C		D3C		J9U	D2C		D4C	
I9L	D1D		D3D		J9L	D2D		D4D	

REASSIGNS DETECTORS TO VARIOUS PHASES / FUNCTIONS

F-C-F MUST EQUAL ZERO WHEN FINISHED

LOWER CASE NUMBERS ARE DEFAULT VALUES

BLANK SPACES CONTAIN DEFAULTS (DO NOT ZERO OUT)

LOCATION: **RTE 5 SB / SEA WORLD DRIVE**

CALTRANS C8 Version 3 DATE: 2/11/2015

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8
0	WALK	1	7	7	1	1	1	1	1
1	DONT WALK	1	14	11	1	1	1	1	1
2	MIN GREEN	5	14	5	5	1	13	1	1
3	TYPE 3 DET	0	0	0	0	0	0	0	0
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	PASSAGE	2.0	2.0	0.9	1.0	0.9	2.0	0.9	0.9
6	MAX GAP	3.0	2.0	0.9	1.0	0.9	2.0	0.9	0.9
7	MIN GAP	1.0	2.0	0.9	1.0	0.9	2.0	0.9	0.9
8	MAX EXT	30	30	20	30	9	30	9	9
9	MAX 2								
A	MAX 3								
B									
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	YELLOW	3.7	4.5	3.0	4.1	3.0	4.5	3.0	3.0
F	RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	PED XING FT		49	38					
	BIKE XING FT		101				90		

	CLK RST
	YR
	MO
	DAY
	DOW
	HR
	MIN
	SEC

PRE-EMPTION E		FLAGS	1	2	3	4	5	6	7	8	
EV SEL	0	PERMIT	1	2	3	4	5	6	7	8	0
RR1 CLR	5	RED LOCK	1								1
EVA DLY	0	YEL LOCK									2
EVA CLR	5	V RECALL		2				6			3
EVB DLY	0	P RECALL									4
EVB CLR	5	PED PHASES		2	3						5
EVC DLY	0	RT OLA									6
EVC CLR	5	RT OLB									7
EVD DLY	0	DBL ENTRY									8
EVD CLR	5	MAX 2 PHASES									9
MAX EV	255	LAG PHASES	READ ONLY								A
RR2 CLR	5	RED REST									B
		REST-IN-WALK									C
		MAX 3 PHASES									D
		YEL START UP		2				6			E
		FIRST PHASE				4					F
			1	2	3	4	5	6	7	8	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FC0	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FD0 TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

NOTES:

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

		CONTROL PLANS									Y-COORD			LAG PHASE	FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	**60**	**75**	**100**	**100**	**100**	**100**								LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR	**10**	**15**	**15**	**15**	**15**	**20**							GAPOUT CP1	LAG FZ CP 1	**1**		**3**			**6**		**8**	1
2														GAPOUT CP2	LAG FZ CP 2	**1**		**3**			**6**		**8**	2
3	FZ3 GRN FCTR	**14**	**14**	**14**	**14**	**14**	**14**							GAPOUT CP3	LAG FZ CP 3	**1**		**3**			**6**		**8**	3
4	FZ4 GRN FCTR	**15**	**25**	**30**	**30**	**25**	**25**				PERM TIME			GAPOUT CP4	LAG FZ CP 4	**1**		**3**			**6**		**8**	4
5	FZ5 GRN FCTR	**0**	**0**	**0**	**0**	**0**	**0**				LAG OFFSET			GAPOUT CP5	LAG FZ CP 5	**1**		**3**			**6**		**8**	5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6	**1**		**3**			**6**		**8**	6
7	FZ7 GRN FCTR	**0**	**0**	**0**	**0**	**0**	**0**				LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR	**0**	**0**	**0**	**0**	**0**	**0**				NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**	**0**	**0**	**0**							GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A	**0**	**0**	**0**	**0**	**0**	**0**				OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
RTE 5 NB RAMP

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		**1**
2		
3		
4		
5		
6		
7		
8		

COO = **1**

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

D PAGE

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1	1			4					CP 1								
2	CP 2									CP 2	1			4					CP 2								
3	CP 3									CP 3	1			4					CP 3								
4	CP 4									CP 4	1			4					CP 4								
5	CP 5									CP 5	1			4					CP 5								
6	CP 6									CP 6	1			4					CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED			3						6
7										4 PED				4					7
8										8 PED								8	8
9																			9
A	OLA NOT			3						OLA ON	1	2		4		6			A
B	OLB NOT				4					OLB ON	1	2	3			6			B
C	OLC NOT	1			4					OLC ON		2	3			6			C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

LOCATION: **RTE 5 SB / SEA WORLD DRIVE**

CALTRANS C8 Version 3 DATE: 8/5/2003

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

1 TYPE OF MAX TERMINATION

2 MAX 2

3 MAX 3

4 COND SERV (1ST SELECT)

5 COND SERV (2ND SELECT)

6 ENERGIZE AUX OUTPUT-RED

7 ENERGIZE AUX OUTPUT-GREEN

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0	06	00	1	A		2	3	4	5	6	
1	07	00	2	A		2	3	4	5	6	
2	07	30	3	A		2	3	4	5	6	
3	08	00	2	A		2	3	4	5	6	
4	09	30	6	A		2	3	4	5	6	
5	15	30	4	A		2	3	4	5	6	
6	18	00	2	A		2	3	4	5	6	
7	18	30	E			2	3	4	5	6	
8	15	00	5	A	1						7
9	19	00	E		1						7
A											
B											
C											
D											
E											
F											

8 ENERGIZE AUX OUTPUT-YELLOW

9 TIME OF DAY MAX RECALL (1ST SELECT)

A TRAFFIC ACT. MAX 2 OPERATION

B TIME OF DAY MAX RECALL (2ND SELECT)

C YELLOW YIELD COORDINATION

D YELLOW YIELD COORDINATION

E TIME OF DAY FREE OPERATION

F FLASHING OPERATION

9 PAGE CO9 = 2

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

LOCATION: **RTE 5 SB / SEA WORLD DRIVE**

CALTRANS C8 Version 3 DATE: 8/4/2010 PAGE 5

E PAGE

D PAGE

F+C+F+1+2+3+E+B+ E+PHASES or TYPE+EVENT NO.									
		PHASES		TYPE			PHASES		TYPE	
		C		D			E		F	
0	I1	1		5,6		J1	5		5,6	
1	I2U	2		5,6		J2U	6		5,6	
2	I2L	2		5,6		J2L	6		5,6	
3	I3U	2		5,6		J3U	6		5,6	
4	I3L	2		5		J3L	6		5	
5	I4	2		7,8	**5,6**	J4	6		7,8	**5,6**
6	I5	3		5,6		J5	7		5,6	
7	I6U	4		5,6		J6U	8		5,6	
8	I6L	4		5,6		J6L	8		5,6	
9	I7U	4		5,6		J7U	8		5,6	
A	I7L	4		5		J7L	8		5	
B	I8	4		7,8		J8	8		7,8	
C	I9U	1		5,6		J9U	5		5,6	
D	I9L	3		5,6		J9L	7		5,6	

DETECTOR TYPE

1 RED LOCK

2 YELLOW LOCK

5 EXTENSION

6 COUNT

7 CALLING

8 TYPE 3 DISCONNECT

DETECTOR SETTINGS									
I FILE					J FILE				
	DELAY		CARRYOVER			DELAY		CARRYOVER	
I1	D10		D30		J1	D2O		D4O	
I2U	D11		D31	**1.6**	J2U	D21		D41	**1.6**
I2L	D12		D32	**1.6**	J2L	D22		D42	**1.6**
I3U	D13		D33		J3U	D23		D43	
I3L	D14		D34		J3L	D24		D44	
I4	D15		D35		J4	D25		D45	
I5	D16		D36		J5	D26		D46	
I6U	D17		D37		J6U	D27		D47	
I6L	D18		D38		J6L	D28		D48	
I7U	D19		D39		J7U	D29		D49	
I7L	D1A		D3A		J7L	D2A		D4A	
I8	D1B		D3B		J8	D2B		D4B	
I9U	D1C		D3C		J9U	D2C		D4C	
I9L	D1D		D3D		J9L	D2D		D4D	

REASSIGNS DETECTORS TO VARIOUS PHASES / FUNCTIONS

F-C-F MUST EQUAL ZERO WHEN FINISHED

LOWER CASE NUMBERS ARE DEFAULT VALUES

BLANK SPACES CONTAIN DEFAULTS (DO NOT ZERO OUT)

INTERSECTION: Sea World Dr @ Friars Rd

223 Pro m

Group Assignment:
Field Master Assignment:

N/S Street Name: Friars
E/W Street Name: Sea World

Last Database Change:
System Ref. Number:

Row	Column # → / Phase # →	1	2	3	4	5	6	7	8
		Sea World					Sea World		Friars
		↙	←------→				←		2+8 ↑ ⋮
0	Ped Walk		7						7
1	Ped FDW		21						20
2	Min Green	4	7				7		4
3	Type 3 Limit								
4	Add/Veh								
5	Veh Extn	2.0	4.0				5.2		2.0
6	Max Gap	2.0	4.0				5.2		2.0
7	Min Gap	2.0	0.2				0.2		2.0
8	Max Limit	30	60				60		40
9	Max Limit 2								
A	Bus Adv								
B	Call to Phs								
C	Reduce By		0.1				0.1		
D	Every		0.8				0.6		
E	Yellow	3.4	5.2				4.4		5.2
F	Red Clear	1.0	1.0				1.0		1.0
	Grade								

Phase Timing - Bank 1
F + Phase + Row
<F Page>

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

Preempt Timing
F + E + Row

Row	F
Permit	12 6 8
Red Lock	
Yellow Lock	
Min Recall	2 6
Ped Recall	
Peds (View)	2 8
Rest In Walk	
Red Rest	
Dbl Entry	
Max Recall	
Soft Recall	
Max 2	
Cond Serv	
Ped Lock	12345678
Yellow Start	2 6
1st Phases	8

Phase Functions <F Page>
F + F + Row

Max Initial	0
Red Revert	5.0
All Red Start	0.0

F + 0 + E
F + 0 + F
F + C + O

Start / Revert Times

Drop Number	
Zone Number	
Area Number	
Area Address	
QuicNet Channel	

C + 0 + 0
C + 0 + 1
C + 0 + 2
C + 0 + 3
(QuicNet)

Communication Addresses

Overlap Timing

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

<F Page>
F + COLOR +

<D Page>
D + 0 + OVERLAP

Manual Plan	14
Manual Offset	0

C + A + 1
C + B + 1

Manual Selection

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

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

C + F + O

	F	Row
Free Lag	2 6 8	0

Lag Phases <C Page>

Downtime Flash	255	(minutes)

Downtime Before Auto Manual Flash
F + 0 + 8

Disable Ports	234

Disable Communication Ports
D + D + 9

Timing Sheet By: FLG
Approved By: EFF
Drawing Number:
Timing Implemented On:

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

TOD Function

7 + ROW

<D Page>

D + F + ROW

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

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

Configuration

<E Page>

E + F + ROW

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1_34
F	IC Select (Interconnect)	2

Configuration

For access, set F + 9 + E = 1

E + E + ROW

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

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

Day of Week

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

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

Time and Date

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

Disable Parity	0	D+B+0

Dial-Up Telephone Communications

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

Program Information

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

Remote Download

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

Row	1 Delay	3 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Name	332 Input File	Detector Number
	1I1	14
	2I2U	1
	2I2L	5
	2I3U	21
	2I3L	25
	2I4	9
	3I5	16
	4I6U	3
	4I6L	7
	4I7U	23
	4I7L	27
	4I8	11
	1I9U	18
	3I9L	20
---	---	---
---	---	---

Row	2 Delay	4 Carry-over
0		
1		1.8
2		
3		
4		
5		
6		
7		
8		
9		
A		
B		
C		
D		
E	---	---
F	---	---

Detector Delay & Carryover <D Page>

Detector Name	332 Input File	Detector Number
	5J1	13
	6J2U	2
	6J2L	6
	6J3U	22
	6J3L	26
	6J4	10
	7J5	15
	8J6U	4
	8J6L	8
	8J7U	24
	8J7L	28
	8J8	12
	5J9U	17
	7J9L	19
---	---	---
---	---	---

D + X (across) + ROW

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

Active Detectors <D Page>

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

System Detectors <D Page>

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

Detector Failure Monitor

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

Advance Warning Beacon - Sign 1

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

Advance Warning Beacon - Sign 2

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

Power Cycle Correction (Default = 0.5)

APPENDIX D

EXISTING CONDITIONS TRAFFIC VOLUMES

ITM Peak Hour Summary

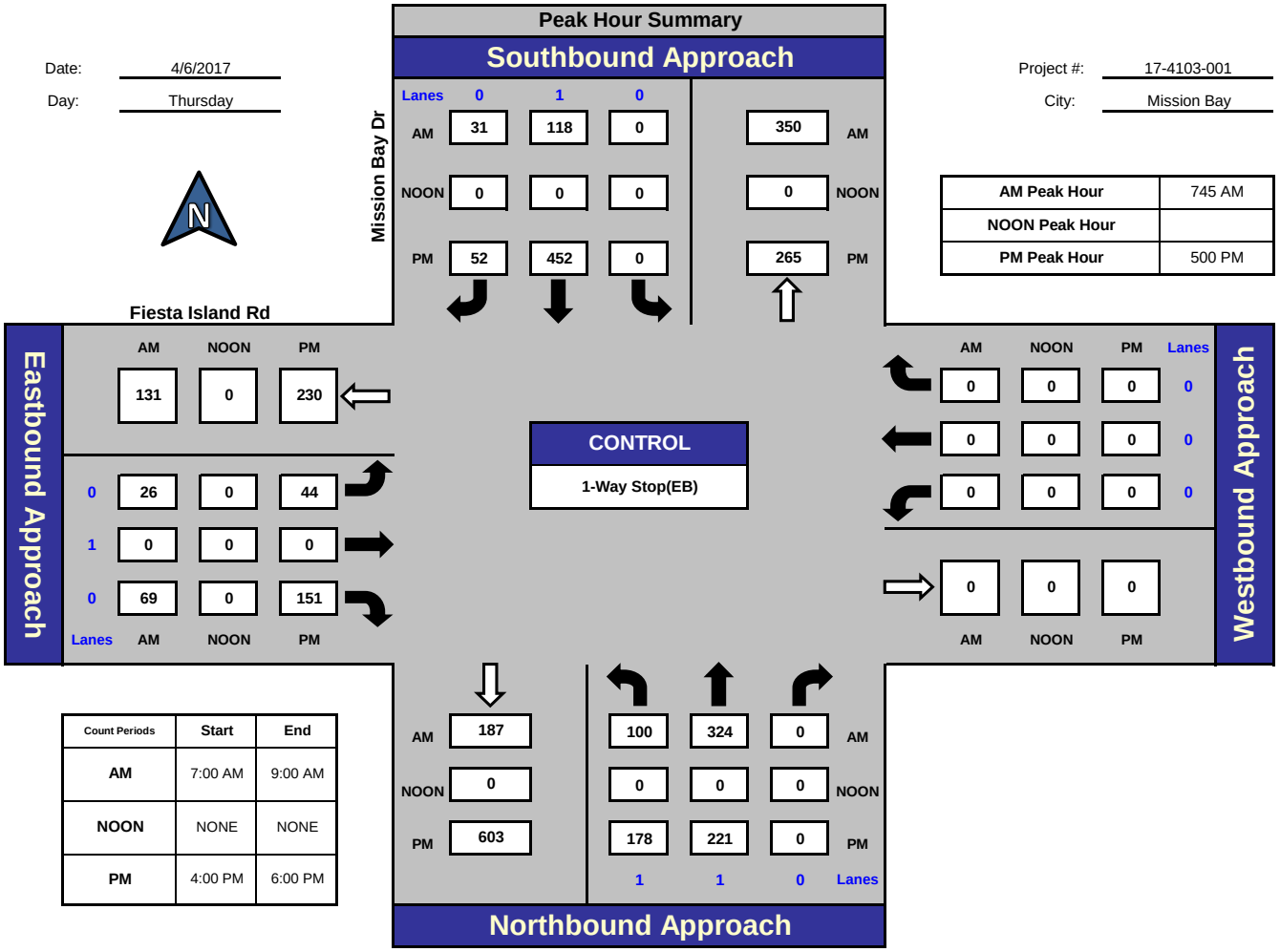
Prepared by:

National Data & Surveying Services

Mission Bay Dr and Fiesta Island Rd , Mission Bay

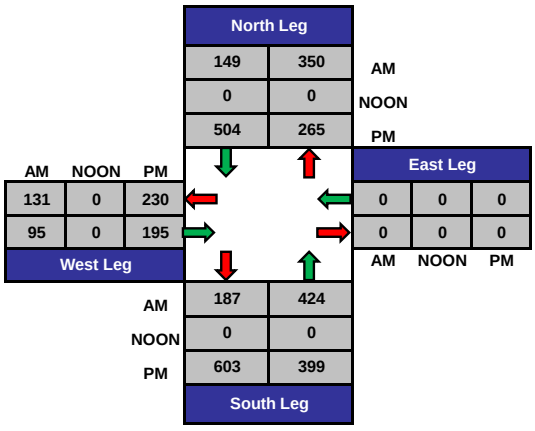
Date: 4/6/2017
Day: Thursday
Project #: 17-4103-001
City: Mission Bay

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

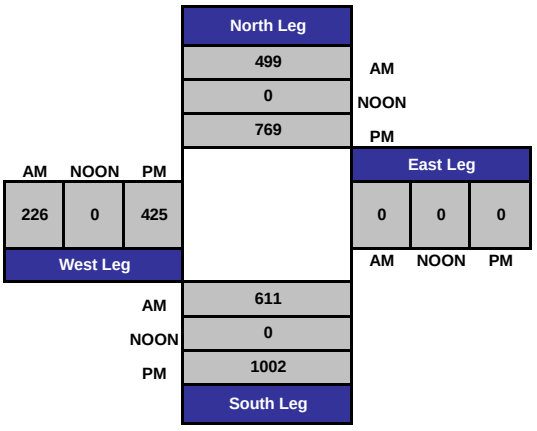


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

AM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
7:00 AM	18	38	0	0	18	10	8	0	6	0	0	0	98
7:15 AM	11	76	0	0	18	3	6	0	16	0	0	0	130
7:30 AM	21	74	0	0	19	9	7	0	12	0	0	0	142
7:45 AM	28	106	0	0	35	6	9	0	12	0	0	0	196
8:00 AM	25	78	0	0	29	11	8	0	17	0	0	0	168
8:15 AM	19	84	0	0	22	3	4	0	23	0	0	0	155
8:30 AM	28	56	0	0	32	11	5	0	17	0	0	0	149
8:45 AM	26	44	0	0	31	3	11	0	15	0	0	0	130
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	176	556	0	0	204	56	58	0	118	0	0	0	1168
APPROACH %'s :	24.04%	75.96%	0.00%	0.00%	78.46%	21.54%	32.95%	0.00%	67.05%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	100	324	0	0	118	31	26	0	69	0	0	0	668
PEAK HR FACTOR :	0.791			0.866			0.880			0.000			0.852

UTURNS

	NB	SB	EB	WB
7:00 AM	1	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	1	0	0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	2	0	0	0

CONTROL : 1-Way Stop(EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	25	47	0	0	83	11	9	0	22	0	0	0	197
4:15 PM	28	46	0	0	65	12	16	0	29	0	0	0	196
4:30 PM	37	49	0	0	84	10	7	0	29	0	0	0	216
4:45 PM	43	53	0	0	90	7	13	0	30	0	0	0	236
5:00 PM	49	46	0	0	118	7	9	0	32	0	0	0	261
5:15 PM	42	70	0	0	109	20	13	0	46	0	0	0	300
5:30 PM	48	62	0	0	111	14	12	0	46	0	0	0	293
5:45 PM	39	43	0	0	114	11	10	0	27	0	0	0	244
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	311	416	0	0	774	92	89	0	261	0	0	0	1943
APPROACH %'s :	42.78%	57.22%	0.00%	0.00%	89.38%	10.62%	25.43%	0.00%	74.57%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	178	221	0	0	452	52	44	0	151	0	0	0	1098
PEAK HR FACTOR :	0.891			0.977			0.826			0.000			0.915

UTURNS

	NB	SB	EB	WB
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	1	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
TOTAL VOLUMES :	1	0	0	0

CONTROL : 1-Way Stop(EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : 1-Way Stop(EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Mission Bay Dr and Fiesta Island Rd , Mission Bay

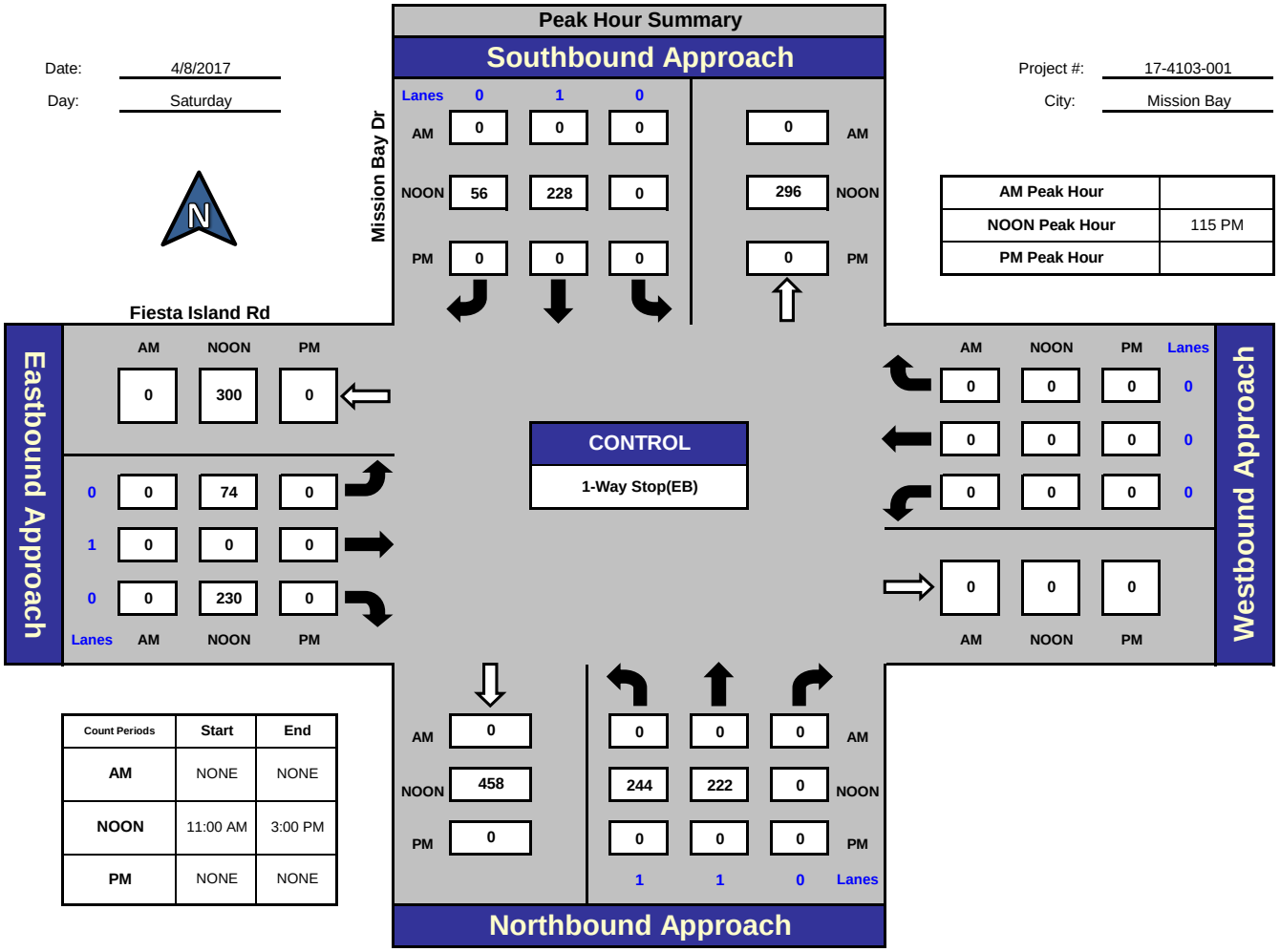
Date: 4/8/2017

Day: Saturday

Project #: 17-4103-001

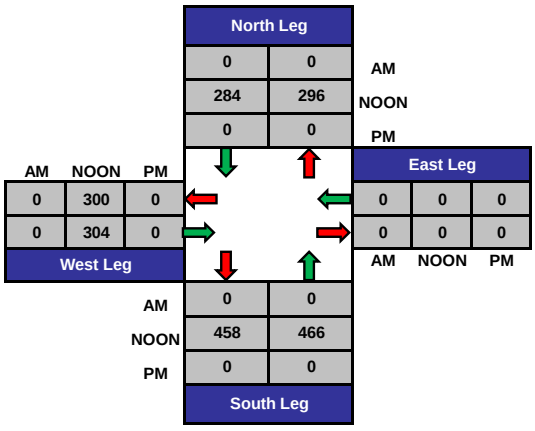
City: Mission Bay

AM Peak Hour	
NOON Peak Hour	115 PM
PM Peak Hour	

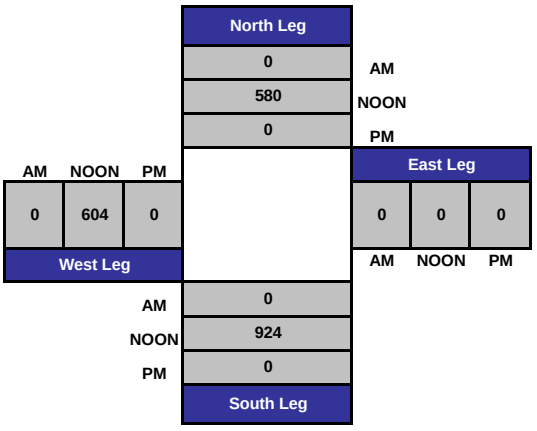


Count Periods	Start	End
AM	NONE	NONE
NOON	11:00 AM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

AM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop(EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : 1-Way Stop(EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
11:00 AM	50	50	0	0	41	12	7	0	44	0	0	0	204
11:15 AM	52	41	0	0	38	20	11	0	54	0	0	0	216
11:30 AM	57	44	0	0	51	13	13	0	58	0	0	0	236
11:45 AM	66	43	0	0	35	14	21	0	56	0	0	0	235
12:00 PM	47	44	0	0	35	16	15	0	53	0	0	0	210
12:15 PM	60	50	0	0	55	12	17	0	52	0	0	0	246
12:30 PM	63	41	0	0	43	15	21	0	61	0	0	0	244
12:45 PM	50	55	0	1	49	17	8	0	66	0	0	0	246
1:00 PM	69	49	0	0	48	16	12	0	67	0	0	0	261
1:15 PM	64	55	0	0	44	14	22	0	66	0	0	0	265
1:30 PM	56	45	0	0	38	12	15	0	61	0	0	0	227
1:45 PM	63	64	0	0	77	15	18	0	56	0	0	0	293
2:00 PM	61	58	0	0	69	15	19	0	47	0	0	0	269
2:15 PM	59	54	0	0	52	13	12	0	53	0	0	0	243
2:30 PM	37	61	0	0	43	21	12	0	66	0	0	0	240
2:45 PM	61	65	0	0	41	14	18	0	68	0	0	0	267
TOTAL VOLUMES :	915	819	0	1	759	239	241	0	928	0	0	0	3902
APPROACH %'s :	52.77%	47.23%	0.00%	0.10%	75.98%	23.92%	20.62%	0.00%	79.38%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	115 PM												TOTAL
PEAK HR VOL :	244	222	0	0	228	56	74	0	230	0	0	0	1054
PEAK HR FACTOR :		0.917			0.772			0.864			0.000		0.899

UTURNS

	NB	SB	EB	WB
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	1	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	1	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
TOTAL VOLUMES :	1	1	0	0

CONTROL : 1-Way Stop(EB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Sea World Dr and Fiesta Island Rd , Mission Bay

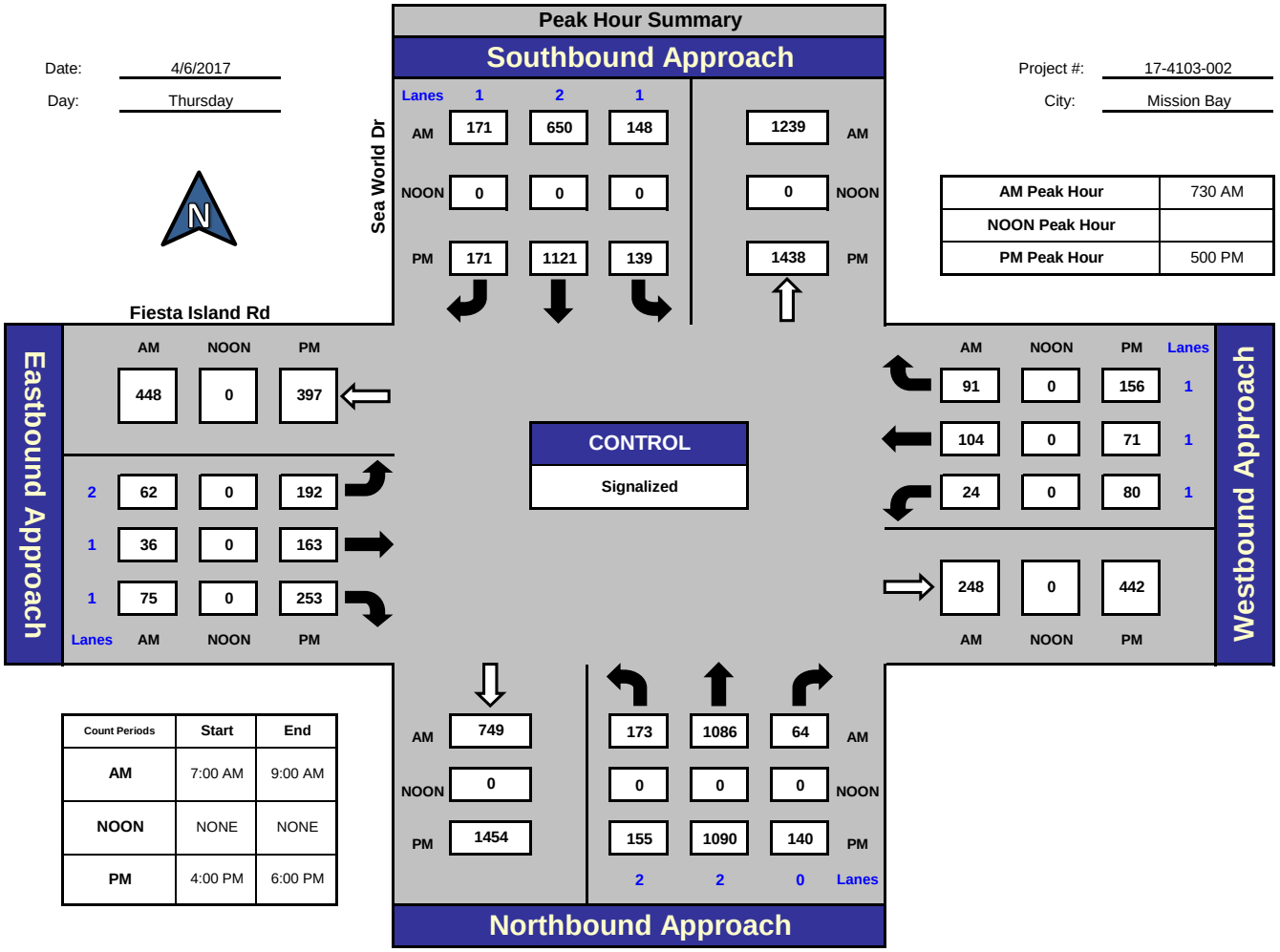
Date: 4/6/2017

Day: Thursday

Project #: 17-4103-002

City: Mission Bay

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
969	1239	AM
0	0	NOON
1431	1438	PM

West Leg			East Leg		
AM	NOON	PM			
448	0	397	219	0	307
173	0	608	248	0	442
			AM	NOON	PM

South Leg		
749	1323	AM
0	0	NOON
1454	1385	PM

Total Volume Per Leg

North Leg	
2208	AM
0	NOON
2869	PM

West Leg			East Leg		
AM	NOON	PM			
621	0	1005	467	0	749
			AM	NOON	PM

South Leg	
2072	AM
0	NOON
2839	PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-002 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

AM

NS/EW Streets:	Sea World Dr			Sea World Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
7:00 AM	13	251	10	33	149	23	13	8	5	7	16	10	538
7:15 AM	33	269	11	31	182	26	10	8	13	8	26	17	634
7:30 AM	46	289	21	35	178	38	8	6	15	1	22	17	676
7:45 AM	50	268	18	51	153	55	17	13	20	14	35	38	732
8:00 AM	30	278	9	32	152	38	23	11	18	4	27	18	640
8:15 AM	47	251	16	30	167	40	14	6	22	5	20	18	636
8:30 AM	41	235	13	30	147	32	20	5	23	12	14	26	598
8:45 AM	30	216	13	42	184	27	14	10	24	11	12	14	597
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	290	2057	111	284	1312	279	119	67	140	62	172	158	5051
APPROACH %'s :	11.80%	83.69%	4.52%	15.15%	69.97%	14.88%	36.50%	20.55%	42.94%	15.82%	43.88%	40.31%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	173	1086	64	148	650	171	62	36	75	24	104	91	2684
PEAK HR FACTOR :		0.929			0.935			0.832			0.629		0.917

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-002 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

PM

NS/EW Streets:	Sea World Dr			Sea World Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
4:00 PM	36	210	22	32	267	27	32	23	44	35	13	47	788
4:15 PM	24	268	28	27	320	39	27	26	45	28	12	32	876
4:30 PM	34	228	32	29	272	32	34	30	59	30	17	49	846
4:45 PM	37	276	16	33	282	51	39	27	49	39	9	44	902
5:00 PM	33	273	34	32	277	44	45	44	52	25	21	48	928
5:15 PM	38	270	31	37	285	49	53	40	69	24	21	39	956
5:30 PM	40	251	41	35	273	50	61	39	70	16	16	41	933
5:45 PM	44	296	34	35	286	28	33	40	62	15	13	28	914
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	286	2072	238	260	2262	320	324	269	450	212	122	328	7143
APPROACH %'s :	11.02%	79.82%	9.17%	9.15%	79.59%	11.26%	31.06%	25.79%	43.14%	32.02%	18.43%	49.55%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	155	1090	140	139	1121	171	192	163	253	80	71	156	3731
PEAK HR FACTOR :		0.926			0.964			0.894			0.816		0.976

UTURNS

	NB	SB	EB	WB
	1	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	1	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-002 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

NOON

NS/EW Streets:	Sea World Dr			Sea World Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	1	2	1	1	1	1	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Sea World Dr and Fiesta Island Rd , Mission Bay

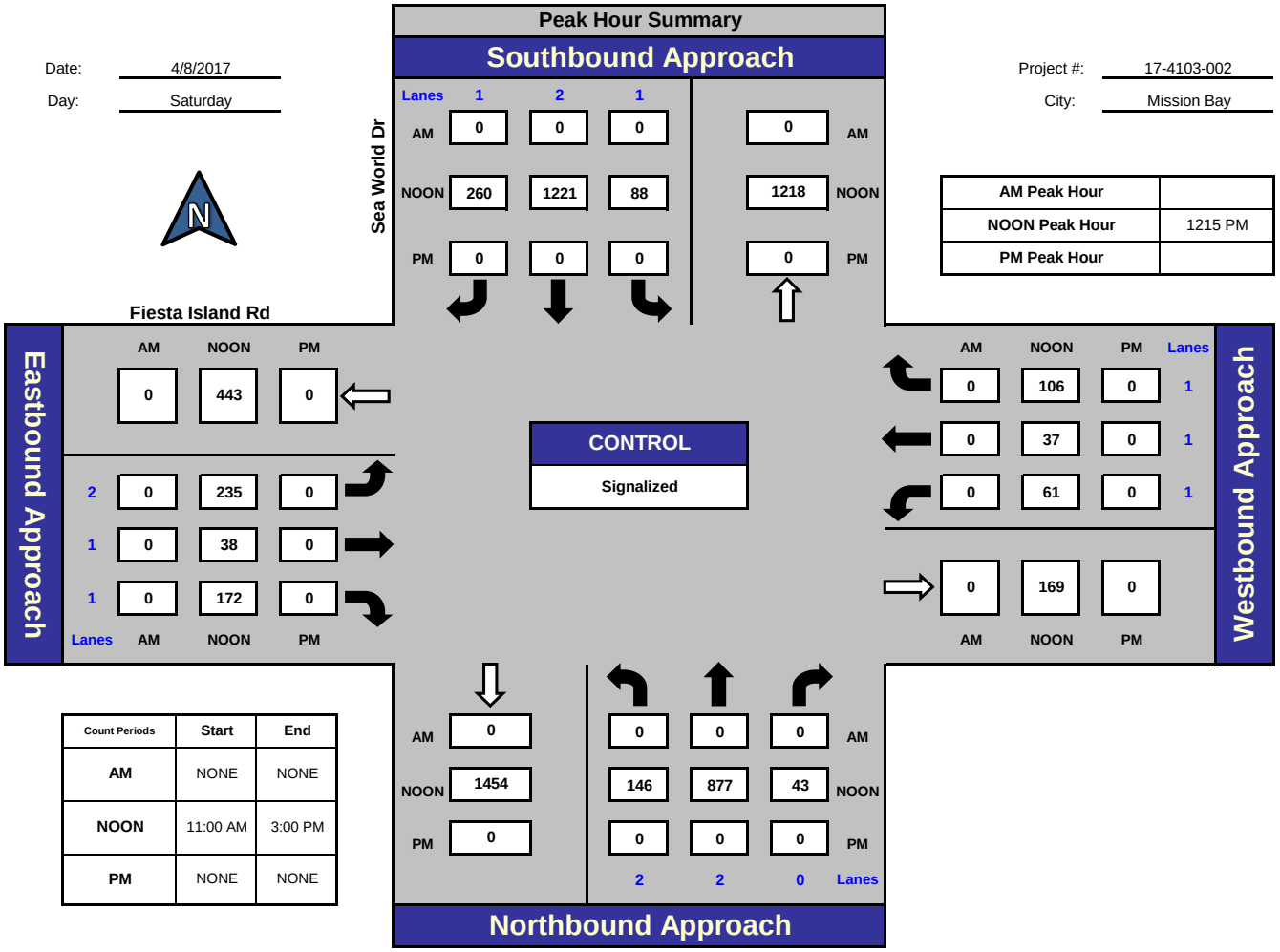
Date: 4/8/2017

Day: Saturday

Project #: 17-4103-002

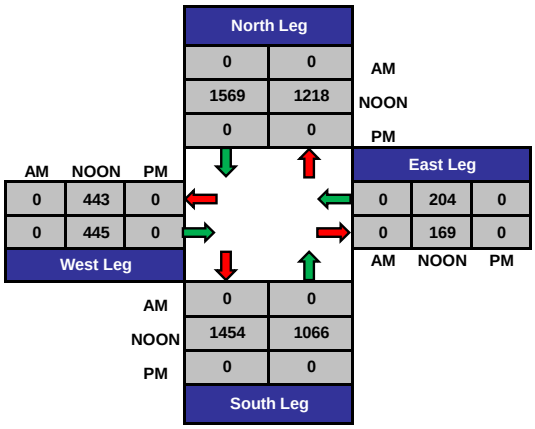
City: Mission Bay

AM Peak Hour	
NOON Peak Hour	1215 PM
PM Peak Hour	

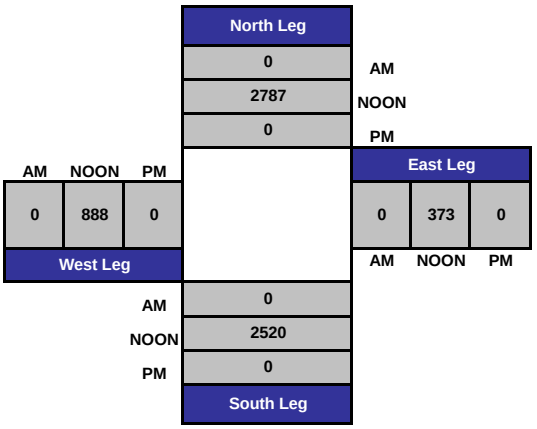


Count Periods	Start	End
AM	NONE	NONE
NOON	11:00 AM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-002 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

AM

NS/EW Streets:	Sea World Dr			Sea World Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	1	2	1	1	1	1	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-002 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

PM

NS/EW Streets:	Sea World Dr			Sea World Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	1	2	1	1	1	1	1	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-002 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

NOON

NS/EW Streets:	Sea World Dr			Sea World Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
11:00 AM	29	164	10	12	264	64	46	9	37	13	15	17	680
11:15 AM	29	224	8	23	335	37	45	8	34	12	8	28	791
11:30 AM	26	199	8	22	318	67	48	8	51	19	13	30	809
11:45 AM	37	209	7	28	289	55	60	7	31	15	19	27	784
12:00 PM	26	210	14	18	326	43	42	5	33	8	12	25	762
12:15 PM	46	209	9	27	282	57	60	13	42	16	11	23	795
12:30 PM	34	226	17	21	292	58	61	8	43	18	7	29	814
12:45 PM	37	220	6	20	345	65	55	10	45	14	5	29	851
1:00 PM	29	222	11	20	302	80	59	7	42	13	14	25	824
1:15 PM	29	191	9	14	284	74	59	8	46	16	9	25	764
1:30 PM	28	226	11	23	283	70	47	25	29	20	11	17	790
1:45 PM	31	209	8	18	309	87	61	16	47	13	8	21	828
2:00 PM	26	203	13	21	272	71	60	12	49	12	17	21	777
2:15 PM	32	246	9	18	258	69	49	9	38	14	11	31	784
2:30 PM	28	258	9	23	277	62	44	14	52	7	17	24	815
2:45 PM	36	209	8	14	244	80	67	13	39	16	11	21	758
TOTAL VOLUMES :	NL 503	NT 3425	NR 157	SL 322	ST 4680	SR 1039	EL 863	ET 172	ER 658	WL 226	WT 188	WR 393	TOTAL 12626
APPROACH %'s :	12.31%	83.84%	3.84%	5.33%	77.47%	17.20%	50.97%	10.16%	38.87%	28.00%	23.30%	48.70%	
PEAK HR START TIME :	1215 PM												TOTAL
PEAK HR VOL :	146	877	43	88	1221	260	235	38	172	61	37	106	3284
PEAK HR FACTOR :		0.962			0.912			0.967			0.944		0.965

UTURNS

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-5 SB Ramps and Sea World Dr , Mission Bay

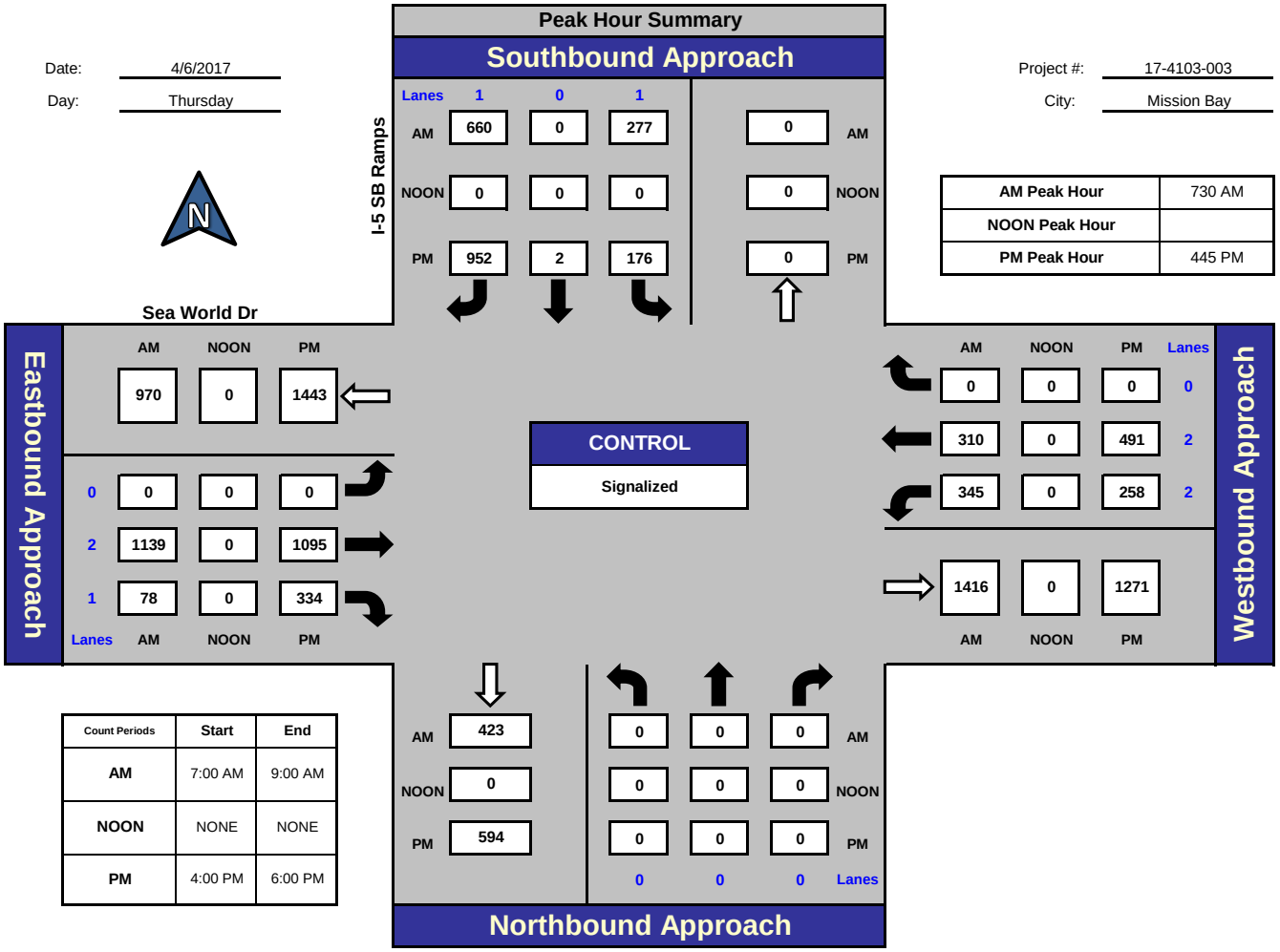
Date: 4/6/2017

Day: Thursday

Project #: 17-4103-003

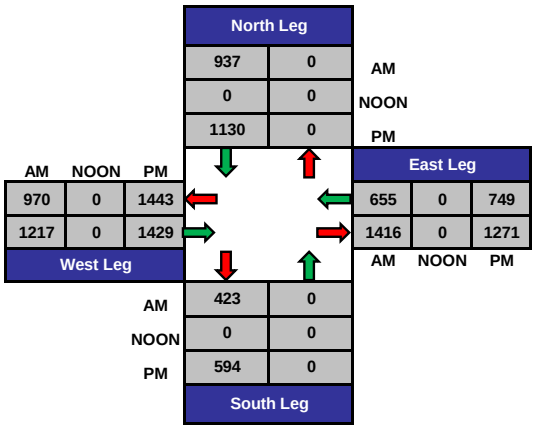
City: Mission Bay

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

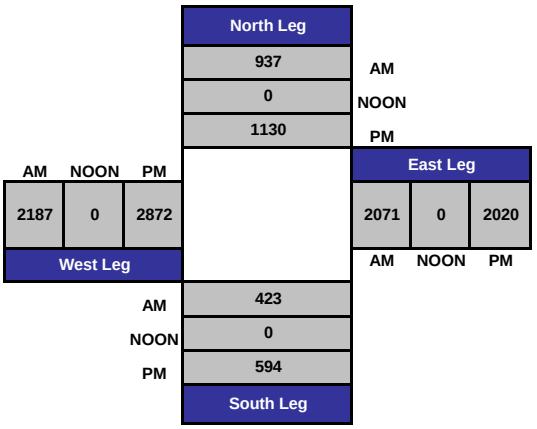


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-003 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

AM

NS/EW Streets:	I-5 SB Ramps			I-5 SB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	2	2	0	
7:00 AM	0	0	0	46	0	146	0	249	18	48	63	0	570
7:15 AM	0	0	0	68	0	175	0	285	16	61	57	0	662
7:30 AM	0	0	0	77	0	187	0	290	14	70	55	0	693
7:45 AM	0	0	0	66	0	176	0	313	23	78	95	0	751
8:00 AM	0	0	0	64	0	144	0	284	20	104	85	0	701
8:15 AM	0	0	0	70	0	153	0	252	21	93	75	0	664
8:30 AM	0	0	0	81	0	138	0	267	23	66	66	0	641
8:45 AM	0	0	0	79	0	175	0	226	23	72	73	0	648
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	551	0	1294	0	2166	158	592	569	0	5330
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	29.86%	0.00%	70.14%	0.00%	93.20%	6.80%	50.99%	49.01%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	277	0	660	0	1139	78	345	310	0	2809
PEAK HR FACTOR :	0.000			0.887			0.906			0.866			0.935

UTURNS

NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0

NB	SB	EB	WB
0	0	0	1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-003 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

PM

NS/EW Streets:	I-5 SB Ramps			I-5 SB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	2	2	0	
4:00 PM	0	0	0	58	2	243	0	244	55	74	100	0	776
4:15 PM	0	0	0	49	1	267	0	267	64	56	104	0	808
4:30 PM	0	0	0	47	1	261	0	237	65	55	84	0	750
4:45 PM	0	0	0	46	1	244	0	268	86	56	127	0	828
5:00 PM	0	0	0	53	1	238	0	258	92	65	103	0	810
5:15 PM	0	0	0	35	0	246	0	293	68	79	131	0	852
5:30 PM	0	0	0	42	0	224	0	276	88	58	130	0	818
5:45 PM	0	0	0	61	3	240	0	284	68	46	81	0	783
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	391	9	1963	0	2127	586	489	860	0	6425
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	16.55%	0.38%	83.07%	0.00%	78.40%	21.60%	36.25%	63.75%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	176	2	952	0	1095	334	258	491	0	3308
PEAK HR FACTOR :	0.000			0.967			0.981			0.892			0.971

UTURNS

NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	2
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	0	0	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-003 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

NOON

NS/EW Streets:	I-5 SB Ramps			I-5 SB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	2	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-5 SB Ramps and Sea World Dr , Mission Bay

Date: 4/8/2017

Day: Saturday

Project #: 17-4103-003

City: Mission Bay

AM Peak Hour	
NOON Peak Hour	1230 PM
PM Peak Hour	

Peak Hour Summary

Southbound Approach

Lanes	1	0	1		
AM	0	0	0	0	AM
NOON	1071	5	211	0	NOON
PM	0	0	0	0	PM

I-5 SB Ramps

Sea World Dr

Eastbound Approach

	AM	NOON	PM	
	0	1603	0	
0	0	0	0	
2	0	951	0	
1	0	265	0	
Lanes	AM	NOON	PM	

CONTROL

Signalized

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	0	532	0	2
	0	295	0	2
	0	1162	0	
	AM	NOON	PM	

Count Periods	Start	End
AM	NONE	NONE
NOON	11:00 AM	3:00 PM
PM	NONE	NONE

Northbound Approach

AM	0	0	0	0	AM
NOON	565	0	0	0	NOON
PM	0	0	0	0	PM
		0	0	0	Lanes

Total Ins & Outs

	North Leg		
	0	0	AM
	1287	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	1603	0	0	827	0
0	1216	0	0	1162	0
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	565	0
PM	0	0

Total Volume Per Leg

	North Leg	
	0	AM
	1287	NOON
	0	PM

West Leg			East Leg		
AM	NOON	PM			
0	2819	0	0	1989	0
			AM	NOON	PM

	South Leg
AM	0
NOON	565
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-003 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

AM

NS/EW Streets:	I-5 SB Ramps			I-5 SB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	2	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-003 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

PM

NS/EW Streets:	I-5 SB Ramps			I-5 SB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	2	2	0	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-003 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

NOON

NS/EW Streets:	I-5 SB Ramps			I-5 SB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	2	2	0	
11:00 AM	0	0	0	69	1	225	0	192	49	73	126	0	735
11:15 AM	0	0	0	53	2	256	0	218	67	77	126	0	799
11:30 AM	0	0	0	65	0	269	0	230	48	69	137	0	818
11:45 AM	0	0	0	63	0	267	0	235	50	66	122	0	803
12:00 PM	0	0	0	62	1	263	0	235	56	79	108	0	804
12:15 PM	0	0	0	58	1	252	0	205	74	63	123	0	776
12:30 PM	0	0	0	48	1	268	0	252	62	82	122	0	835
12:45 PM	0	0	0	51	0	292	0	229	81	82	126	0	861
1:00 PM	0	0	0	44	1	260	0	250	62	69	133	0	819
1:15 PM	0	0	0	68	3	251	0	220	60	62	151	0	815
1:30 PM	0	0	0	53	1	254	0	225	70	68	101	0	772
1:45 PM	0	0	0	40	2	248	0	211	76	81	157	0	815
2:00 PM	0	0	0	68	3	266	0	214	74	62	104	0	791
2:15 PM	0	0	0	69	0	242	0	232	72	66	99	0	780
2:30 PM	0	0	0	62	0	246	0	250	77	69	112	0	816
2:45 PM	0	0	0	68	1	219	0	242	80	47	130	0	787
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	941	17	4078	0	3640	1058	1115	1977	0	12826
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	18.69%	0.34%	80.98%	0.00%	77.48%	22.52%	36.06%	63.94%	0.00%	
PEAK HR START TIME :	1230 PM												TOTAL
PEAK HR VOL :	0	0	0	211	5	1071	0	951	265	295	532	0	3330
PEAK HR FACTOR :		0.000			0.938			0.968			0.971		0.967

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	1
	0	0	0	1
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	1
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	0	0	3

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-5 NB Ramps and Sea World Dr , Mission Bay

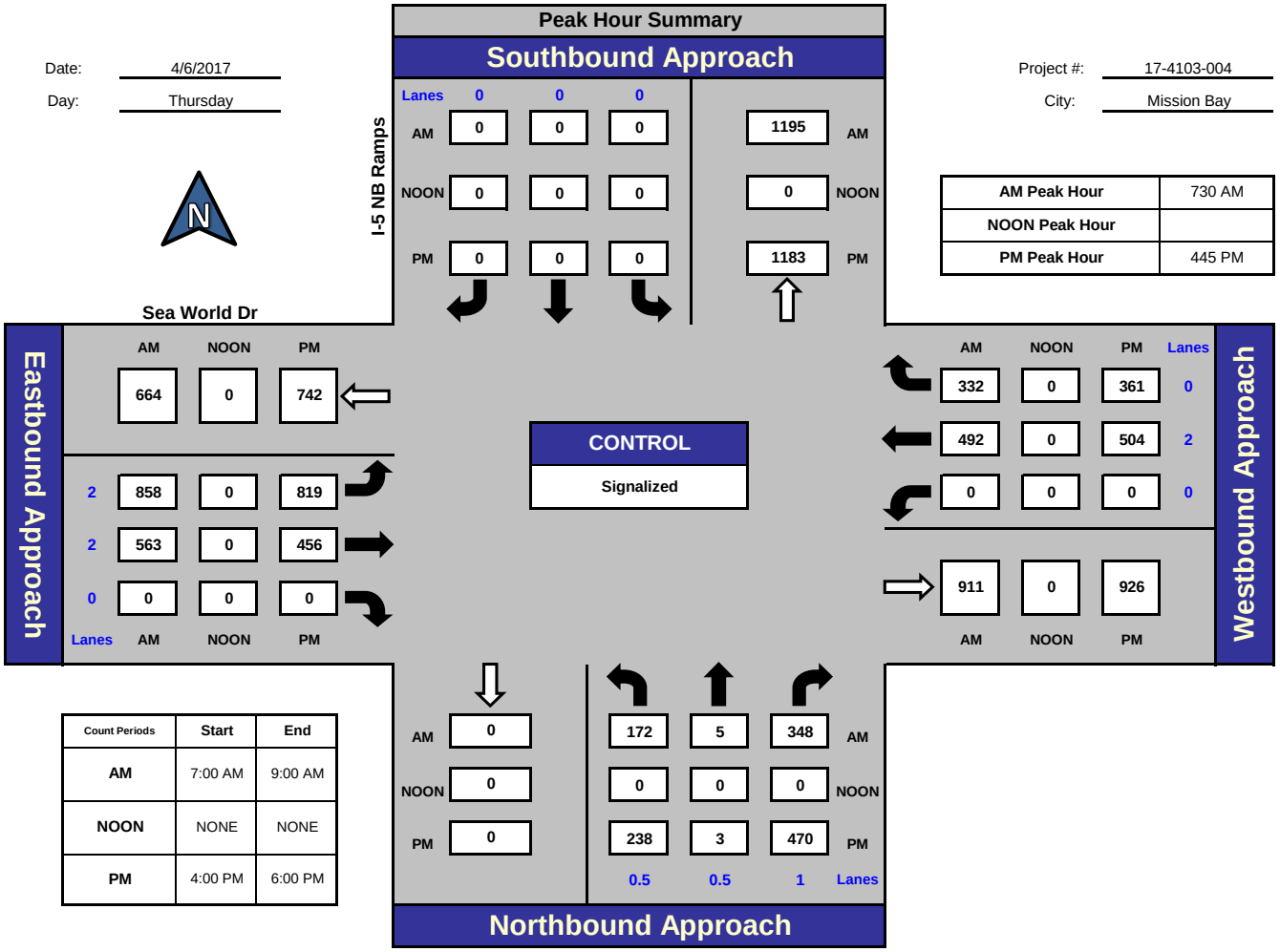
Date: 4/6/2017

Day: Thursday

Project #: 17-4103-004

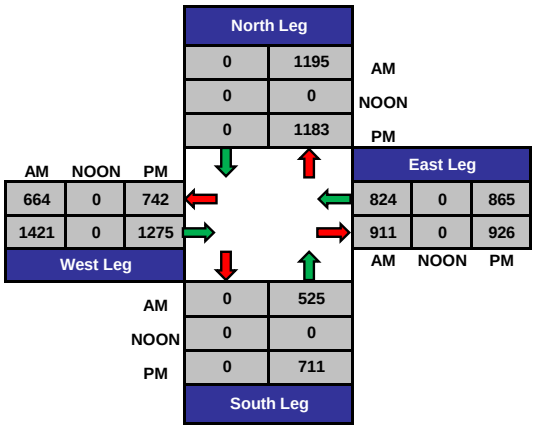
City: Mission Bay

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

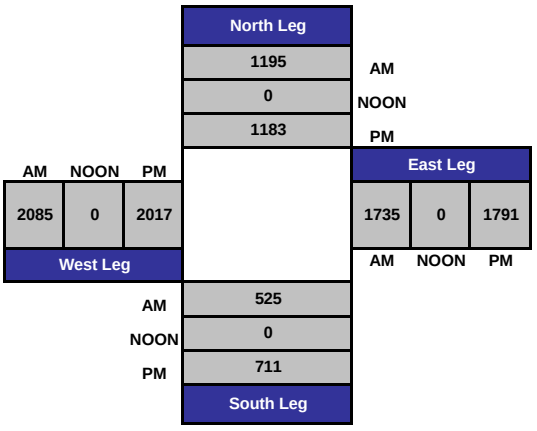


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-004 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

AM

NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	2	0	
7:00 AM	28	1	58	0	0	0	217	70	0	0	84	96	554
7:15 AM	27	2	62	0	0	0	241	116	0	0	88	95	631
7:30 AM	41	1	91	0	0	0	226	135	0	0	97	92	683
7:45 AM	48	3	99	0	0	0	208	173	0	0	125	83	739
8:00 AM	35	1	74	0	0	0	227	127	0	0	159	77	700
8:15 AM	48	0	84	0	0	0	197	128	0	0	111	80	648
8:30 AM	35	0	99	0	0	0	214	136	0	0	105	62	651
8:45 AM	34	0	98	0	0	0	161	142	0	0	104	64	603
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	296	8	665	0	0	0	1691	1027	0	0	873	649	5209
APPROACH %'s :	30.55%	0.83%	68.63%	#DIV/0!	#DIV/0!	#DIV/0!	62.21%	37.79%	0.00%	0.00%	57.36%	42.64%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	172	5	348	0	0	0	858	563	0	0	492	332	2770
PEAK HR FACTOR :	0.875			0.000			0.932			0.873			0.937

UTURNS

	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-004 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

PM

NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	2	0	
4:00 PM	52	2	122	0	0	0	185	117	0	1	118	88	685
4:15 PM	48	0	126	0	0	0	200	114	0	0	115	99	702
4:30 PM	47	0	113	0	0	0	191	94	0	0	95	95	635
4:45 PM	57	2	136	0	0	0	200	118	0	0	126	76	715
5:00 PM	55	1	117	0	0	0	194	115	0	0	123	106	711
5:15 PM	72	0	123	0	0	0	227	106	0	0	127	70	725
5:30 PM	54	0	94	0	0	0	198	117	0	0	128	109	700
5:45 PM	33	0	90	0	0	0	217	134	0	0	91	63	628
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	418	5	921	0	0	0	1612	915	0	1	923	706	5501
APPROACH %'s :	31.10%	0.37%	68.53%	#DIV/0!	#DIV/0!	#DIV/0!	63.79%	36.21%	0.00%	0.06%	56.63%	43.31%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	238	3	470	0	0	0	819	456	0	0	504	361	2851
PEAK HR FACTOR :		0.912			0.000			0.957			0.912		0.983

UTURNS	NB	SB	EB	WB
	0	0	0	1
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	0	0	0	1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-004 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

NOON

NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

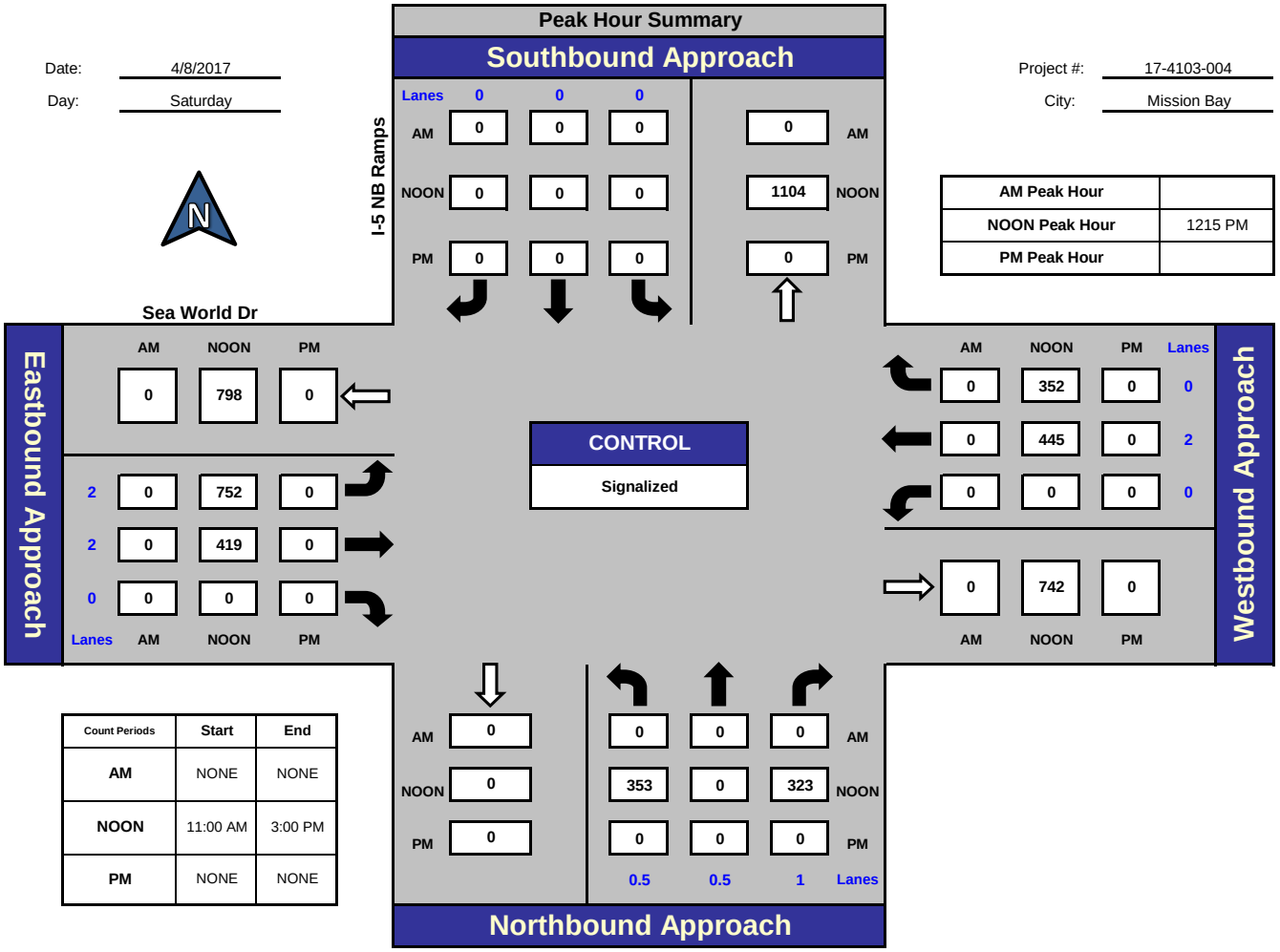
I-5 NB Ramps and Sea World Dr , Mission Bay

Date: 4/8/2017

Day: Saturday

Project #: 17-4103-004

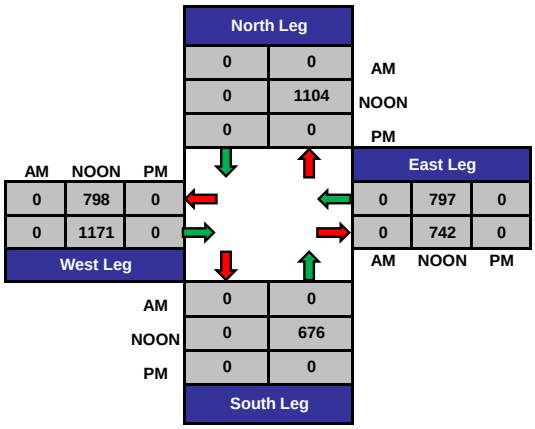
City: Mission Bay



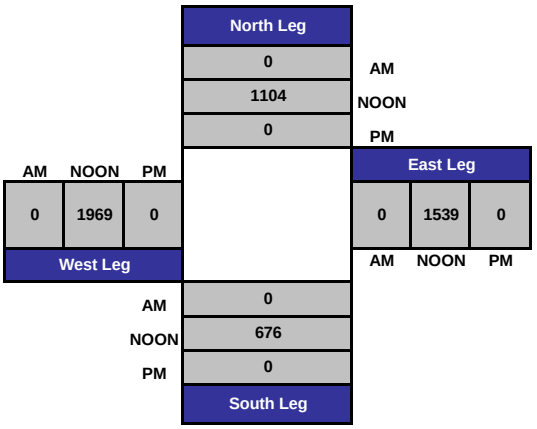
AM Peak Hour	
NOON Peak Hour	1215 PM
PM Peak Hour	

Count Periods	Start	End
AM	NONE	NONE
NOON	11:00 AM	3:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-004 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

AM

NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	2	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS

NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-004 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

PM

NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	0	0	2	2	0	0	2	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-004 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

NOON

NS/EW Streets:	I-5 NB Ramps			I-5 NB Ramps			Sea World Dr			Sea World Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 0	SR 0	EL 2	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
11:00 AM	90	1	80	0	0	0	143	100	0	0	128	97	639
11:15 AM	81	2	76	0	0	0	177	114	0	0	124	77	651
11:30 AM	90	0	77	0	0	0	189	109	0	0	100	98	663
11:45 AM	86	1	81	0	0	0	173	103	0	0	113	74	631
12:00 PM	78	1	80	0	0	0	176	102	0	0	104	71	612
12:15 PM	75	0	91	0	0	0	173	118	0	0	104	82	643
12:30 PM	87	0	83	0	0	0	206	109	0	0	119	87	691
12:45 PM	98	0	81	0	0	0	170	95	0	0	116	88	648
1:00 PM	93	0	68	0	0	0	203	97	0	0	106	95	662
1:15 PM	104	0	82	0	0	0	166	120	0	0	98	69	639
1:30 PM	86	0	86	0	0	0	193	85	0	0	109	65	624
1:45 PM	118	1	72	0	0	0	140	111	0	0	108	115	665
2:00 PM	75	2	89	0	0	0	173	116	0	0	82	83	620
2:15 PM	70	0	73	0	0	0	176	129	0	0	97	81	626
2:30 PM	87	0	72	0	0	0	214	117	0	0	99	93	682
2:45 PM	86	3	76	0	0	0	181	111	0	0	84	83	624
TOTAL VOLUMES :	NL 1404	NT 11	NR 1267	SL 0	ST 0	SR 0	EL 2853	ET 1736	ER 0	WL 0	WT 1691	WR 1358	TOTAL 10320
APPROACH %'s :	52.35%	0.41%	47.24%	#DIV/0!	#DIV/0!	#DIV/0!	62.17%	37.83%	0.00%	0.00%	55.46%	44.54%	
PEAK HR START TIME :	1215 PM												TOTAL
PEAK HR VOL :	353	0	323	0	0	0	752	419	0	0	445	352	2644
PEAK HR FACTOR :		0.944			0.000			0.929			0.967		0.957

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	1	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
TOTAL VOLUMES :	0	0	1	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Sea World Dr and Friars Rd , Mission Bay

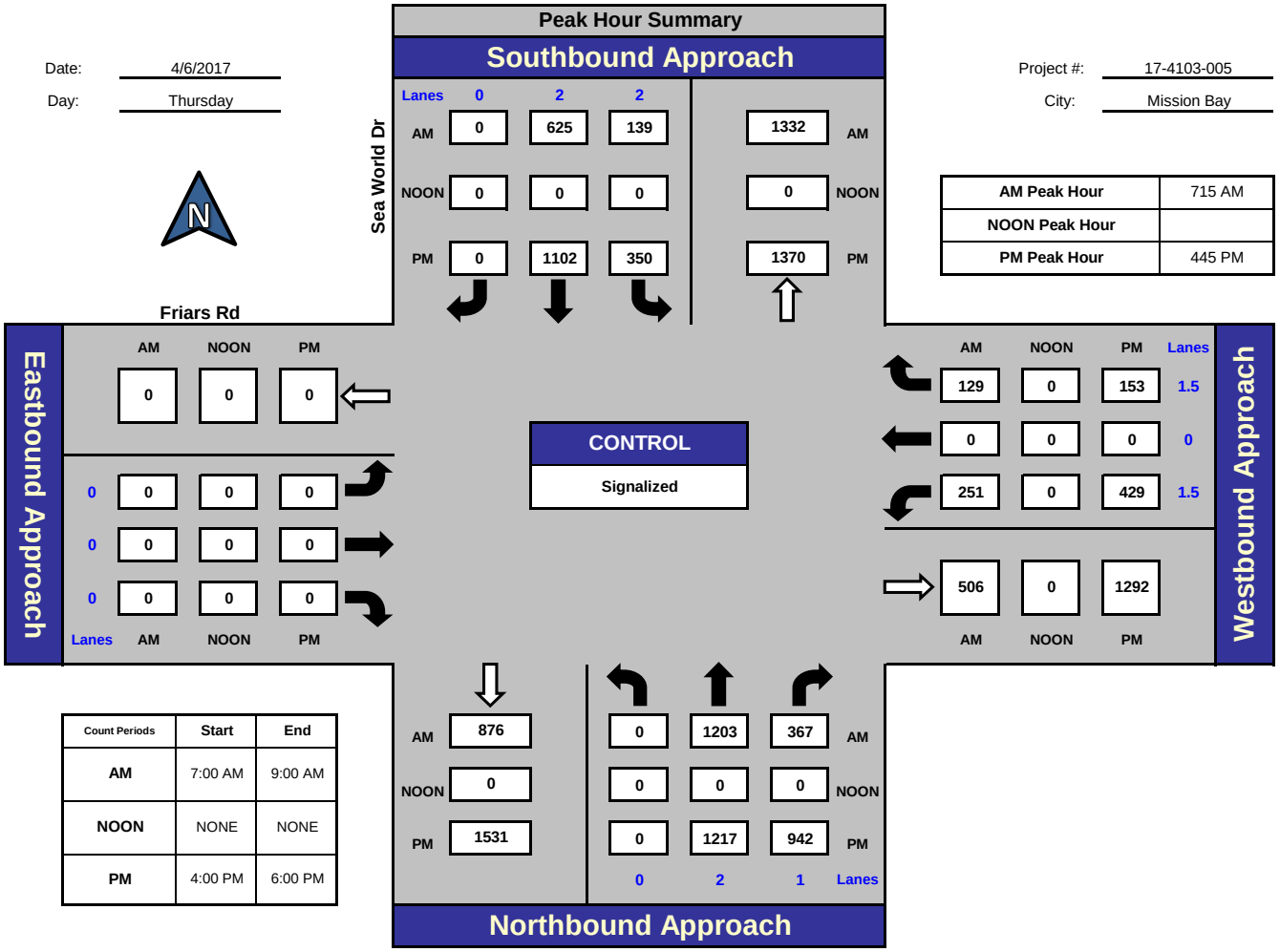
Date: 4/6/2017

Day: Thursday

Project #: 17-4103-005

City: Mission Bay

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	764	1332	AM
	0	0	NOON
	1452	1370	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg		
0	0	0		380	0	582
0	0	0		506	0	1292
				AM	NOON	PM

	South Leg	
AM	876	1570
NOON	0	0
PM	1531	2159

Total Volume Per Leg

North Leg		
2096		AM
0		NOON
2822		PM

West Leg AM	West Leg NOON	West Leg PM	East Leg		
0	0	0	886	0	1874
			AM	NOON	PM

South Leg	
AM	2446
NOON	0
PM	3690

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-005 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

AM

NS/EW Streets:	Sea World Dr			Sea World Dr			Friars Rd			Friars Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0	0	0	1.5	0	1.5	
7:00 AM	0	268	47	27	152	0	0	0	0	59	0	34	587
7:15 AM	0	270	102	37	168	0	0	0	0	74	0	24	675
7:30 AM	0	329	115	45	142	0	0	0	0	57	0	36	724
7:45 AM	0	305	89	35	176	0	0	0	0	67	0	39	711
8:00 AM	0	299	61	22	139	0	0	0	0	53	0	30	604
8:15 AM	0	257	94	34	144	0	0	0	0	56	0	35	620
8:30 AM	0	252	85	23	176	0	0	0	0	63	0	28	627
8:45 AM	0	235	149	31	172	0	0	0	0	57	0	30	674
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2215	742	254	1269	0	0	0	0	486	0	256	5222
APPROACH %'s :	0.00%	74.91%	25.09%	16.68%	83.32%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	65.50%	0.00%	34.50%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	1203	367	139	625	0	0	0	0	251	0	129	2714
PEAK HR FACTOR :		0.884			0.905			0.000			0.896		0.937

UTURNS

NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
NB	SB	EB	WB
0	1	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-005 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

PM

NS/EW Streets:	Sea World Dr			Sea World Dr			Friars Rd			Friars Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0	0	0	1.5	0	1.5	
4:00 PM	0	278	211	85	275	0	0	0	0	94	0	35	978
4:15 PM	0	243	218	92	283	0	0	0	0	90	0	30	956
4:30 PM	0	284	222	94	281	0	0	0	0	88	0	33	1002
4:45 PM	0	280	265	86	254	0	0	0	0	77	0	31	993
5:00 PM	0	328	233	85	273	0	0	0	0	102	0	34	1055
5:15 PM	0	299	230	87	285	0	0	0	0	108	0	47	1056
5:30 PM	0	310	214	92	290	0	0	0	0	142	0	41	1089
5:45 PM	0	302	170	76	261	0	0	0	0	97	0	26	932
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2324	1763	697	2202	0	0	0	0	798	0	277	8061
APPROACH %'s :	0.00%	56.86%	43.14%	24.04%	75.96%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	74.23%	0.00%	25.77%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	1217	942	350	1102	0	0	0	0	429	0	153	4193
PEAK HR FACTOR :		0.962			0.950			0.000			0.795		0.963

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	1	0	0
	0	1	0	0
	0	0	0	0
	0	2	0	0
	0	0	0	0
	0	2	0	0
	0	1	0	0
	NB	SB	EB	WB
	0	7	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-005 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

NOON

NS/EW Streets:	Sea World Dr			Sea World Dr			Friars Rd			Friars Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0	0	0	1.5	0	1.5	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Sea World Dr and Friars Rd , Mission Bay

Date: 4/8/2017

Day: Saturday

Project #: 17-4103-005

City: Mission Bay

AM Peak Hour	
NOON Peak Hour	1215 PM
PM Peak Hour	

Peak Hour Summary

Southbound Approach

Lanes	0	2	2		
AM	0	0	0	0	AM
NOON	0	1267	197	1081	NOON
PM	0	0	0	0	PM

Sea World Dr

Friars Rd

Eastbound Approach

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

Westbound Approach

Lanes	AM	NOON	PM
1.5	0	107	0
0	0	0	0
1.5	0	274	0
	0	479	0

CONTROL

Signalized

Count Periods	Start	End
AM	NONE	NONE
NOON	11:00 AM	3:00 PM
PM	NONE	NONE

Northbound Approach

Lanes	0	2	1	
AM	0	0	0	AM
NOON	1541	974	282	NOON
PM	0	0	0	PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	1464	1081	NOON
PM	0	0	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
0	0	0		0	381	0
0	0	0		0	479	0

	South Leg	
AM	0	0
NOON	1541	1256
PM	0	0

Total Volume Per Leg

North Leg	
0	AM
2545	NOON
0	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
0	0	0	0	860	0

South Leg	
AM	0
NOON	2797
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-005 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

AM

NS/EW Streets:	Sea World Dr			Sea World Dr			Friars Rd			Friars Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0	0	0	1.5	0	1.5	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-005 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

PM

NS/EW Streets:	Sea World Dr			Sea World Dr			Friars Rd			Friars Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0	0	0	1.5	0	1.5	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-005 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

NOON

NS/EW Streets:	Sea World Dr			Sea World Dr			Friars Rd			Friars Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	2	2	0	0	0	0	1.5	0	1.5	
11:00 AM	0	197	74	40	311	0	0	0	0	68	0	15	705
11:15 AM	0	202	67	52	291	0	0	0	0	59	0	38	709
11:30 AM	0	219	65	57	348	0	0	0	0	75	0	20	784
11:45 AM	0	234	55	38	292	0	0	0	0	74	0	31	724
12:00 PM	0	204	61	35	325	0	0	0	0	72	0	29	726
12:15 PM	0	230	64	57	301	0	0	0	0	75	0	36	763
12:30 PM	0	255	65	40	302	0	0	0	0	52	0	27	741
12:45 PM	0	240	78	55	365	0	0	0	0	66	0	28	832
1:00 PM	0	249	75	45	299	0	0	0	0	81	0	16	765
1:15 PM	0	204	63	46	311	0	0	0	0	71	0	26	721
1:30 PM	0	236	72	31	296	0	0	0	0	63	0	34	732
1:45 PM	0	224	74	43	333	0	0	0	0	57	0	18	749
2:00 PM	0	229	66	51	290	0	0	0	0	67	0	26	729
2:15 PM	0	248	67	50	263	0	0	0	0	72	0	28	728
2:30 PM	0	279	74	44	273	0	0	0	0	76	0	26	772
2:45 PM	0	228	57	38	280	0	0	0	0	74	0	35	712
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3678	1077	722	4880	0	0	0	0	1102	0	433	11892
APPROACH %'s :	0.00%	77.35%	22.65%	12.89%	87.11%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	71.79%	0.00%	28.21%	
PEAK HR START TIME :	1215 PM												TOTAL
PEAK HR VOL :	0	974	282	197	1267	0	0	0	0	274	0	107	3101
PEAK HR FACTOR :		0.969			0.871			0.000			0.858		0.932

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	1	0	0
	0	2	0	0
	0	0	0	0
	0	2	0	0
	0	1	0	1
	0	2	0	0
	0	4	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	1	0	0
	0	1	0	0
	0	2	0	0
	0	1	0	0
	NB	SB	EB	WB
TOTAL VOLUMES :	0	17	0	1

CONTROL : Signalized

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	38	9	0	1	0	0	0	0	0	0	0	0	48
01:00	1	20	4	0	1	0	0	0	0	0	0	0	0	26
02:00	0	12	1	0	1	0	0	1	0	0	0	0	0	15
03:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
04:00	1	9	0	0	1	0	0	0	0	0	0	0	0	11
05:00	0	21	2	0	3	1	0	0	0	0	0	0	0	27
06:00	0	64	11	0	6	1	0	0	0	0	0	0	0	82
07:00	3	99	20	0	10	3	0	0	0	0	0	0	0	135
08:00	0	142	27	2	12	1	0	0	0	0	0	0	0	184
09:00	2	150	20	2	13	2	0	0	0	0	0	0	0	189
10:00	3	167	31	2	13	2	0	1	0	0	0	0	0	219
11:00	7	217	28	2	16	0	2	0	0	0	0	0	0	272
12:00 PM	4	236	33	2	15	1	0	2	0	0	0	0	0	293
13:00	3	253	34	2	18	1	0	0	0	0	0	0	0	311
14:00	6	243	35	0	17	0	0	0	0	0	0	0	0	301
15:00	4	339	45	1	22	1	0	0	0	0	0	0	0	412
16:00	7	350	45	0	24	0	1	0	0	0	0	0	0	427
17:00	6	527	51	0	21	0	0	0	0	0	0	0	0	605
18:00	4	396	49	0	14	0	0	2	0	0	0	0	0	465
19:00	0	234	25	0	16	0	0	1	0	0	0	0	0	276
20:00	0	122	14	0	10	0	0	0	0	0	0	0	0	146
21:00	1	85	10	0	6	0	0	0	0	0	0	0	0	102
22:00	0	85	9	0	7	0	0	1	0	0	0	0	0	102
23:00	0	53	7	0	4	0	0	0	0	0	0	0	0	64
Totals	52	3869	514	13	251	13	3	8						4723
% of Totals	1%	82%	11%	0%	5%	0%	0%	0%						100%

AM Volumes	17	946	157	8	77	10	2	2	0	0	0	0	0	1219
% AM	0%	20%	3%	0%	2%	0%	0%	0%						26%
AM Peak Hour	11:00	11:00	10:00	08:00	11:00	07:00	11:00	02:00						11:00
Volume	7	217	31	2	16	3	2	1						272
PM Volumes	35	2923	357	5	174	3	1	6	0	0	0	0	0	3504
% PM	1%	62%	8%	0%	4%	0%	0%	0%						74%
PM Peak Hour	16:00	17:00	17:00	12:00	16:00	12:00	16:00	12:00						17:00
Volume	7	527	51	2	24	1	1	2						605

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	319	7%	604	13%	1032	22%	2768	59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	18	3	0	3	0	0	0	0	0	0	0	0	24
01:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
04:00	0	14	7	0	2	2	0	1	0	0	0	0	0	26
05:00	1	44	11	0	6	0	0	1	0	0	0	0	0	63
06:00	1	102	13	4	6	1	0	1	0	0	0	0	0	128
07:00	1	306	42	6	7	2	0	2	1	0	0	0	0	367
08:00	5	290	39	7	16	1	0	2	0	0	0	0	0	360
09:00	0	202	24	2	15	3	0	0	1	0	0	0	0	247
10:00	1	196	33	1	17	2	0	0	1	0	0	0	0	251
11:00	3	203	32	0	14	1	0	1	0	0	0	0	0	254
12:00 PM	6	251	37	3	13	1	0	1	0	0	0	0	0	312
13:00	3	273	38	1	20	0	0	1	0	0	0	0	0	336
14:00	7	296	35	0	12	1	0	1	0	0	0	0	0	352
15:00	5	263	33	0	10	0	1	0	0	0	0	0	0	312
16:00	6	275	31	0	12	0	0	0	1	0	0	0	0	325
17:00	6	345	34	0	13	0	1	0	1	0	0	0	0	400
18:00	3	199	32	0	7	0	0	0	0	0	0	0	0	241
19:00	0	150	14	0	8	0	0	1	0	0	0	0	0	173
20:00	0	88	17	0	5	0	0	0	0	0	0	0	0	110
21:00	0	77	13	0	5	0	0	0	0	0	0	0	0	95
22:00	0	60	5	0	3	0	0	0	0	0	0	0	0	68
23:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
Totals	48	3706	497	24	196	14	2	12	5					4504
% of Totals	1%	82%	11%	1%	4%	0%	0%	0%	0%					100%

AM Volumes	12	1400	206	20	88	12	0	8	3	0	0	0	0	1749
% AM	0%	31%	5%	0%	2%	0%		0%	0%					39%
AM Peak Hour	08:00	07:00	07:00	08:00	10:00	09:00		07:00	07:00					07:00
Volume	5	306	42	7	17	3		2	1					367
PM Volumes	36	2306	291	4	108	2	2	4	2	0	0	0	0	2755
% PM	1%	51%	6%	0%	2%	0%	0%	0%	0%					61%
PM Peak Hour	14:00	17:00	13:00	12:00	13:00	12:00	15:00	12:00	16:00					17:00
Volume	7	345	38	3	20	1	1	1	1					400

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	727	⟷	16%	648	⟷	14%	725	⟷	16%	2404	⟷	53%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	56	12	0	4	0	0	0	0	0	0	0	0	72
01:00	1	31	5	0	2	0	0	0	0	0	0	0	0	39
02:00	0	19	1	0	1	0	0	1	0	0	0	0	0	22
03:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
04:00	1	23	7	0	3	2	0	1	0	0	0	0	0	37
05:00	1	65	13	0	9	1	0	1	0	0	0	0	0	90
06:00	1	166	24	4	12	2	0	1	0	0	0	0	0	210
07:00	4	405	62	6	17	5	0	2	1	0	0	0	0	502
08:00	5	432	66	9	28	2	0	2	0	0	0	0	0	544
09:00	2	352	44	4	28	5	0	0	1	0	0	0	0	436
10:00	4	363	64	3	30	4	0	1	1	0	0	0	0	470
11:00	10	420	60	2	30	1	2	1	0	0	0	0	0	526
12:00 PM	10	487	70	5	28	2	0	3	0	0	0	0	0	605
13:00	6	526	72	3	38	1	0	1	0	0	0	0	0	647
14:00	13	539	70	0	29	1	0	1	0	0	0	0	0	653
15:00	9	602	78	1	32	1	1	0	0	0	0	0	0	724
16:00	13	625	76	0	36	0	1	0	1	0	0	0	0	752
17:00	12	872	85	0	34	0	1	0	1	0	0	0	0	1005
18:00	7	595	81	0	21	0	0	2	0	0	0	0	0	706
19:00	0	384	39	0	24	0	0	2	0	0	0	0	0	449
20:00	0	210	31	0	15	0	0	0	0	0	0	0	0	256
21:00	1	162	23	0	11	0	0	0	0	0	0	0	0	197
22:00	0	145	14	0	10	0	0	1	0	0	0	0	0	170
23:00	0	82	9	0	4	0	0	0	0	0	0	0	0	95
Totals	100	7575	1011	37	447	27	5	20	5					9227
% of Totals	1%	82%	11%	0%	5%	0%	0%	0%	0%					100%

AM Volumes	29	2346	363	28	165	22	2	10	3	0	0	0	0	2968
% AM	0%	25%	4%	0%	2%	0%	0%	0%	0%					32%
AM Peak Hour	11:00	08:00	08:00	08:00	10:00	07:00	11:00	07:00	07:00					08:00
Volume	10	432	66	9	30	5	2	2	1					544
PM Volumes	71	5229	648	9	282	5	3	10	2	0	0	0	0	6259
% PM	1%	57%	7%	0%	3%	0%	0%	0%	0%					68%
PM Peak Hour	14:00	17:00	17:00	12:00	13:00	12:00	15:00	12:00	16:00					17:00
Volume	13	872	85	5	38	2	1	3	1					1005

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1046		11%	1252		14%	1757		19%	5172		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Mission Bay Dr W/O Sea World Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,723	4,504	9,227

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	15		10		25		12:00	0	0	68		75		143	
00:15	0	0	12		7		19		12:15	0	0	71		75		146	
00:30	0	0	11		2		13		12:30	0	0	61		80		141	
00:45	0	0	10	48	5	24	15	72	12:45	0	0	93	293	82	312	175	605
01:00	0	0	13		4		17		13:00	0	0	82		79		161	
01:15	0	0	5		4		9		13:15	0	0	78		67		145	
01:30	0	0	5		2		7		13:30	0	0	78		94		172	
01:45	0	0	3	26	3	13	6	39	13:45	0	0	73	311	96	336	169	647
02:00	0	0	9		3		12		14:00	0	0	60		99		159	
02:15	0	0	3		1		4		14:15	0	0	78		85		163	
02:30	0	0	1		2		3		14:30	0	0	80		64		144	
02:45	0	0	2	15	1	7	3	22	14:45	0	0	83	301	104	352	187	653
03:00	0	0	1		2		3		15:00	0	0	106		79		185	
03:15	0	0	1		1		2		15:15	0	0	110		89		199	
03:30	0	0	7		2		9		15:30	0	0	112		73		185	
03:45	0	0	2	11	4	9	6	20	15:45	0	0	84	412	71	312	155	724
04:00	0	0	1		6		7		16:00	0	0	104		72		176	
04:15	0	0	4		4		8		16:15	0	0	99		73		172	
04:30	0	0	2		5		7		16:30	0	0	110		90		200	
04:45	0	0	4	11	11	26	15	37	16:45	0	0	114	427	90	325	204	752
05:00	0	0	2		12		14		17:00	0	0	156		100		256	
05:15	0	0	7		13		20		17:15	0	0	153		106		259	
05:30	0	0	5		12		17		17:30	0	0	160		110		270	
05:45	0	0	13	27	26	63	39	90	17:45	0	0	136	605	84	400	220	1005
06:00	0	0	15		29		44		18:00	0	0	120		70		190	
06:15	0	0	15		27		42		18:15	0	0	129		65		194	
06:30	0	0	26		25		51		18:30	0	0	131		62		193	
06:45	0	0	26	82	47	128	73	210	18:45	0	0	85	465	44	241	129	706
07:00	0	0	25		54		79		19:00	0	0	65		49		114	
07:15	0	0	33		86		119		19:15	0	0	93		45		138	
07:30	0	0	31		105		136		19:30	0	0	67		42		109	
07:45	0	0	46	135	122	367	168	502	19:45	0	0	51	276	37	173	88	449
08:00	0	0	45		103		148		20:00	0	0	55		31		86	
08:15	0	0	46		115		161		20:15	0	0	37		28		65	
08:30	0	0	47		71		118		20:30	0	0	25		28		53	
08:45	0	0	46	184	71	360	117	544	20:45	0	0	29	146	23	110	52	256
09:00	0	0	54		61		115		21:00	0	0	29		18		47	
09:15	0	0	41		78		119		21:15	0	0	17		25		42	
09:30	0	0	44		55		99		21:30	0	0	28		20		48	
09:45	0	0	50	189	53	247	103	436	21:45	0	0	28	102	32	95	60	197
10:00	0	0	57		64		121		22:00	0	0	21		15		36	
10:15	0	0	59		55		114		22:15	0	0	31		18		49	
10:30	0	0	46		66		112		22:30	0	0	21		15		36	
10:45	0	0	57	219	66	251	123	470	22:45	0	0	29	102	20	68	49	170
11:00	0	0	77		67		144		23:00	0	0	20		7		27	
11:15	0	0	69		59		128		23:15	0	0	18		5		23	
11:30	0	0	70		55		125		23:30	0	0	18		14		32	
11:45	0	0	56	272	73	254	129	526	23:45	0	0	8	64	5	31	13	95
TOTALS				1219		1749		**2968**	**TOTALS**				3504		2755		**6259**
SPLIT %				41.1%		58.9%		**32.2%**	**SPLIT %**				56.0%		44.0%		**67.8%**

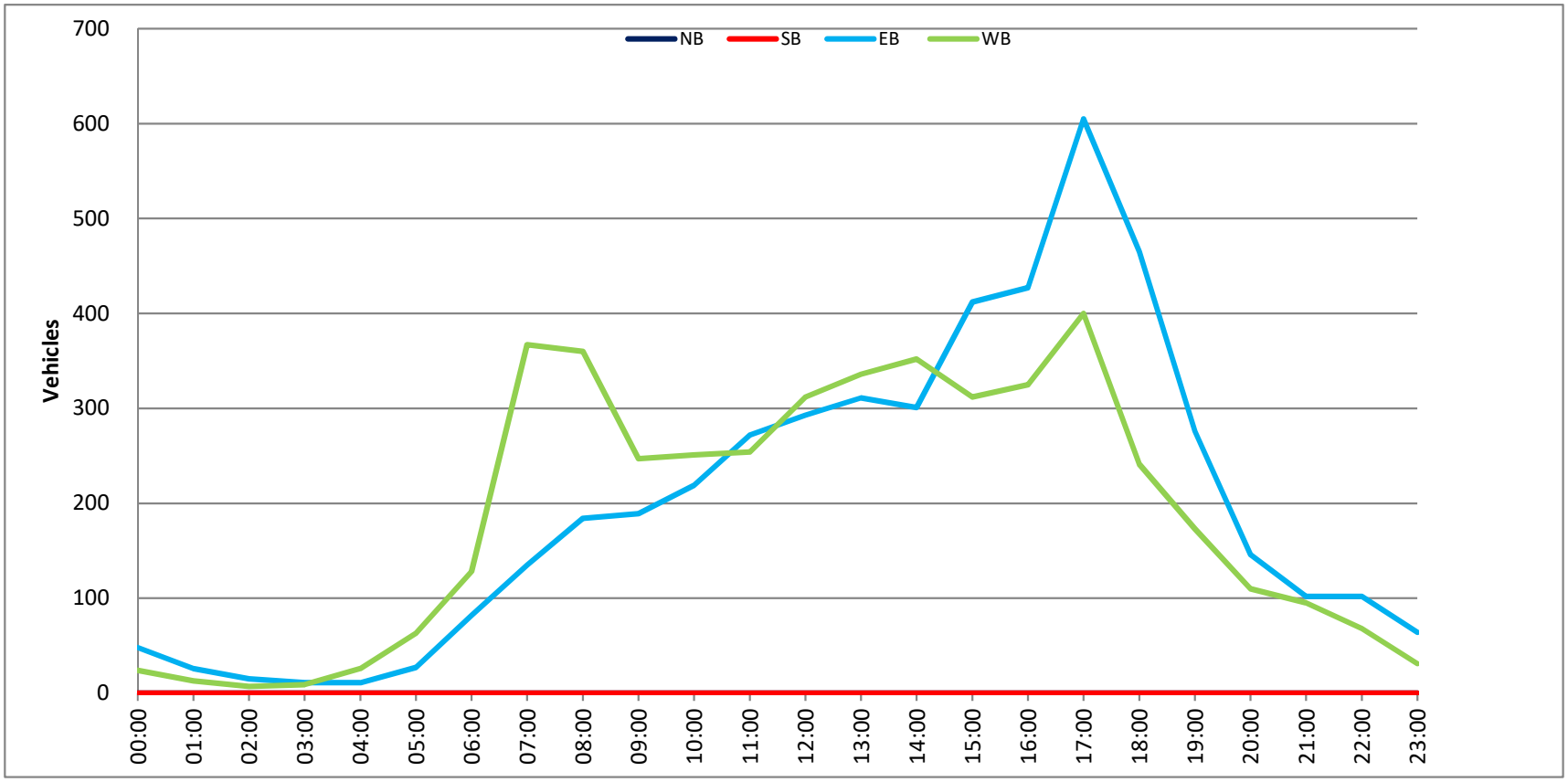
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,723	4,504	9,227

AM Peak Hour			10:45	07:30	**07:30**	**PM Peak Hour**			17:00	16:45	**17:00**
AM Pk Volume			273	445	**613**	**PM Pk Volume**			605	406	**1005**
Pk Hr Factor			0.886	0.912	**0.912**	**Pk Hr Factor**			0.945	0.923	**0.931**
7 - 9 Volume	0	0	319	727	**1046**	**4 - 6 Volume**	0	0	1032	725	**1757**
7 - 9 Peak Hour			07:45	07:30	**07:30**	**4 - 6 Peak Hour**			17:00	16:45	**17:00**
7 - 9 Pk Volume	0	0	184	445	**613**	**4 - 6 Pk Volume**	0	0	605	406	**1005**
Pk Hr Factor	0.000	0.000	0.979	0.912	**0.912**	**Pk Hr Factor**	0.000	0.000	0.945	0.923	**0.931**

Prepared by NDS/ATD

Project #: CA17_4104_001 **City:** Mission Bay

Location: Mission Bay Dr W/O Sea World Dr **Date:** 4/6/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	37	3	0	2	0	0	0	0	0	0	0	0	42
01:00	0	24	1	0	1	0	0	0	0	0	0	0	0	26
02:00	0	22	0	0	1	0	0	0	0	0	0	0	0	23
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
05:00	0	26	0	0	0	2	0	0	0	0	0	0	0	28
06:00	0	51	9	0	5	1	0	1	0	0	0	0	0	67
07:00	0	103	29	1	6	4	0	0	0	0	0	0	0	143
08:00	4	161	26	0	10	0	0	0	1	0	0	0	0	202
09:00	6	163	20	1	21	0	0	1	0	0	0	0	0	212
10:00	7	203	31	1	20	0	0	0	0	0	0	0	0	262
11:00	5	238	42	2	16	0	0	0	0	0	0	0	0	303
12:00 PM	1	243	30	1	25	0	0	1	0	0	0	0	0	301
13:00	1	234	49	0	17	0	0	1	0	0	0	0	0	302
14:00	1	275	28	1	18	0	0	0	1	0	0	0	0	324
15:00	7	359	40	1	20	0	0	1	0	0	0	0	0	428
16:00	5	374	47	0	23	0	0	0	0	0	0	0	0	449
17:00	1	431	50	0	27	0	0	0	0	0	0	0	0	509
18:00	0	375	48	0	22	0	0	0	0	0	0	0	0	445
19:00	3	261	29	0	23	0	0	1	0	0	0	0	0	317
20:00	0	161	20	0	10	0	0	0	0	0	0	0	0	191
21:00	0	160	19	0	12	1	0	1	0	0	0	0	0	193
22:00	1	149	19	0	17	0	0	0	0	0	0	0	0	186
23:00	0	110	15	0	6	0	0	0	0	0	0	0	0	131
Totals	42	4181	557	8	303	8		7	2					5108
% of Totals	1%	82%	11%	0%	6%	0%		0%	0%					100%
AM Volumes	22	1049	163	5	83	7	0	2	1	0	0	0	0	1332
% AM	0%	21%	3%	0%	2%	0%		0%	0%					26%
AM Peak Hour	10:00	11:00	11:00	11:00	09:00	07:00		06:00	08:00					11:00
Volume	7	238	42	2	21	4		1	1					303
PM Volumes	20	3132	394	3	220	1	0	5	1	0	0	0	0	3776
% PM	0%	61%	8%	0%	4%	0%		0%	0%					74%
PM Peak Hour	15:00	17:00	17:00	12:00	17:00	21:00		12:00	14:00					17:00
Volume	7	431	50	1	27	1		1	1					509

Directional Peak Periods All Classes	AM 7-9 Volume		AM 7-9 %	NOON 12-2 Volume		NOON 12-2 %	PM 4-6 Volume		PM 4-6 %	Off Peak Volumes Volume		Off Peak Volumes %
	345	⟷	7%	603	⟷	12%	958	⟷	19%	3202	⟷	63%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	7	3	0	0	1	0	1	0	0	0	0	0	12
03:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
04:00	0	20	5	0	2	1	0	1	0	0	0	0	0	29
05:00	0	44	8	0	7	0	0	1	0	0	0	0	0	60
06:00	1	105	12	2	7	1	0	1	0	0	0	0	0	129
07:00	1	234	42	4	17	2	0	1	1	0	0	0	0	302
08:00	4	276	32	3	19	2	0	0	1	0	0	0	0	337
09:00	2	225	33	0	16	0	0	0	2	0	0	0	0	278
10:00	3	260	33	2	10	0	0	1	0	0	0	0	0	309
11:00	5	235	38	2	25	0	0	0	0	0	0	0	0	305
12:00 PM	2	226	25	0	13	0	0	0	0	0	0	0	0	266
13:00	4	230	38	1	15	2	0	0	0	0	0	0	0	290
14:00	7	242	33	1	16	1	0	0	0	0	0	0	0	300
15:00	9	249	32	0	14	0	0	1	1	0	0	0	0	306
16:00	8	287	27	1	18	0	0	0	0	0	0	0	0	341
17:00	1	296	36	1	16	0	0	0	0	0	0	0	0	350
18:00	3	300	35	0	13	0	3	0	0	0	0	0	0	354
19:00	2	191	27	0	11	0	0	0	1	0	0	0	0	232
20:00	2	147	18	0	6	0	0	0	0	0	0	0	0	173
21:00	0	119	13	0	12	0	0	0	0	0	0	0	0	144
22:00	1	93	16	0	2	0	0	0	0	0	0	0	0	112
23:00	0	51	11	0	4	0	0	0	0	0	0	0	0	66
Totals	**55**	**3877**	**519**	**17**	**245**	**10**	**3**	**7**	**6**					**4739**
% of Totals	1%	82%	11%	0%	5%	0%	0%	0%	0%					100%
AM Volumes	16	1446	208	13	105	7	0	6	4	0	0	0	0	1805
% AM	0%	31%	4%	0%	2%	0%		0%	0%					38%
AM Peak Hour	11:00	08:00	07:00	07:00	11:00	07:00		02:00	09:00					08:00
Volume	5	276	42	4	25	2		1	2					337
PM Volumes	39	2431	311	4	140	3	3	1	2	0	0	0	0	2934
% PM	1%	51%	7%	0%	3%	0%	0%	0%	0%					62%
PM Peak Hour	15:00	18:00	13:00	13:00	16:00	13:00	18:00	15:00	15:00					18:00
Volume	9	300	38	1	18	2	3	1	1					354

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	639		13%	556		12%	691		15%	2853		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	59	3	0	2	0	0	0	0	0	0	0	0	64
01:00	0	34	1	0	1	0	0	0	0	0	0	0	0	36
02:00	0	29	3	0	1	1	0	1	0	0	0	0	0	35
03:00	0	16	3	0	2	0	0	0	0	0	0	0	0	21
04:00	0	33	6	0	3	1	0	1	0	0	0	0	0	44
05:00	0	70	8	0	7	2	0	1	0	0	0	0	0	88
06:00	1	156	21	2	12	2	0	2	0	0	0	0	0	196
07:00	1	337	71	5	23	6	0	1	1	0	0	0	0	445
08:00	8	437	58	3	29	2	0	0	2	0	0	0	0	539
09:00	8	388	53	1	37	0	0	1	2	0	0	0	0	490
10:00	10	463	64	3	30	0	0	1	0	0	0	0	0	571
11:00	10	473	80	4	41	0	0	0	0	0	0	0	0	608
12:00 PM	3	469	55	1	38	0	0	1	0	0	0	0	0	567
13:00	5	464	87	1	32	2	0	1	0	0	0	0	0	592
14:00	8	517	61	2	34	1	0	0	1	0	0	0	0	624
15:00	16	608	72	1	34	0	0	2	1	0	0	0	0	734
16:00	13	661	74	1	41	0	0	0	0	0	0	0	0	790
17:00	2	727	86	1	43	0	0	0	0	0	0	0	0	859
18:00	3	675	83	0	35	0	3	0	0	0	0	0	0	799
19:00	5	452	56	0	34	0	0	1	1	0	0	0	0	549
20:00	2	308	38	0	16	0	0	0	0	0	0	0	0	364
21:00	0	279	32	0	24	1	0	1	0	0	0	0	0	337
22:00	2	242	35	0	19	0	0	0	0	0	0	0	0	298
23:00	0	161	26	0	10	0	0	0	0	0	0	0	0	197
Totals	97	8058	1076	25	548	18	3	14	8					9847
% of Totals	1%	82%	11%	0%	6%	0%	0%	0%	0%					100%
AM Volumes	38	2495	371	18	188	14	0	8	5	0	0	0	0	3137
% AM	0%	25%	4%	0%	2%	0%		0%	0%					32%
AM Peak Hour	10:00	11:00	11:00	07:00	11:00	07:00		06:00	08:00					11:00
Volume	10	473	80	5	41	6		2	2					608
PM Volumes	59	5563	705	7	360	4	3	6	3	0	0	0	0	6710
% PM	1%	56%	7%	0%	4%	0%	0%	0%	0%					68%
PM Peak Hour	15:00	17:00	13:00	14:00	17:00	13:00	18:00	15:00	14:00					17:00
Volume	16	727	87	2	43	2	3	2	1					859

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	984		10%	1159		12%	1649		17%	6055		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Mission Bay Dr W/O Sea World Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,108	4,739	9,847

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	8		4		12		12:00	0	0	83		57		140	
00:15	0	0	15		6		21		12:15	0	0	75		62		137	
00:30	0	0	10		7		17		12:30	0	0	62		79		141	
00:45	0	0	9	42	5	22	14	64	12:45	0	0	81	301	68	266	149	567
01:00	0	0	10		5		15		13:00	0	0	66		77		143	
01:15	0	0	7		1		8		13:15	0	0	69		61		130	
01:30	0	0	4		4		8		13:30	0	0	92		74		166	
01:45	0	0	5	26	0	10	5	36	13:45	0	0	75	302	78	290	153	592
02:00	0	0	7		3		10		14:00	0	0	88		76		164	
02:15	0	0	8		4		12		14:15	0	0	74		92		166	
02:30	0	0	4		3		7		14:30	0	0	72		68		140	
02:45	0	0	4	23	2	12	6	35	14:45	0	0	90	324	64	300	154	624
03:00	0	0	1		1		2		15:00	0	0	87		73		160	
03:15	0	0	5		4		9		15:15	0	0	113		76		189	
03:30	0	0	2		2		4		15:30	0	0	116		73		189	
03:45	0	0	1	9	5	12	6	21	15:45	0	0	112	428	84	306	196	734
04:00	0	0	3		2		5		16:00	0	0	117		87		204	
04:15	0	0	3		9		12		16:15	0	0	126		104		230	
04:30	0	0	6		12		18		16:30	0	0	97		68		165	
04:45	0	0	3	15	6	29	9	44	16:45	0	0	109	449	82	341	191	790
05:00	0	0	2		4		6		17:00	0	0	132		77		209	
05:15	0	0	8		13		21		17:15	0	0	116		87		203	
05:30	0	0	11		24		35		17:30	0	0	135		83		218	
05:45	0	0	7	28	19	60	26	88	17:45	0	0	126	509	103	350	229	859
06:00	0	0	6		24		30		18:00	0	0	126		75		201	
06:15	0	0	13		17		30		18:15	0	0	108		102		210	
06:30	0	0	25		42		67		18:30	0	0	118		100		218	
06:45	0	0	23	67	46	129	69	196	18:45	0	0	93	445	77	354	170	799
07:00	0	0	28		47		75		19:00	0	0	112		75		187	
07:15	0	0	29		79		108		19:15	0	0	79		45		124	
07:30	0	0	40		92		132		19:30	0	0	71		61		132	
07:45	0	0	46	143	84	302	130	445	19:45	0	0	55	317	51	232	106	549
08:00	0	0	41		107		148		20:00	0	0	53		36		89	
08:15	0	0	55		88		143		20:15	0	0	46		47		93	
08:30	0	0	55		68		123		20:30	0	0	49		50		99	
08:45	0	0	51	202	74	337	125	539	20:45	0	0	43	191	40	173	83	364
09:00	0	0	39		78		117		21:00	0	0	42		41		83	
09:15	0	0	56		76		132		21:15	0	0	45		39		84	
09:30	0	0	60		71		131		21:30	0	0	48		42		90	
09:45	0	0	57	212	53	278	110	490	21:45	0	0	58	193	22	144	80	337
10:00	0	0	62		79		141		22:00	0	0	51		34		85	
10:15	0	0	65		85		150		22:15	0	0	67		31		98	
10:30	0	0	70		63		133		22:30	0	0	43		21		64	
10:45	0	0	65	262	82	309	147	571	22:45	0	0	25	186	26	112	51	298
11:00	0	0	77		73		150		23:00	0	0	34		15		49	
11:15	0	0	74		79		153		23:15	0	0	33		23		56	
11:30	0	0	87		89		176		23:30	0	0	29		16		45	
11:45	0	0	65	303	64	305	129	608	23:45	0	0	35	131	12	66	47	197
TOTALS				1332		1805		3137	TOTALS				3776		2934		6710
SPLIT %				42.5%		57.5%		31.9%	SPLIT %				56.3%		43.7%		68.1%

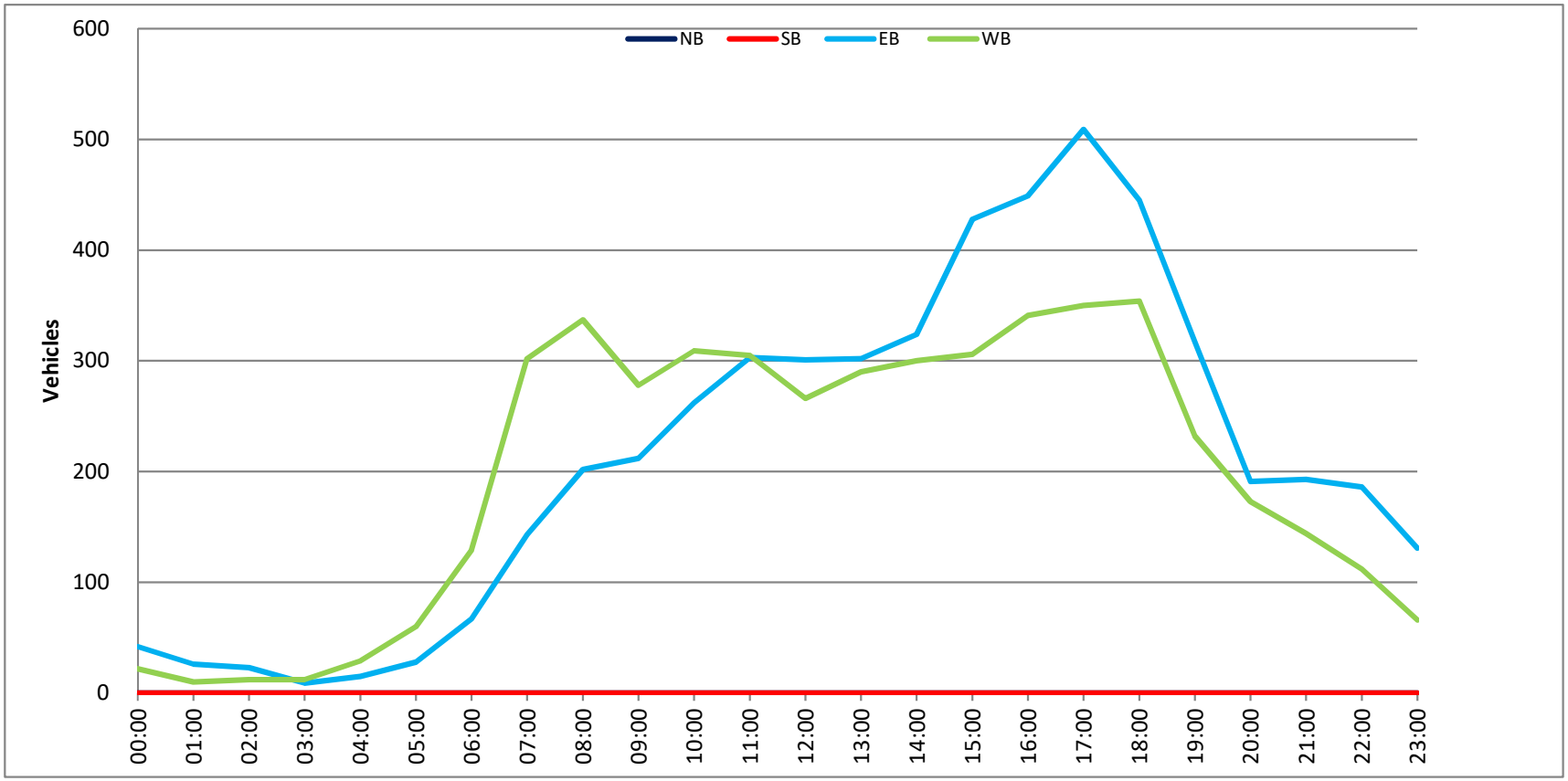
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,108	4,739	9,847

AM Peak Hour			11:30	07:30	10:45	PM Peak Hour			17:00	17:45	17:00
AM Pk Volume			310	371	626	PM Pk Volume			509	380	859
Pk Hr Factor			0.891	0.867	0.889	Pk Hr Factor			0.943	0.922	0.938
7 - 9 Volume	0	0	345	639	984	4 - 6 Volume	0	0	958	691	1649
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	202	371	553	4 - 6 Pk Volume	0	0	509	350	859
Pk Hr Factor	0.000	0.000	0.918	0.867	0.934	Pk Hr Factor	0.000	0.000	0.943	0.850	0.938

Prepared by NDS/ATD

Project #: CA17_4104_001 **City:** Mission Bay

Location: Mission Bay Dr W/O Sea World Dr **Date:** 4/7/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	57	12	0	9	0	0	1	0	0	0	0	0	80
01:00	0	32	5	0	1	0	0	0	0	0	0	0	0	38
02:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29
03:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
04:00	0	13	1	0	2	0	0	0	0	0	0	0	0	16
05:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
06:00	0	30	6	0	4	4	0	0	0	0	0	0	0	44
07:00	0	67	13	2	8	1	0	0	0	0	0	0	0	91
08:00	0	137	25	0	15	5	0	0	0	0	0	0	0	182
09:00	3	231	36	1	13	6	0	0	0	0	0	0	0	290
10:00	3	300	37	0	16	0	0	0	0	0	0	0	0	356
11:00	8	306	44	1	22	0	0	1	0	0	0	0	0	382
12:00 PM	11	348	42	1	24	0	0	0	0	0	0	0	0	426
13:00	2	379	43	1	24	1	0	3	0	0	0	0	0	453
14:00	5	369	59	0	21	0	0	0	0	0	0	0	0	454
15:00	7	386	41	1	28	0	2	1	0	0	0	0	0	466
16:00	8	440	44	0	22	0	1	1	0	0	0	0	0	516
17:00	2	430	51	0	20	0	0	1	0	0	0	0	0	504
18:00	3	371	37	0	19	0	0	1	0	0	0	0	0	431
19:00	2	284	36	0	21	0	0	1	0	0	0	0	0	344
20:00	1	139	24	0	16	0	0	1	0	0	0	0	0	181
21:00	0	167	21	1	8	0	0	1	0	0	0	0	0	198
22:00	2	130	17	0	12	0	0	0	0	0	0	0	0	161
23:00	0	125	19	1	5	0	0	1	0	0	0	0	0	151
Totals	58	4796	616	9	311	17	3	13						5823
% of Totals	1%	82%	11%	0%	5%	0%	0%	0%						100%

AM Volumes	15	1228	182	4	91	16	0	2	0	0	0	0	0	1538
% AM	0%	21%	3%	0%	2%	0%		0%						26%
AM Peak Hour	11:00	11:00	11:00	07:00	11:00	09:00								11:00
Volume	8	306	44	2	22	6		1						382
PM Volumes	43	3568	434	5	220	1	3	11	0	0	0	0	0	4285
% PM	1%	61%	7%	0%	4%	0%	0%	0%						74%
PM Peak Hour	12:00	16:00	14:00	12:00	15:00	13:00	15:00	13:00						16:00
Volume	11	440	59	1	28	1	2	3						516

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	273		5%	879		15%	1020		18%	3651		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	25	3	0	3	0	0	0	0	0	0	0	0	31
01:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
03:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13
04:00	0	19	3	0	3	0	0	1	0	0	0	0	0	26
05:00	1	25	10	0	3	0	0	0	0	0	0	0	0	39
06:00	0	100	13	2	6	3	0	1	0	0	0	0	0	125
07:00	3	177	31	0	7	4	0	0	0	0	0	0	0	222
08:00	4	266	30	0	14	2	0	1	0	0	0	0	0	317
09:00	6	333	41	0	21	4	0	1	0	0	0	0	0	406
10:00	3	304	38	0	15	0	2	1	0	0	0	0	0	363
11:00	10	325	50	1	22	0	0	1	0	0	0	0	0	409
12:00 PM	6	339	42	0	20	1	1	1	0	0	0	0	0	410
13:00	3	398	48	0	18	0	0	2	0	0	0	0	0	469
14:00	10	370	48	0	22	0	0	3	0	0	0	0	0	453
15:00	5	384	37	0	25	0	2	0	0	0	0	0	0	453
16:00	3	370	42	0	21	0	0	0	0	0	0	0	0	436
17:00	3	314	42	0	8	0	0	0	0	0	0	0	0	367
18:00	4	286	34	0	13	0	0	1	0	0	0	0	0	338
19:00	0	198	31	0	14	0	0	0	0	0	0	0	0	243
20:00	1	155	22	0	7	0	0	0	0	0	0	0	0	185
21:00	0	120	14	1	4	0	0	0	0	0	0	0	0	139
22:00	3	91	11	0	3	0	0	0	0	0	0	0	0	108
23:00	0	82	12	0	5	0	0	0	0	0	0	0	0	99
Totals	65	4733	608	4	256	14	5	13						5698
% of Totals	1%	83%	11%	0%	4%	0%	0%	0%						100%

AM Volumes	27	1626	225	3	96	13	2	6	0	0	0	0	0	1998
% AM	0%	29%	4%	0%	2%	0%	0%	0%						35%
AM Peak Hour	11:00	09:00	11:00	06:00	11:00	07:00	10:00	04:00						11:00
Volume	10	333	50	2	22	4	2	1						409
PM Volumes	38	3107	383	1	160	1	3	7	0	0	0	0	0	3700
% PM	1%	55%	7%	0%	3%	0%	0%	0%						65%
PM Peak Hour	14:00	13:00	13:00	21:00	15:00	12:00	15:00	14:00						13:00
Volume	10	398	48	1	25	1	2	3						469

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	539		9%	879		15%	803		14%	3477		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	82	15	0	12	0	0	1	0	0	0	0	0	111
01:00	0	62	8	0	1	0	0	0	0	0	0	0	0	71
02:00	0	41	2	0	0	0	0	0	0	0	0	0	0	43
03:00	0	17	3	0	3	0	0	0	0	0	0	0	0	23
04:00	0	32	4	0	5	0	0	1	0	0	0	0	0	42
05:00	1	44	11	0	3	0	0	0	0	0	0	0	0	59
06:00	0	130	19	2	10	7	0	1	0	0	0	0	0	169
07:00	3	244	44	2	15	5	0	0	0	0	0	0	0	313
08:00	4	403	55	0	29	7	0	1	0	0	0	0	0	499
09:00	9	564	77	1	34	10	0	1	0	0	0	0	0	696
10:00	6	604	75	0	31	0	2	1	0	0	0	0	0	719
11:00	18	631	94	2	44	0	0	2	0	0	0	0	0	791
12:00 PM	17	687	84	1	44	1	1	1	0	0	0	0	0	836
13:00	5	777	91	1	42	1	0	5	0	0	0	0	0	922
14:00	15	739	107	0	43	0	0	3	0	0	0	0	0	907
15:00	12	770	78	1	53	0	4	1	0	0	0	0	0	919
16:00	11	810	86	0	43	0	1	1	0	0	0	0	0	952
17:00	5	744	93	0	28	0	0	1	0	0	0	0	0	871
18:00	7	657	71	0	32	0	0	2	0	0	0	0	0	769
19:00	2	482	67	0	35	0	0	1	0	0	0	0	0	587
20:00	2	294	46	0	23	0	0	1	0	0	0	0	0	366
21:00	0	287	35	2	12	0	0	1	0	0	0	0	0	337
22:00	5	221	28	0	15	0	0	0	0	0	0	0	0	269
23:00	0	207	31	1	10	0	0	1	0	0	0	0	0	250
Totals	123	9529	1224	13	567	31	8	26						11521
% of Totals	1%	83%	11%	0%	5%	0%	0%	0%						100%

AM Volumes	42	2854	407	7	187	29	2	8	0	0	0	0	0	3536
% AM	0%	25%	4%	0%	2%	0%	0%	0%						31%
AM Peak Hour	11:00	11:00	11:00	06:00	11:00	09:00	10:00	11:00						11:00
Volume	18	631	94	2	44	10	2	2						791
PM Volumes	81	6675	817	6	380	2	6	18	0	0	0	0	0	7985
% PM	1%	58%	7%	0%	3%	0%	0%	0%						69%
PM Peak Hour	12:00	16:00	14:00	21:00	15:00	12:00	15:00	13:00						16:00
Volume	17	810	107	2	53	1	4	5						952

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	812		7%	1758		15%	1823		16%	7128		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,823	5,698	11,521

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	28		11		39		12:00	0	0	100		88		188	
00:15	0	0	16		8		24		12:15	0	0	108		111		219	
00:30	0	0	20		8		28		12:30	0	0	109		107		216	
00:45	0	0	16	80	4	31	20	111	12:45	0	0	109	426	104	410	213	836
01:00	0	0	15		10		25		13:00	0	0	108		123		231	
01:15	0	0	12		9		21		13:15	0	0	109		110		219	
01:30	0	0	8		7		15		13:30	0	0	112		111		223	
01:45	0	0	3	38	7	33	10	71	13:45	0	0	124	453	125	469	249	922
02:00	0	0	8		4		12		14:00	0	0	111		118		229	
02:15	0	0	6		3		9		14:15	0	0	103		104		207	
02:30	0	0	7		4		11		14:30	0	0	115		112		227	
02:45	0	0	8	29	3	14	11	43	14:45	0	0	125	454	119	453	244	907
03:00	0	0	3		5		8		15:00	0	0	119		136		255	
03:15	0	0	4		2		6		15:15	0	0	102		94		196	
03:30	0	0	2		3		5		15:30	0	0	117		106		223	
03:45	0	0	1	10	3	13	4	23	15:45	0	0	128	466	117	453	245	919
04:00	0	0	3		3		6		16:00	0	0	121		99		220	
04:15	0	0	2		6		8		16:15	0	0	135		118		253	
04:30	0	0	4		10		14		16:30	0	0	130		100		230	
04:45	0	0	7	16	7	26	14	42	16:45	0	0	130	516	119	436	249	952
05:00	0	0	5		7		12		17:00	0	0	136		102		238	
05:15	0	0	3		10		13		17:15	0	0	117		87		204	
05:30	0	0	2		14		16		17:30	0	0	124		92		216	
05:45	0	0	10	20	8	39	18	59	17:45	0	0	127	504	86	367	213	871
06:00	0	0	7		13		20		18:00	0	0	132		90		222	
06:15	0	0	7		26		33		18:15	0	0	112		89		201	
06:30	0	0	10		33		43		18:30	0	0	101		84		185	
06:45	0	0	20	44	53	125	73	169	18:45	0	0	86	431	75	338	161	769
07:00	0	0	15		55		70		19:00	0	0	119		78		197	
07:15	0	0	27		50		77		19:15	0	0	85		56		141	
07:30	0	0	24		40		64		19:30	0	0	70		58		128	
07:45	0	0	25	91	77	222	102	313	19:45	0	0	70	344	51	243	121	587
08:00	0	0	37		84		121		20:00	0	0	56		58		114	
08:15	0	0	37		74		111		20:15	0	0	39		42		81	
08:30	0	0	54		71		125		20:30	0	0	42		58		100	
08:45	0	0	54	182	88	317	142	499	20:45	0	0	44	181	27	185	71	366
09:00	0	0	77		94		171		21:00	0	0	43		44		87	
09:15	0	0	59		112		171		21:15	0	0	54		39		93	
09:30	0	0	83		94		177		21:30	0	0	43		32		75	
09:45	0	0	71	290	106	406	177	696	21:45	0	0	58	198	24	139	82	337
10:00	0	0	73		99		172		22:00	0	0	44		30		74	
10:15	0	0	86		78		164		22:15	0	0	43		32		75	
10:30	0	0	91		90		181		22:30	0	0	37		21		58	
10:45	0	0	106	356	96	363	202	719	22:45	0	0	37	161	25	108	62	269
11:00	0	0	95		117		212		23:00	0	0	36		27		63	
11:15	0	0	93		72		165		23:15	0	0	37		30		67	
11:30	0	0	102		107		209		23:30	0	0	47		24		71	
11:45	0	0	92	382	113	409	205	791	23:45	0	0	31	151	18	99	49	250
TOTALS				1538		1998		3536	TOTALS				4285		3700		7985
SPLIT %				43.5%		56.5%		30.7%	SPLIT %				53.7%		46.3%		69.3%

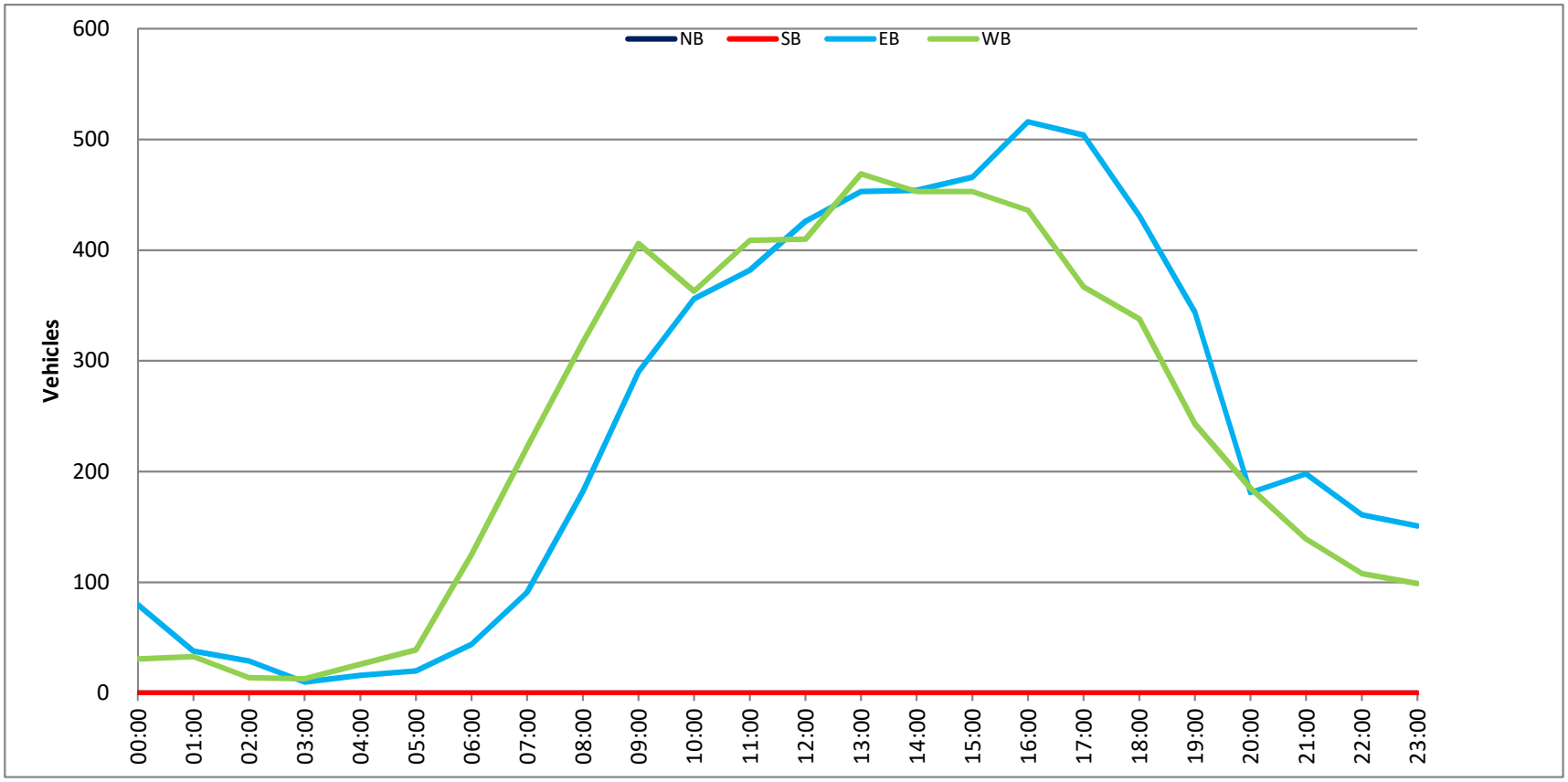
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,823	5,698	11,521

AM Peak Hour				11:45	11:30	11:45	PM Peak Hour				16:15	14:15	16:15
AM Pk Volume				409	419	828	PM Pk Volume				531	471	970
Pk Hr Factor				0.938	0.927	0.945	Pk Hr Factor				0.976	0.866	0.958
7 - 9 Volume	0	0		273	539	812	4 - 6 Volume	0	0		1020	803	1823
7 - 9 Peak Hour				08:00	08:00	08:00	4 - 6 Peak Hour				16:15	16:15	16:15
7 - 9 Pk Volume	0	0		182	317	499	4 - 6 Pk Volume	0	0		531	439	970
Pk Hr Factor	0.000	0.000		0.843	0.901	0.879	Pk Hr Factor	0.000	0.000		0.976	0.922	0.958

Prepared by NDS/ATD

Project #: CA17_4104_001 **City:** Mission Bay

Location: Mission Bay Dr W/O Sea World Dr **Date:** 4/8/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	82	5	0	10	0	0	1	0	0	0	0	0	98
01:00	0	63	3	0	5	0	0	0	0	0	0	0	0	71
02:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
03:00	0	22	3	0	0	0	0	1	0	0	0	0	0	26
04:00	1	23	4	0	0	1	0	0	0	0	0	0	0	29
05:00	1	24	8	1	1	1	0	0	0	0	0	0	0	36
06:00	1	38	11	0	7	0	0	0	0	0	0	0	0	57
07:00	0	68	11	1	9	0	0	0	0	0	0	0	0	89
08:00	0	139	30	0	14	0	0	0	0	0	0	0	0	183
09:00	6	203	31	0	21	0	0	2	0	0	0	0	0	263
10:00	5	320	30	0	18	0	1	0	0	0	0	0	0	374
11:00	6	398	51	2	13	0	0	0	0	0	0	0	0	470
12:00 PM	3	432	47	0	29	0	0	1	0	0	0	0	0	512
13:00	6	365	47	2	24	1	1	0	0	0	0	0	0	446
14:00	3	406	43	1	24	0	1	1	0	0	0	0	0	479
15:00	3	387	63	0	39	0	0	3	0	0	0	0	0	495
16:00	11	445	66	0	26	0	0	0	0	0	0	0	0	548
17:00	4	492	48	0	24	1	0	1	0	0	0	0	0	570
18:00	2	376	63	0	37	0	0	1	0	0	0	0	0	479
19:00	2	341	53	0	18	0	0	2	0	0	0	0	0	416
20:00	0	155	28	0	20	0	0	1	0	0	0	0	0	204
21:00	1	121	24	0	9	0	0	2	0	0	0	0	0	157
22:00	0	77	16	0	13	0	0	0	0	0	0	0	0	106
23:00	0	57	4	0	3	0	0	0	0	0	0	0	0	64
Totals	55	5060	692	7	367	4	3	16						6204
% of Totals	1%	82%	11%	0%	6%	0%	0%	0%						100%

AM Volumes	20	1406	190	4	101	2	1	4	0	0	0	0	0	1728
% AM	0%	23%	3%	0%	2%	0%	0%	0%						28%
AM Peak Hour	09:00	11:00	11:00	11:00	09:00	04:00	10:00	09:00						11:00
Volume	6	398	51	2	21	1	1	2						470
PM Volumes	35	3654	502	3	266	2	2	12	0	0	0	0	0	4476
% PM	1%	59%	8%	0%	4%	0%	0%	0%						72%
PM Peak Hour	16:00	17:00	16:00	13:00	15:00	13:00	13:00	15:00						17:00
Volume	11	492	66	2	39	1	1	3						570

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	272		4%	958		15%	1118		18%	3856		62%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	40	4	0	1	0	0	0	0	0	0	0	0	45
01:00	0	29	1	0	2	0	0	0	0	0	0	0	0	32
02:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	1	20	5	0	2	1	0	0	0	0	0	0	0	29
05:00	0	35	2	0	6	0	0	0	0	0	0	0	0	43
06:00	0	70	8	1	6	0	0	0	0	0	0	0	0	85
07:00	1	166	21	0	13	0	0	1	0	0	0	0	0	202
08:00	1	231	36	0	13	0	0	1	0	0	0	0	0	282
09:00	6	297	28	0	17	0	0	2	0	0	0	0	0	350
10:00	10	312	46	1	24	1	1	1	0	0	0	0	0	396
11:00	4	367	60	0	18	0	0	1	0	0	0	0	0	450
12:00 PM	7	419	62	2	20	0	2	5	0	0	0	0	0	517
13:00	3	466	53	3	29	0	0	1	0	0	0	0	0	555
14:00	3	445	75	0	23	0	1	2	0	0	0	0	0	549
15:00	5	414	53	0	17	2	0	1	0	0	0	0	0	492
16:00	6	404	34	0	13	0	0	0	0	0	0	0	0	457
17:00	2	352	46	0	9	0	0	0	0	0	0	0	0	409
18:00	2	261	29	0	15	0	0	2	0	0	0	0	0	309
19:00	0	177	35	0	4	0	0	1	0	0	0	0	0	217
20:00	0	108	18	0	8	0	0	1	0	0	0	0	0	135
21:00	0	74	11	0	5	0	0	0	0	0	0	0	0	90
22:00	0	38	5	0	0	0	0	0	0	0	0	0	0	43
23:00	0	42	3	0	0	0	0	0	0	0	0	0	0	45
Totals	51	4792	642	7	246	4	4	19						5765
% of Totals	1%	83%	11%	0%	4%	0%	0%	0%						100%

AM Volumes	23	1592	218	2	103	2	1	6	0	0	0	0	0	1947
% AM	0%	28%	4%	0%	2%	0%	0%	0%						34%
AM Peak Hour	10:00	11:00	11:00	06:00	10:00	04:00	10:00	09:00						11:00
Volume	10	367	60	1	24	1	1	2						450
PM Volumes	28	3200	424	5	143	2	3	13	0	0	0	0	0	3818
% PM	0%	56%	7%	0%	2%	0%	0%	0%						66%
PM Peak Hour	12:00	13:00	14:00	13:00	13:00	15:00	12:00	12:00						13:00
Volume	7	466	75	3	29	2	2	5						555

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	484	8%	1072	19%	866	15%	3343	58%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Mission Bay Dr W/O Sea World Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	122	9	0	11	0	0	1	0	0	0	0	0	143
01:00	0	92	4	0	7	0	0	0	0	0	0	0	0	103
02:00	0	37	7	0	4	0	0	0	0	0	0	0	0	48
03:00	0	36	6	0	0	0	0	1	0	0	0	0	0	43
04:00	2	43	9	0	2	2	0	0	0	0	0	0	0	58
05:00	1	59	10	1	7	1	0	0	0	0	0	0	0	79
06:00	1	108	19	1	13	0	0	0	0	0	0	0	0	142
07:00	1	234	32	1	22	0	0	1	0	0	0	0	0	291
08:00	1	370	66	0	27	0	0	1	0	0	0	0	0	465
09:00	12	500	59	0	38	0	0	4	0	0	0	0	0	613
10:00	15	632	76	1	42	1	2	1	0	0	0	0	0	770
11:00	10	765	111	2	31	0	0	1	0	0	0	0	0	920
12:00 PM	10	851	109	2	49	0	2	6	0	0	0	0	0	1029
13:00	9	831	100	5	53	1	1	1	0	0	0	0	0	1001
14:00	6	851	118	1	47	0	2	3	0	0	0	0	0	1028
15:00	8	801	116	0	56	2	0	4	0	0	0	0	0	987
16:00	17	849	100	0	39	0	0	0	0	0	0	0	0	1005
17:00	6	844	94	0	33	1	0	1	0	0	0	0	0	979
18:00	4	637	92	0	52	0	0	3	0	0	0	0	0	788
19:00	2	518	88	0	22	0	0	3	0	0	0	0	0	633
20:00	0	263	46	0	28	0	0	2	0	0	0	0	0	339
21:00	1	195	35	0	14	0	0	2	0	0	0	0	0	247
22:00	0	115	21	0	13	0	0	0	0	0	0	0	0	149
23:00	0	99	7	0	3	0	0	0	0	0	0	0	0	109
Totals	106	9852	1334	14	613	8	7	35						11969
% of Totals	1%	82%	11%	0%	5%	0%	0%	0%						100%

AM Volumes	43	2998	408	6	204	4	2	10	0	0	0	0	0	3675
% AM	0%	25%	3%	0%	2%	0%	0%	0%						31%
AM Peak Hour	10:00	11:00	11:00	11:00	10:00	04:00	10:00	09:00						11:00
Volume	15	765	111	2	42	2	2	4						920
PM Volumes	63	6854	926	8	409	4	5	25	0	0	0	0	0	8294
% PM	1%	57%	8%	0%	3%	0%	0%	0%						69%
PM Peak Hour	16:00	12:00	14:00	13:00	15:00	15:00	12:00	12:00						12:00
Volume	17	851	118	5	56	2	2	6						1029

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	756		6%	2030		17%	1984		17%	7199		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,204	5,765	11,969

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	28		11		39		12:00	0	0	135		121		256	
00:15	0	0	24		16		40		12:15	0	0	133		104		237	
00:30	0	0	29		10		39		12:30	0	0	113		149		262	
00:45	0	0	17	98	8	45	25	143	12:45	0	0	131	512	143	517	274	1029
01:00	0	0	27		8		35		13:00	0	0	120		139		259	
01:15	0	0	13		8		21		13:15	0	0	121		146		267	
01:30	0	0	18		7		25		13:30	0	0	113		133		246	
01:45	0	0	13	71	9	32	22	103	13:45	0	0	92	446	137	555	229	1001
02:00	0	0	9		7		16		14:00	0	0	133		143		276	
02:15	0	0	9		3		12		14:15	0	0	122		116		238	
02:30	0	0	8		3		11		14:30	0	0	102		138		240	
02:45	0	0	6	32	3	16	9	48	14:45	0	0	122	479	152	549	274	1028
03:00	0	0	6		2		8		15:00	0	0	122		138		260	
03:15	0	0	10		3		13		15:15	0	0	108		114		222	
03:30	0	0	5		3		8		15:30	0	0	116		116		232	
03:45	0	0	5	26	9	17	14	43	15:45	0	0	149	495	124	492	273	987
04:00	0	0	9		6		15		16:00	0	0	136		118		254	
04:15	0	0	6		6		12		16:15	0	0	147		95		242	
04:30	0	0	6		6		12		16:30	0	0	150		117		267	
04:45	0	0	8	29	11	29	19	58	16:45	0	0	115	548	127	457	242	1005
05:00	0	0	11		14		25		17:00	0	0	124		122		246	
05:15	0	0	11		10		21		17:15	0	0	147		106		253	
05:30	0	0	8		10		18		17:30	0	0	152		92		244	
05:45	0	0	6	36	9	43	15	79	17:45	0	0	147	570	89	409	236	979
06:00	0	0	10		21		31		18:00	0	0	134		83		217	
06:15	0	0	10		16		26		18:15	0	0	122		76		198	
06:30	0	0	13		28		41		18:30	0	0	123		68		191	
06:45	0	0	24	57	20	85	44	142	18:45	0	0	100	479	82	309	182	788
07:00	0	0	15		39		54		19:00	0	0	104		60		164	
07:15	0	0	20		46		66		19:15	0	0	134		68		202	
07:30	0	0	25		61		86		19:30	0	0	105		54		159	
07:45	0	0	29	89	56	202	85	291	19:45	0	0	73	416	35	217	108	633
08:00	0	0	34		58		92		20:00	0	0	60		29		89	
08:15	0	0	39		62		101		20:15	0	0	59		32		91	
08:30	0	0	58		76		134		20:30	0	0	53		36		89	
08:45	0	0	52	183	86	282	138	465	20:45	0	0	32	204	38	135	70	339
09:00	0	0	62		71		133		21:00	0	0	35		29		64	
09:15	0	0	48		87		135		21:15	0	0	48		18		66	
09:30	0	0	76		101		177		21:30	0	0	42		26		68	
09:45	0	0	77	263	91	350	168	613	21:45	0	0	32	157	17	90	49	247
10:00	0	0	92		108		200		22:00	0	0	38		15		53	
10:15	0	0	92		85		177		22:15	0	0	32		12		44	
10:30	0	0	91		102		193		22:30	0	0	17		10		27	
10:45	0	0	99	374	101	396	200	770	22:45	0	0	19	106	6	43	25	149
11:00	0	0	121		96		217		23:00	0	0	19		8		27	
11:15	0	0	128		120		248		23:15	0	0	15		15		30	
11:30	0	0	110		129		239		23:30	0	0	20		9		29	
11:45	0	0	111	470	105	450	216	920	23:45	0	0	10	64	13	45	23	109
TOTALS				1728		1947		3675	TOTALS				4476		3818		8294
SPLIT %				47.0%		53.0%		30.7%	SPLIT %				54.0%		46.0%		69.3%

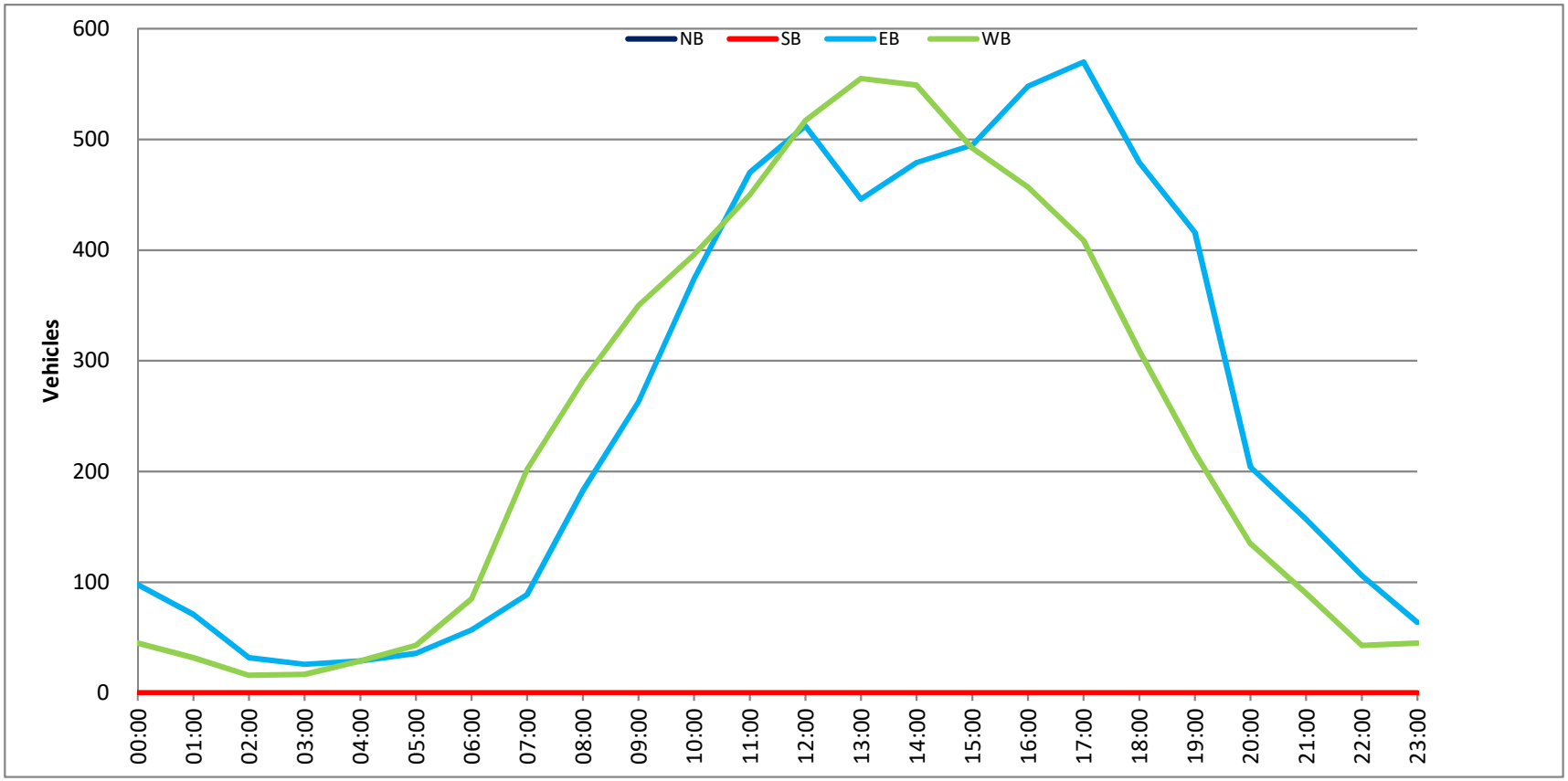
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,204	5,765	11,969

AM Peak Hour				11:45		11:45		11:45	PM Peak Hour				15:45		12:30		12:30
AM Pk Volume				492		479		971	PM Pk Volume				582		577		1062
Pk Hr Factor				0.911		0.804		0.927	Pk Hr Factor				0.970		0.968		0.969
7 - 9 Volume	0	0		272		484		756	4 - 6 Volume	0	0		1118		866		1984
7 - 9 Peak Hour				08:00		08:00		08:00	4 - 6 Peak Hour				17:00		16:30		16:30
7 - 9 Pk Volume	0	0		183		282		465	4 - 6 Pk Volume	0	0		570		472		1008
Pk Hr Factor	0.000	0.000		0.789		0.820		0.842	Pk Hr Factor	0.000	0.000		0.938		0.929		0.944

Prepared by NDS/ATD

Project #: CA17_4104_001 **City:** Mission Bay

Location: Mission Bay Dr W/O Sea World Dr **Date:** 4/9/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	79	23	0	11	0	0	0	0	0	0	0	0	113
1:00	0	43	8	0	5	0	0	0	0	0	0	0	0	56
2:00	0	41	8	0	4	0	0	0	0	0	0	0	0	53
3:00	0	44	9	0	7	0	0	0	0	0	0	0	0	60
4:00	0	54	13	0	8	0	0	0	0	0	0	0	0	75
5:00	0	213	54	1	34	0	0	0	0	0	0	0	0	302
6:00	0	517	131	0	73	0	0	0	4	0	0	0	0	725
7:00	3	829	222	3	130	0	0	6	6	0	0	0	0	1199
8:00	1	765	201	7	112	0	0	2	4	0	0	0	0	1092
9:00	1	699	182	2	106	1	0	0	6	0	0	0	0	997
10:00	1	652	176	4	100	0	0	0	3	0	0	0	0	936
11:00	2	640	182	3	100	0	0	1	4	0	0	0	0	932
12:00 PM	3	702	188	2	110	2	0	0	5	0	0	0	0	1012
13:00	3	521	135	4	81	0	0	0	0	0	0	0	0	744
14:00	2	761	207	3	118	1	1	1	3	0	0	0	0	1097
15:00	2	911	247	6	138	0	0	2	5	0	0	0	0	1311
16:00	1	911	244	2	124	0	1	2	5	0	0	0	0	1290
17:00	1	939	258	1	137	0	0	3	3	0	0	0	0	1342
18:00	4	752	195	2	99	0	0	2	1	0	0	0	0	1055
19:00	1	576	141	0	83	0	0	0	1	0	0	0	0	802
20:00	0	418	107	0	52	0	0	0	0	0	0	0	0	577
21:00	0	332	73	0	46	0	0	0	0	0	0	0	0	451
22:00	0	213	46	0	26	0	0	0	0	0	0	0	0	285
23:00	0	134	32	0	18	0	0	0	0	0	0	0	0	184
Totals	25	11746	3082	40	1722	4	2	19	50					16690
% of Totals	0%	70%	18%	0%	10%	0%	0%	0%	0%					100%

AM Volumes	8	4576	1209	20	690	1	0	9	27	0	0	0	0	6540
% AM	0%	27%	7%	0%	4%	0%		0%	0%					39%
AM Peak Hour	7:00	7:00	7:00	8:00	7:00	9:00		7:00	7:00					7:00
Volume	3	829	222	7	130	1		6	6					1199
PM Volumes	17	7170	1873	20	1032	3	2	10	23	0	0	0	0	10150
% PM	0%	43%	11%	0%	6%	0%	0%	0%	0%					61%
PM Peak Hour	18:00	17:00	17:00	15:00	15:00	12:00	14:00	17:00	12:00					17:00
Volume	4	939	258	6	138	2	1	3	5					1342

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	2291		14%	1756		11%	2632		16%	10011		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	77	20	0	9	2	0	0	0	0	0	0	0	108
1:00	0	44	11	0	7	0	0	0	0	0	0	0	0	62
2:00	0	28	5	0	6	0	0	0	0	0	0	0	0	39
3:00	0	23	5	1	5	0	0	1	0	0	0	0	0	35
4:00	0	82	20	1	15	1	0	2	2	0	0	0	0	123
5:00	0	150	51	1	45	0	0	3	0	0	0	0	0	250
6:00	0	381	116	4	104	1	0	7	1	0	0	0	0	614
7:00	1	647	196	5	112	0	1	4	1	0	0	0	0	967
8:00	0	572	203	5	115	1	0	2	1	0	0	0	0	899
9:00	2	578	242	5	100	4	1	3	0	0	0	0	0	935
10:00	4	664	278	7	118	0	0	3	2	0	0	0	0	1076
11:00	4	731	271	3	150	1	0	7	0	0	0	0	0	1167
12:00 PM	0	788	284	1	125	1	0	1	0	0	0	0	0	1200
13:00	1	716	262	3	110	1	0	2	0	0	0	0	0	1095
14:00	3	825	266	3	125	1	0	3	0	0	0	0	0	1226
15:00	2	1012	312	4	126	2	2	3	0	0	0	0	0	1463
16:00	3	1064	273	4	121	2	0	2	0	0	0	0	0	1469
17:00	4	975	230	1	92	0	0	2	0	0	0	0	0	1304
18:00	3	843	201	1	76	1	0	2	0	0	0	0	0	1127
19:00	0	645	145	0	54	1	2	0	1	0	0	0	0	848
20:00	1	446	103	0	32	0	1	0	1	0	0	0	0	584
21:00	0	356	75	2	30	0	2	2	0	0	0	0	0	467
22:00	0	244	64	1	19	0	0	0	0	0	0	0	0	328
23:00	0	152	31	0	11	0	0	0	0	0	0	0	0	194
Totals	28	12043	3664	52	1707	19	9	49	9					17580
% of Totals	0%	69%	21%	0%	10%	0%	0%	0%	0%					100%

AM Volumes	11	3977	1418	32	786	10	2	32	7	0	0	0	0	6275
% AM	0%	23%	8%	0%	4%	0%	0%	0%	0%					36%
AM Peak Hour	10:00	11:00	10:00	10:00	11:00	9:00	7:00	6:00	4:00					11:00
Volume	4	731	278	7	150	4	1	7	2					1167
PM Volumes	17	8066	2246	20	921	9	7	17	2	0	0	0	0	11305
% PM	0%	46%	13%	0%	5%	0%	0%	0%	0%					64%
PM Peak Hour	17:00	16:00	15:00	15:00	15:00	15:00	15:00	14:00	19:00					16:00
Volume	4	1064	312	4	126	2	2	3	1					1469

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1866		11%	2295		13%	2773		16%	10646		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	156	43	0	20	2	0	0	0	0	0	0	0	221
1:00	0	87	19	0	12	0	0	0	0	0	0	0	0	118
2:00	0	69	13	0	10	0	0	0	0	0	0	0	0	92
3:00	0	67	14	1	12	0	0	1	0	0	0	0	0	95
4:00	0	136	33	1	23	1	0	2	2	0	0	0	0	198
5:00	0	363	105	2	79	0	0	3	0	0	0	0	0	552
6:00	0	898	247	4	177	1	0	7	5	0	0	0	0	1339
7:00	4	1476	418	8	242	0	1	10	7	0	0	0	0	2166
8:00	1	1337	404	12	227	1	0	4	5	0	0	0	0	1991
9:00	3	1277	424	7	206	5	1	3	6	0	0	0	0	1932
10:00	5	1316	454	11	218	0	0	3	5	0	0	0	0	2012
11:00	6	1371	453	6	250	1	0	8	4	0	0	0	0	2099
12:00 PM	3	1490	472	3	235	3	0	1	5	0	0	0	0	2212
13:00	4	1237	397	7	191	1	0	2	0	0	0	0	0	1839
14:00	5	1586	473	6	243	2	1	4	3	0	0	0	0	2323
15:00	4	1923	559	10	264	2	2	5	5	0	0	0	0	2774
16:00	4	1975	517	6	245	2	1	4	5	0	0	0	0	2759
17:00	5	1914	488	2	229	0	0	5	3	0	0	0	0	2646
18:00	7	1595	396	3	175	1	0	4	1	0	0	0	0	2182
19:00	1	1221	286	0	137	1	2	0	2	0	0	0	0	1650
20:00	1	864	210	0	84	0	1	0	1	0	0	0	0	1161
21:00	0	688	148	2	76	0	2	2	0	0	0	0	0	918
22:00	0	457	110	1	45	0	0	0	0	0	0	0	0	613
23:00	0	286	63	0	29	0	0	0	0	0	0	0	0	378
Totals	53	23789	6746	92	3429	23	11	68	59					34270
% of Totals	0%	69%	20%	0%	10%	0%	0%	0%	0%					100%

AM Volumes	19	8553	2627	52	1476	11	2	41	34	0	0	0	0	12815
% AM	0%	25%	8%	0%	4%	0%	0%	0%	0%					37%
AM Peak Hour	11:00	7:00	10:00	8:00	11:00	9:00	7:00	7:00	7:00					7:00
Volume	6	1476	454	12	250	5	1	10	7					2166
PM Volumes	34	15236	4119	40	1953	12	9	27	25	0	0	0	0	21455
% PM	0%	44%	12%	0%	6%	0%	0%	0%	0%					63%
PM Peak Hour	18:00	16:00	15:00	15:00	15:00	12:00	15:00	15:00	12:00					15:00
Volume	7	1975	559	10	264	3	2	5	5					2774

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	4157		12%	4051		12%	5405		16%	20657		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_002

DAILY TOTALS	NB	SB	EB	WB	Total
	16,690	17,580	0	0	34,270

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	40		35		0	0	75		12:00	236		301		0	0	537	
0:15	30		27		0	0	57		12:15	248		299		0	0	547	
0:30	26		25		0	0	51		12:30	252		313		0	0	565	
0:45	17	113	21	108	0	0	38	221	12:45	276	1012	287	1200	0	0	563	2212
1:00	20		21		0	0	41		13:00	233		263		0	0	496	
1:15	10		14		0	0	24		13:15	197		293		0	0	490	
1:30	12		11		0	0	23		13:30	160		267		0	0	427	
1:45	14	56	16	62	0	0	30	118	13:45	154	744	272	1095	0	0	426	1839
2:00	13		10		0	0	23		14:00	284		258		0	0	542	
2:15	14		8		0	0	22		14:15	263		300		0	0	563	
2:30	12		12		0	0	24		14:30	290		320		0	0	610	
2:45	14	53	9	39	0	0	23	92	14:45	260	1097	348	1226	0	0	608	2323
3:00	11		8		0	0	19		15:00	345		317		0	0	662	
3:15	13		6		0	0	19		15:15	311		369		0	0	680	
3:30	23		10		0	0	33		15:30	329		390		0	0	719	
3:45	13	60	11	35	0	0	24	95	15:45	326	1311	387	1463	0	0	713	2774
4:00	11		16		0	0	27		16:00	333		383		0	0	716	
4:15	17		17		0	0	34		16:15	298		377		0	0	675	
4:30	24		29		0	0	53		16:30	320		342		0	0	662	
4:45	23	75	61	123	0	0	84	198	16:45	339	1290	367	1469	0	0	706	2759
5:00	26		34		0	0	60		17:00	340		338		0	0	678	
5:15	61		48		0	0	109		17:15	320		369		0	0	689	
5:30	91		56		0	0	147		17:30	365		310		0	0	675	
5:45	124	302	112	250	0	0	236	552	17:45	317	1342	287	1304	0	0	604	2646
6:00	125		130		0	0	255		18:00	260		277		0	0	537	
6:15	168		147		0	0	315		18:15	282		303		0	0	585	
6:30	221		152		0	0	373		18:30	280		269		0	0	549	
6:45	211	725	185	614	0	0	396	1339	18:45	233	1055	278	1127	0	0	511	2182
7:00	278		223		0	0	501		19:00	224		230		0	0	454	
7:15	290		227		0	0	517		19:15	211		232		0	0	443	
7:30	307		246		0	0	553		19:30	187		185		0	0	372	
7:45	324	1199	271	967	0	0	595	2166	19:45	180	802	201	848	0	0	381	1650
8:00	303		229		0	0	532		20:00	175		169		0	0	344	
8:15	265		225		0	0	490		20:15	147		159		0	0	306	
8:30	291		218		0	0	509		20:30	144		134		0	0	278	
8:45	233	1092	227	899	0	0	460	1991	20:45	111	577	122	584	0	0	233	1161
9:00	242		181		0	0	423		21:00	127		118		0	0	245	
9:15	252		202		0	0	454		21:15	135		130		0	0	265	
9:30	244		274		0	0	518		21:30	101		104		0	0	205	
9:45	259	997	278	935	0	0	537	1932	21:45	88	451	115	467	0	0	203	918
10:00	218		250		0	0	468		22:00	87		93		0	0	180	
10:15	244		275		0	0	519		22:15	77		91		0	0	168	
10:30	228		285		0	0	513		22:30	62		67		0	0	129	
10:45	246	936	266	1076	0	0	512	2012	22:45	59	285	77	328	0	0	136	613
11:00	222		275		0	0	497		23:00	65		56		0	0	121	
11:15	255		309		0	0	564		23:15	51		41		0	0	92	
11:30	213		307		0	0	520		23:30	43		60		0	0	103	
11:45	242	932	276	1167	0	0	518	2099	23:45	25	184	37	194	0	0	62	378
TOTALS		6540		6275				12815	TOTALS		10150		11305				21455
SPLIT %		51.0%		49.0%				37.4%	SPLIT %		47.3%		52.7%				62.6%

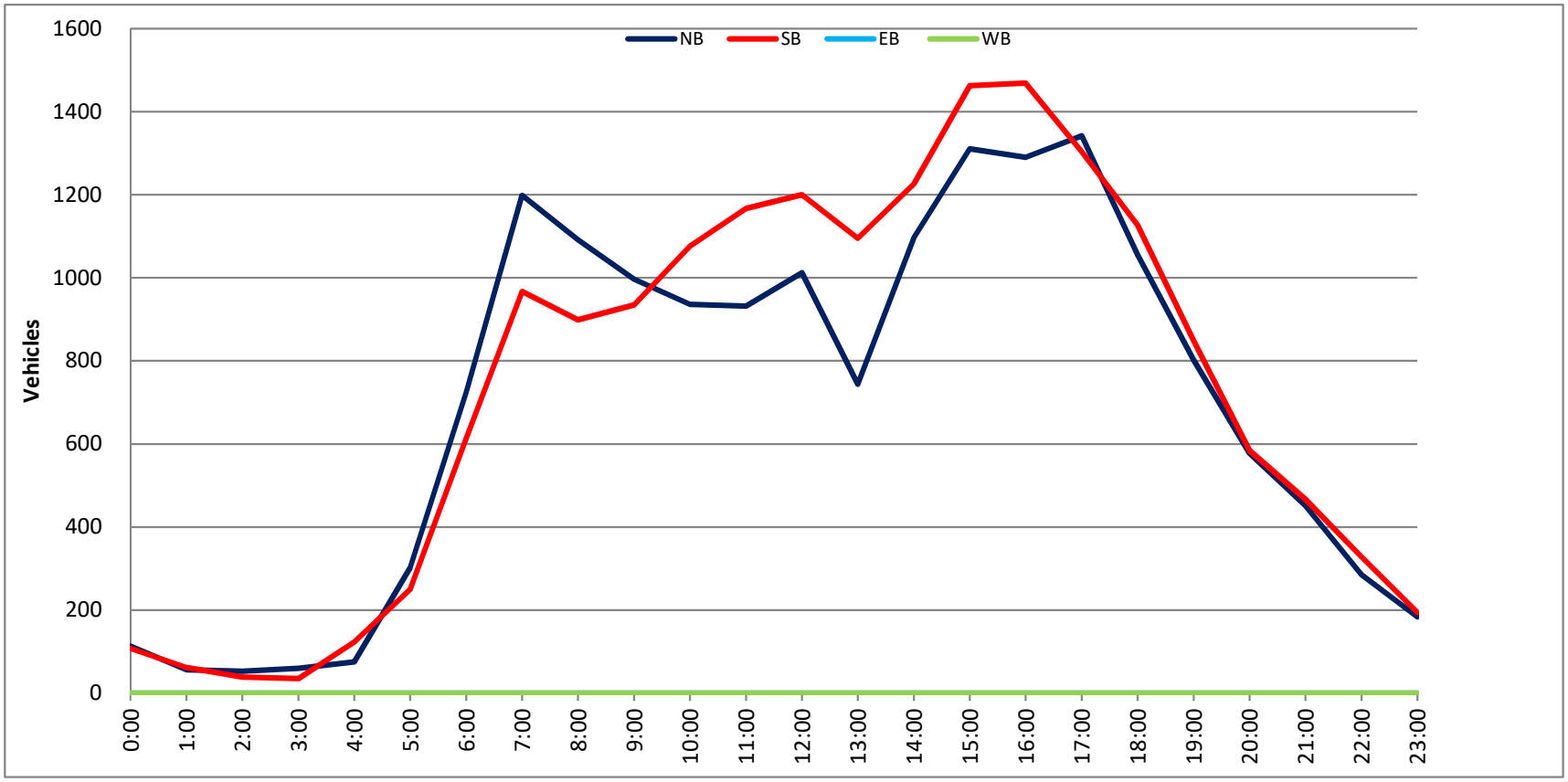
DAILY TOTALS	NB	SB	EB	WB	Total
	16,690	17,580	0	0	34,270

AM Peak Hour	7:15	11:15			7:15	PM Peak Hour	16:45	15:30			15:15
AM Pk Volume	1224	1193			2197	PM Pk Volume	1364	1537			2828
Pk Hr Factor	0.944	0.965			0.923	Pk Hr Factor	0.934	0.985			0.983
7 - 9 Volume	2291	1866	0	0	4157	4 - 6 Volume	2632	2773	0	0	5405
7 - 9 Peak Hour	7:15	7:15			7:15	4 - 6 Peak Hour	16:45	16:00			16:00
7 - 9 Pk Volume	1224	973	0	0	2197	4 - 6 Pk Volume	1364	1469	0	0	2759
Pk Hr Factor	0.944	0.898	0.000	0.000	0.923	Pk Hr Factor	0.934	0.959	0.000	0.000	0.963

Prepared by NDS/ATD

Project #: CA17_4104_002 **City:** Mission Bay

Location: Sea World Dr N/O Mission Bay Dr/Fiesta **Date:** 4/6/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	1	73	15	0	9	0	0	0	0	0	0	0	0	98
1:00	0	52	11	0	5	0	0	0	0	0	0	0	0	68
2:00	0	42	9	0	4	0	0	0	0	0	0	0	0	55
3:00	0	28	4	0	7	0	0	0	0	0	0	0	0	39
4:00	0	60	13	0	11	0	0	0	0	0	0	0	0	84
5:00	0	189	50	0	27	0	0	0	1	0	0	0	0	267
6:00	0	492	131	3	82	4	0	0	0	0	0	0	0	712
7:00	0	770	204	2	121	4	0	0	1	0	0	0	0	1102
8:00	3	727	197	6	117	1	0	0	0	0	0	0	0	1051
9:00	2	662	185	3	105	2	0	1	3	0	0	0	0	963
10:00	5	717	192	5	114	1	0	0	1	0	0	0	0	1035
11:00	3	776	199	5	123	1	0	1	1	0	0	0	0	1109
12:00 PM	2	743	200	5	120	1	0	0	0	0	0	0	0	1071
13:00	3	801	225	1	127	2	0	1	0	0	0	0	0	1160
14:00	1	803	224	5	120	2	0	0	0	0	0	0	0	1155
15:00	1	882	245	5	150	0	0	0	0	0	0	0	0	1283
16:00	1	849	215	6	117	0	0	0	0	0	0	0	0	1188
17:00	1	946	280	4	136	2	0	1	1	0	0	0	0	1371
18:00	0	647	178	4	87	1	0	0	0	0	0	0	0	917
19:00	0	614	162	4	87	1	0	0	0	0	0	0	0	868
20:00	0	538	137	1	73	1	0	0	0	0	0	0	0	750
21:00	0	446	112	0	61	0	0	1	0	0	0	0	0	620
22:00	0	386	86	0	57	0	0	0	0	0	0	0	0	529
23:00	0	245	52	0	35	0	0	0	0	0	0	0	0	332
Totals	23	12488	3326	59	1895	23		5	8					17827
% of Totals	0%	70%	19%	0%	11%	0%		0%	0%					100%

AM Volumes	14	4588	1210	24	725	13	0	2	7	0	0	0	0	6583
% AM	0%	26%	7%	0%	4%	0%		0%	0%					37%
AM Peak Hour	10:00	11:00	7:00	8:00	11:00	6:00		9:00	9:00					11:00
Volume	5	776	204	6	123	4		1	3					1109
PM Volumes	9	7900	2116	35	1170	10	0	3	1	0	0	0	0	11244
% PM	0%	44%	12%	0%	7%	0%		0%	0%					63%
PM Peak Hour	13:00	17:00	17:00	16:00	15:00	13:00		13:00	17:00					17:00
Volume	3	946	280	6	150	2		1	1					1371

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	2153		12%	2231		13%	2559		14%	10884		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	80	15	0	6	0	0	0	0	0	0	0	0	101
1:00	0	42	11	0	3	0	0	0	0	0	0	0	0	56
2:00	0	33	6	0	3	1	0	2	0	0	0	0	0	45
3:00	0	31	7	0	7	0	0	0	0	0	0	0	0	45
4:00	0	61	24	0	14	1	0	0	0	0	0	0	0	100
5:00	0	150	51	1	44	0	0	3	1	0	0	0	0	250
6:00	1	321	97	4	78	2	0	10	1	0	0	0	0	514
7:00	0	540	171	5	107	1	0	1	4	0	0	0	0	829
8:00	2	584	213	2	104	0	0	4	0	0	0	0	0	909
9:00	2	619	223	6	117	3	0	3	0	0	0	0	0	973
10:00	4	735	319	5	116	2	1	2	0	0	0	0	0	1184
11:00	0	769	281	8	136	2	0	3	0	0	0	0	0	1199
12:00 PM	1	767	268	4	118	2	0	4	0	0	0	0	0	1164
13:00	0	771	248	5	131	2	1	0	1	0	0	0	0	1159
14:00	0	798	247	3	130	4	0	3	0	0	0	0	0	1185
15:00	3	866	250	7	123	3	0	1	1	0	0	0	0	1254
16:00	4	934	272	6	117	0	0	1	0	0	0	0	0	1334
17:00	5	924	222	3	106	2	0	2	0	0	0	0	0	1264
18:00	2	861	206	0	91	0	0	1	0	0	0	0	0	1161
19:00	1	591	161	2	67	1	0	0	0	0	0	0	0	823
20:00	1	457	127	1	44	0	0	1	0	0	0	0	0	631
21:00	0	365	84	2	39	1	0	0	0	0	0	0	0	491
22:00	0	325	79	0	32	0	0	0	0	0	0	0	0	436
23:00	0	207	44	0	17	0	0	0	0	0	0	0	0	268
Totals	26	11831	3626	64	1750	27	2	41	8					17375
% of Totals	0%	68%	21%	0%	10%	0%	0%	0%	0%					100%

AM Volumes	9	3965	1418	31	735	12	1	28	6	0	0	0	0	6205
% AM	0%	23%	8%	0%	4%	0%	0%	0%	0%					36%
AM Peak Hour	10:00	11:00	10:00	11:00	11:00	9:00	10:00	6:00	7:00					11:00
Volume	4	769	319	8	136	3	1	10	4					1199
PM Volumes	17	7866	2208	33	1015	15	1	13	2	0	0	0	0	11170
% PM	0%	45%	13%	0%	6%	0%	0%	0%	0%					64%
PM Peak Hour	17:00	16:00	16:00	15:00	13:00	14:00	13:00	12:00	13:00					16:00
Volume	5	934	272	7	131	4	1	4	1					1334

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1738		10%	2323		13%	2598		15%	10716		62%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	1	153	30	0	15	0	0	0	0	0	0	0	0	199
1:00	0	94	22	0	8	0	0	0	0	0	0	0	0	124
2:00	0	75	15	0	7	1	0	2	0	0	0	0	0	100
3:00	0	59	11	0	14	0	0	0	0	0	0	0	0	84
4:00	0	121	37	0	25	1	0	0	0	0	0	0	0	184
5:00	0	339	101	1	71	0	0	3	2	0	0	0	0	517
6:00	1	813	228	7	160	6	0	10	1	0	0	0	0	1226
7:00	0	1310	375	7	228	5	0	1	5	0	0	0	0	1931
8:00	5	1311	410	8	221	1	0	4	0	0	0	0	0	1960
9:00	4	1281	408	9	222	5	0	4	3	0	0	0	0	1936
10:00	9	1452	511	10	230	3	1	2	1	0	0	0	0	2219
11:00	3	1545	480	13	259	3	0	4	1	0	0	0	0	2308
12:00 PM	3	1510	468	9	238	3	0	4	0	0	0	0	0	2235
13:00	3	1572	473	6	258	4	1	1	1	0	0	0	0	2319
14:00	1	1601	471	8	250	6	0	3	0	0	0	0	0	2340
15:00	4	1748	495	12	273	3	0	1	1	0	0	0	0	2537
16:00	5	1783	487	12	234	0	0	1	0	0	0	0	0	2522
17:00	6	1870	502	7	242	4	0	3	1	0	0	0	0	2635
18:00	2	1508	384	4	178	1	0	1	0	0	0	0	0	2078
19:00	1	1205	323	6	154	2	0	0	0	0	0	0	0	1691
20:00	1	995	264	2	117	1	0	1	0	0	0	0	0	1381
21:00	0	811	196	2	100	1	0	1	0	0	0	0	0	1111
22:00	0	711	165	0	89	0	0	0	0	0	0	0	0	965
23:00	0	452	96	0	52	0	0	0	0	0	0	0	0	600
Totals	49	24319	6952	123	3645	50	2	46	16					35202
% of Totals	0%	69%	20%	0%	10%	0%	0%	0%	0%					100%

AM Volumes	23	8553	2628	55	1460	25	1	30	13	0	0	0	0	12788
% AM	0%	24%	7%	0%	4%	0%	0%	0%	0%					36%
AM Peak Hour	10:00	11:00	10:00	11:00	11:00	6:00	10:00	6:00	7:00					11:00
Volume	9	1545	511	13	259	6	1	10	5					2308
PM Volumes	26	15766	4324	68	2185	25	1	16	3	0	0	0	0	22414
% PM	0%	45%	12%	0%	6%	0%	0%	0%	0%					64%
PM Peak Hour	17:00	17:00	17:00	15:00	15:00	14:00	13:00	12:00	13:00					17:00
Volume	6	1870	502	12	273	6	1	4	1					2635

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	3891		11%	4554		13%	5157		15%	21600		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	17,827	17,375	0	0	35,202

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	36		25		0	0	61		12:00	262		261		0	0	523	
0:15	26		33		0	0	59		12:15	254		323		0	0	577	
0:30	23		16		0	0	39		12:30	264		296		0	0	560	
0:45	13	98	27	101	0	0	40	199	12:45	291	1071	284	1164	0	0	575	2235
1:00	23		18		0	0	41		13:00	299		295		0	0	594	
1:15	14		11		0	0	25		13:15	257		266		0	0	523	
1:30	17		14		0	0	31		13:30	317		285		0	0	602	
1:45	14	68	13	56	0	0	27	124	13:45	287	1160	313	1159	0	0	600	2319
2:00	12		11		0	0	23		14:00	281		274		0	0	555	
2:15	17		16		0	0	33		14:15	312		307		0	0	619	
2:30	11		10		0	0	21		14:30	274		323		0	0	597	
2:45	15	55	8	45	0	0	23	100	14:45	288	1155	281	1185	0	0	569	2340
3:00	6		11		0	0	17		15:00	284		314		0	0	598	
3:15	12		9		0	0	21		15:15	340		298		0	0	638	
3:30	12		11		0	0	23		15:30	312		301		0	0	613	
3:45	9	39	14	45	0	0	23	84	15:45	347	1283	341	1254	0	0	688	2537
4:00	12		18		0	0	30		16:00	316		335		0	0	651	
4:15	13		21		0	0	34		16:15	304		336		0	0	640	
4:30	22		29		0	0	51		16:30	285		351		0	0	636	
4:45	37	84	32	100	0	0	69	184	16:45	283	1188	312	1334	0	0	595	2522
5:00	34		23		0	0	57		17:00	352		336		0	0	688	
5:15	37		56		0	0	93		17:15	323		316		0	0	639	
5:30	106		70		0	0	176		17:30	336		303		0	0	639	
5:45	90	267	101	250	0	0	191	517	17:45	360	1371	309	1264	0	0	669	2635
6:00	114		119		0	0	233		18:00	252		278		0	0	530	
6:15	174		118		0	0	292		18:15	225		329		0	0	554	
6:30	204		125		0	0	329		18:30	223		299		0	0	522	
6:45	220	712	152	514	0	0	372	1226	18:45	217	917	255	1161	0	0	472	2078
7:00	242		189		0	0	431		19:00	215		229		0	0	444	
7:15	269		207		0	0	476		19:15	248		187		0	0	435	
7:30	287		200		0	0	487		19:30	219		206		0	0	425	
7:45	304	1102	233	829	0	0	537	1931	19:45	186	868	201	823	0	0	387	1691
8:00	243		232		0	0	475		20:00	199		178		0	0	377	
8:15	308		232		0	0	540		20:15	183		177		0	0	360	
8:30	269		220		0	0	489		20:30	192		145		0	0	337	
8:45	231	1051	225	909	0	0	456	1960	20:45	176	750	131	631	0	0	307	1381
9:00	277		222		0	0	499		21:00	163		123		0	0	286	
9:15	210		245		0	0	455		21:15	161		123		0	0	284	
9:30	247		243		0	0	490		21:30	144		124		0	0	268	
9:45	229	963	263	973	0	0	492	1936	21:45	152	620	121	491	0	0	273	1111
10:00	254		297		0	0	551		22:00	164		127		0	0	291	
10:15	269		293		0	0	562		22:15	163		107		0	0	270	
10:30	245		295		0	0	540		22:30	105		114		0	0	219	
10:45	267	1035	299	1184	0	0	566	2219	22:45	97	529	88	436	0	0	185	965
11:00	251		294		0	0	545		23:00	80		76		0	0	156	
11:15	284		290		0	0	574		23:15	93		72		0	0	165	
11:30	291		322		0	0	613		23:30	78		61		0	0	139	
11:45	283	1109	293	1199	0	0	576	2308	23:45	81	332	59	268	0	0	140	600
TOTALS		6583		6205				12788	TOTALS		11244		11170				22414
SPLIT %		51.5%		48.5%				36.3%	SPLIT %		50.2%		49.8%				63.7%

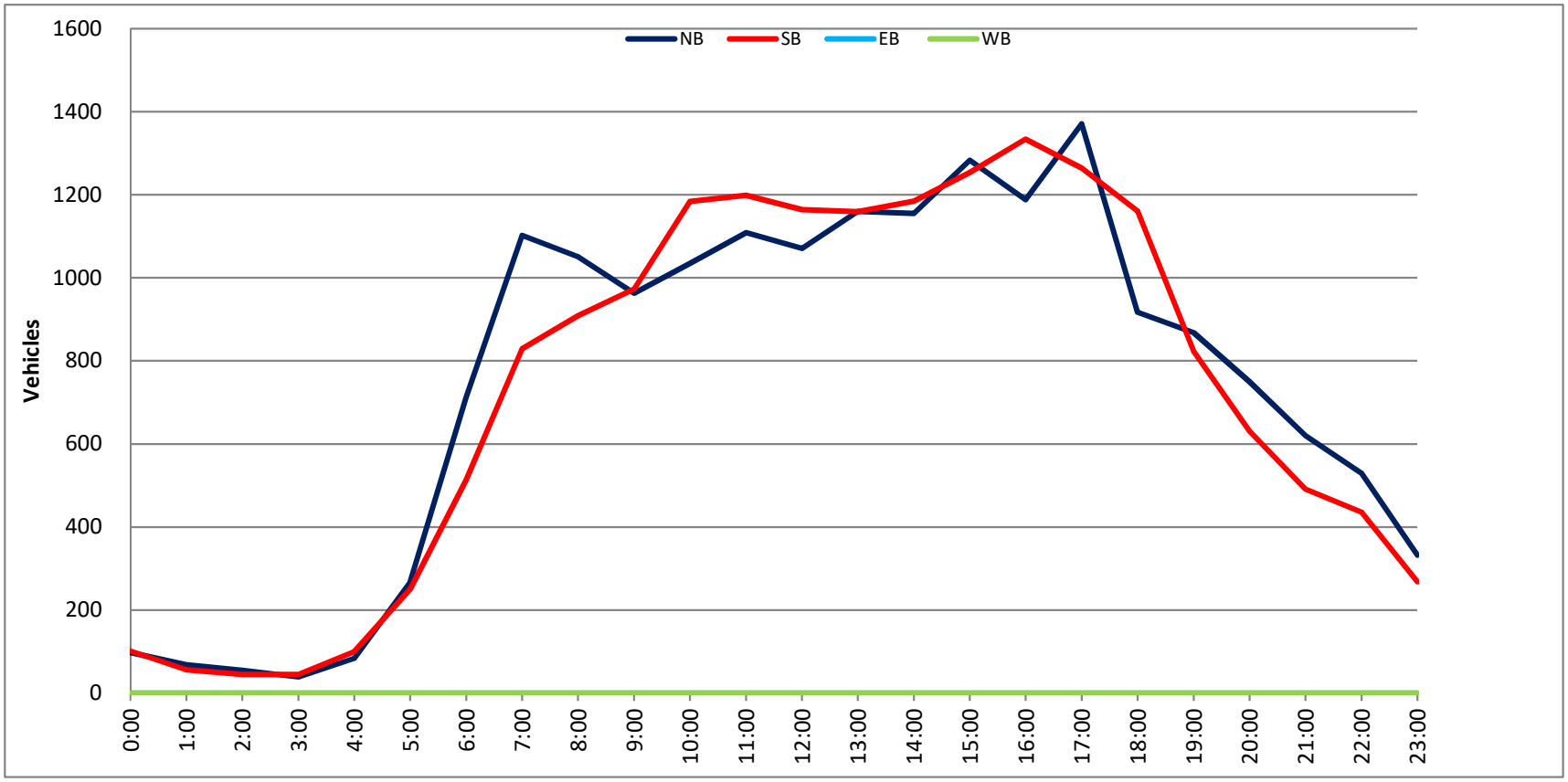
DAILY TOTALS	NB	SB	EB	WB	Total
	17,827	17,375	0	0	35,202

AM Peak Hour	7:30	10:45			11:00	PM Peak Hour	17:00	15:45			17:00
AM Pk Volume	1142	1205			2308	PM Pk Volume	1371	1363			2635
Pk Hr Factor	0.927	0.936			0.941	Pk Hr Factor	0.952	0.971			0.957
7 - 9 Volume	2153	1738	0	0	3891	4 - 6 Volume	2559	2598	0	0	5157
7 - 9 Peak Hour	7:30	7:45			7:45	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	1142	917	0	0	2041	4 - 6 Pk Volume	1371	1335	0	0	2635
Pk Hr Factor	0.927	0.984	0.000	0.000	0.945	Pk Hr Factor	0.952	0.951	0.000	0.000	0.957

Prepared by NDS/ATD

Project #: CA17_4104_002 **City:** Mission Bay

Location: Sea World Dr N/O Mission Bay Dr/Fiesta **Date:** 4/7/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	131	35	0	16	0	0	1	0	0	0	0	0	183
1:00	0	84	15	0	7	0	0	0	0	0	0	0	0	106
2:00	0	81	18	0	6	0	0	0	0	0	0	0	0	105
3:00	0	47	9	0	8	0	0	0	0	0	0	0	0	64
4:00	0	61	14	0	5	0	0	0	0	0	0	0	0	80
5:00	0	101	20	0	8	0	0	0	0	0	0	0	0	129
6:00	1	214	51	0	25	0	0	0	0	0	0	0	0	291
7:00	2	332	81	0	33	0	0	0	2	0	0	0	0	450
8:00	3	518	118	2	58	0	0	0	0	0	0	0	0	699
9:00	3	687	158	3	70	0	0	0	0	0	0	0	0	921
10:00	3	878	215	4	98	0	0	0	1	0	0	0	0	1199
11:00	0	804	194	1	82	1	0	0	0	0	0	0	0	1082
12:00 PM	4	867	210	3	90	0	0	0	0	0	0	0	0	1174
13:00	1	828	206	4	94	1	0	0	1	0	0	0	0	1135
14:00	2	902	235	1	106	0	0	0	0	0	0	0	0	1246
15:00	3	970	225	4	105	0	0	0	0	0	0	0	0	1307
16:00	3	1082	259	1	102	1	0	0	0	0	0	0	0	1448
17:00	2	1097	285	2	106	0	0	1	1	0	0	0	0	1494
18:00	1	961	239	2	93	0	0	0	0	0	0	0	0	1296
19:00	0	890	234	1	104	0	1	3	0	0	0	0	0	1233
20:00	0	700	187	1	67	0	0	1	0	0	0	0	0	956
21:00	0	619	166	0	59	0	0	0	0	0	0	0	0	844
22:00	0	437	104	1	44	0	0	1	0	0	0	0	0	587
23:00	0	457	117	0	45	0	0	0	0	0	0	0	0	619
Totals	28	13748	3395	30	1431	3	1	7	5					18648
% of Totals	0%	74%	18%	0%	8%	0%	0%	0%	0%					100%

AM Volumes	12	3938	928	10	416	1	0	1	3	0	0	0	0	5309
% AM	0%	21%	5%	0%	2%	0%		0%	0%					28%
AM Peak Hour	8:00	10:00	10:00	10:00	10:00	11:00			7:00					10:00
Volume	3	878	215	4	98	1		1	2					1199
PM Volumes	16	9810	2467	20	1015	2	1	6	2	0	0	0	0	13339
% PM	0%	53%	13%	0%	5%	0%	0%	0%	0%					72%
PM Peak Hour	12:00	17:00	17:00	13:00	14:00	13:00	19:00	19:00	13:00					17:00
Volume	4	1097	285	4	106	1	1	3	1					1494

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1149		6%	2309		12%	2942		16%	12248		66%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	131	22	0	15	0	0	0	0	0	0	0	0	168
1:00	0	106	27	0	10	0	0	0	0	0	0	0	0	143
2:00	0	63	12	0	6	0	0	0	0	0	0	0	0	81
3:00	0	49	12	0	5	0	0	0	0	0	0	0	0	66
4:00	0	51	7	0	9	0	0	4	1	0	0	0	0	72
5:00	0	73	23	1	28	0	0	1	1	0	0	0	0	127
6:00	0	202	88	3	40	1	0	4	0	0	0	0	0	338
7:00	0	391	121	3	61	1	0	5	0	0	0	0	0	582
8:00	0	567	209	2	97	3	0	1	0	0	0	0	0	879
9:00	4	783	265	3	101	7	1	2	1	0	0	0	0	1167
10:00	6	955	366	2	134	5	1	3	0	0	0	0	0	1472
11:00	2	1010	357	1	145	1	1	1	0	0	0	0	0	1518
12:00 PM	3	1012	386	7	114	3	2	5	1	0	0	0	0	1533
13:00	4	1053	367	0	108	0	2	6	1	0	0	0	0	1541
14:00	3	987	313	1	110	4	0	1	0	0	0	0	0	1419
15:00	4	924	310	1	92	1	0	4	0	0	0	0	0	1336
16:00	4	874	272	1	96	3	0	0	0	0	0	0	0	1250
17:00	2	814	238	3	79	1	0	0	0	0	0	0	0	1137
18:00	0	785	206	2	68	2	0	1	0	0	0	0	0	1064
19:00	0	522	174	1	48	1	0	0	0	0	0	0	0	746
20:00	0	428	116	0	34	0	0	0	0	0	0	0	0	578
21:00	0	409	99	4	34	0	0	1	0	0	0	0	0	547
22:00	0	329	69	1	26	0	0	0	0	0	0	0	0	425
23:00	0	262	64	0	25	0	0	0	0	0	0	0	0	351
Totals	32	12780	4123	36	1485	33	7	39	5					18540
% of Totals	0%	69%	22%	0%	8%	0%	0%	0%	0%					100%

AM Volumes	12	4381	1509	15	651	18	3	21	3	0	0	0	0	6613
% AM	0%	24%	8%	0%	4%	0%	0%	0%	0%					36%
AM Peak Hour	10:00	11:00	10:00	6:00	11:00	9:00	9:00	7:00	4:00					11:00
Volume	6	1010	366	3	145	7	1	5	1					1518
PM Volumes	20	8399	2614	21	834	15	4	18	2	0	0	0	0	11927
% PM	0%	45%	14%	0%	4%	0%	0%	0%	0%					64%
PM Peak Hour	13:00	13:00	12:00	12:00	12:00	14:00	12:00	13:00	12:00					13:00
Volume	4	1053	386	7	114	4	2	6	1					1541

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1461	8%	3074	17%	2387	13%	11618	63%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	262	57	0	31	0	0	1	0	0	0	0	0	351
1:00	0	190	42	0	17	0	0	0	0	0	0	0	0	249
2:00	0	144	30	0	12	0	0	0	0	0	0	0	0	186
3:00	0	96	21	0	13	0	0	0	0	0	0	0	0	130
4:00	0	112	21	0	14	0	0	4	1	0	0	0	0	152
5:00	0	174	43	1	36	0	0	1	1	0	0	0	0	256
6:00	1	416	139	3	65	1	0	4	0	0	0	0	0	629
7:00	2	723	202	3	94	1	0	5	2	0	0	0	0	1032
8:00	3	1085	327	4	155	3	0	1	0	0	0	0	0	1578
9:00	7	1470	423	6	171	7	1	2	1	0	0	0	0	2088
10:00	9	1833	581	6	232	5	1	3	1	0	0	0	0	2671
11:00	2	1814	551	2	227	2	1	1	0	0	0	0	0	2600
12:00 PM	7	1879	596	10	204	3	2	5	1	0	0	0	0	2707
13:00	5	1881	573	4	202	1	2	6	2	0	0	0	0	2676
14:00	5	1889	548	2	216	4	0	1	0	0	0	0	0	2665
15:00	7	1894	535	5	197	1	0	4	0	0	0	0	0	2643
16:00	7	1956	531	2	198	4	0	0	0	0	0	0	0	2698
17:00	4	1911	523	5	185	1	0	1	1	0	0	0	0	2631
18:00	1	1746	445	4	161	2	0	1	0	0	0	0	0	2360
19:00	0	1412	408	2	152	1	1	3	0	0	0	0	0	1979
20:00	0	1128	303	1	101	0	0	1	0	0	0	0	0	1534
21:00	0	1028	265	4	93	0	0	1	0	0	0	0	0	1391
22:00	0	766	173	2	70	0	0	1	0	0	0	0	0	1012
23:00	0	719	181	0	70	0	0	0	0	0	0	0	0	970
Totals	60	26528	7518	66	2916	36	8	46	10					37188
% of Totals	0%	71%	20%	0%	8%	0%	0%	0%	0%					100%

AM Volumes	24	8319	2437	25	1067	19	3	22	6	0	0	0	0	11922
% AM	0%	22%	7%	0%	3%	0%	0%	0%	0%					32%
AM Peak Hour	10:00	10:00	10:00	9:00	10:00	9:00	9:00	7:00	7:00					10:00
Volume	9	1833	581	6	232	7	1	5	2					2671
PM Volumes	36	18209	5081	41	1849	17	5	24	4	0	0	0	0	25266
% PM	0%	49%	14%	0%	5%	0%	0%	0%	0%					68%
PM Peak Hour	12:00	16:00	12:00	12:00	14:00	14:00	12:00	13:00	13:00					12:00
Volume	7	1956	596	10	216	4	2	6	2					2707

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2610		7%	5383		14%	5329		14%	23866		64%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	18,648	18,540	0	0	37,188

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	60		53		0	0	113		12:00	270		374		0	0	644	
0:15	37		45		0	0	82		12:15	289		360		0	0	649	
0:30	46		46		0	0	92		12:30	323		374		0	0	697	
0:45	40	183	24	168	0	0	64	351	12:45	292	1174	425	1533	0	0	717	2707
1:00	28		33		0	0	61		13:00	292		393		0	0	685	
1:15	22		33		0	0	55		13:15	286		364		0	0	650	
1:30	21		38		0	0	59		13:30	284		387		0	0	671	
1:45	35	106	39	143	0	0	74	249	13:45	273	1135	397	1541	0	0	670	2676
2:00	33		32		0	0	65		14:00	296		379		0	0	675	
2:15	28		21		0	0	49		14:15	329		334		0	0	663	
2:30	24		17		0	0	41		14:30	300		361		0	0	661	
2:45	20	105	11	81	0	0	31	186	14:45	321	1246	345	1419	0	0	666	2665
3:00	19		15		0	0	34		15:00	336		347		0	0	683	
3:15	13		20		0	0	33		15:15	321		301		0	0	622	
3:30	18		16		0	0	34		15:30	316		345		0	0	661	
3:45	14	64	15	66	0	0	29	130	15:45	334	1307	343	1336	0	0	677	2643
4:00	23		15		0	0	38		16:00	354		314		0	0	668	
4:15	24		16		0	0	40		16:15	318		314		0	0	632	
4:30	17		20		0	0	37		16:30	377		307		0	0	684	
4:45	16	80	21	72	0	0	37	152	16:45	399	1448	315	1250	0	0	714	2698
5:00	24		23		0	0	47		17:00	394		299		0	0	693	
5:15	31		21		0	0	52		17:15	385		252		0	0	637	
5:30	27		27		0	0	54		17:30	346		298		0	0	644	
5:45	47	129	56	127	0	0	103	256	17:45	369	1494	288	1137	0	0	657	2631
6:00	59		62		0	0	121		18:00	345		266		0	0	611	
6:15	58		88		0	0	146		18:15	343		237		0	0	580	
6:30	88		89		0	0	177		18:30	327		289		0	0	616	
6:45	86	291	99	338	0	0	185	629	18:45	281	1296	272	1064	0	0	553	2360
7:00	83		133		0	0	216		19:00	363		223		0	0	586	
7:15	107		121		0	0	228		19:15	267		169		0	0	436	
7:30	131		139		0	0	270		19:30	332		169		0	0	501	
7:45	129	450	189	582	0	0	318	1032	19:45	271	1233	185	746	0	0	456	1979
8:00	143		192		0	0	335		20:00	257		157		0	0	414	
8:15	175		199		0	0	374		20:15	263		139		0	0	402	
8:30	185		211		0	0	396		20:30	225		145		0	0	370	
8:45	196	699	277	879	0	0	473	1578	20:45	211	956	137	578	0	0	348	1534
9:00	215		239		0	0	454		21:00	230		131		0	0	361	
9:15	211		258		0	0	469		21:15	231		143		0	0	374	
9:30	245		323		0	0	568		21:30	195		148		0	0	343	
9:45	250	921	347	1167	0	0	597	2088	21:45	188	844	125	547	0	0	313	1391
10:00	272		349		0	0	621		22:00	169		103		0	0	272	
10:15	295		359		0	0	654		22:15	136		117		0	0	253	
10:30	351		377		0	0	728		22:30	137		104		0	0	241	
10:45	281	1199	387	1472	0	0	668	2671	22:45	145	587	101	425	0	0	246	1012
11:00	227		372		0	0	599		23:00	156		105		0	0	261	
11:15	283		377		0	0	660		23:15	177		87		0	0	264	
11:30	290		397		0	0	687		23:30	169		84		0	0	253	
11:45	282	1082	372	1518	0	0	654	2600	23:45	117	619	75	351	0	0	192	970
TOTALS		5309		6613				11922	TOTALS		13339		11927				25266
SPLIT %		44.5%		55.5%				32.1%	SPLIT %		52.8%		47.2%				67.9%

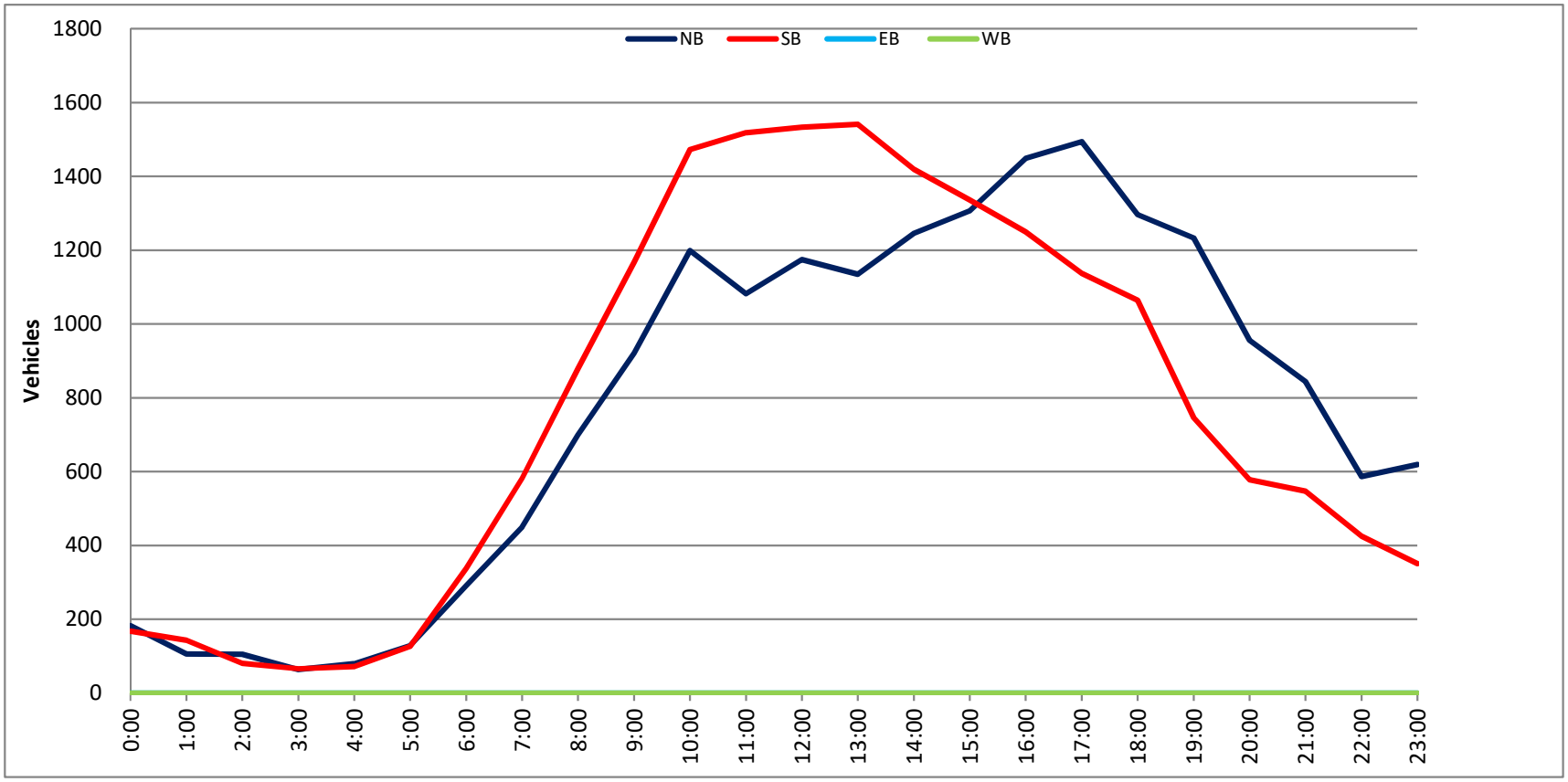
DAILY TOTALS	NB	SB	EB	WB	Total
	18,648	18,540	0	0	37,188

AM Peak Hour	10:00		10:45					10:00	PM Peak Hour	16:30		12:45					12:30
AM Pk Volume	1199		1533					2671	PM Pk Volume	1555		1569					2749
Pk Hr Factor	0.854		0.965					0.917	Pk Hr Factor	0.974		0.923					0.959
7 - 9 Volume	1149		1461		0	0		2610	4 - 6 Volume	2942		2387		0	0		5329
7 - 9 Peak Hour	8:00		8:00					8:00	4 - 6 Peak Hour	16:30		16:00					16:30
7 - 9 Pk Volume	699		879		0	0		1578	4 - 6 Pk Volume	1555		1250		0	0		2728
Pk Hr Factor	0.892		0.793		0.000	0.000		0.834	Pk Hr Factor	0.974		0.992		0.000	0.000		0.955

Prepared by NDS/ATD

Project #: CA17_4104_002 **City:** Mission Bay

Location: Sea World Dr N/O Mission Bay Dr/Fiesta **Date:** 4/8/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	183	39	0	19	0	0	1	0	0	0	0	0	242
1:00	0	109	21	0	10	0	0	0	0	0	0	0	0	140
2:00	0	78	17	0	6	0	0	0	0	0	0	0	0	101
3:00	0	57	11	0	7	0	0	0	0	0	0	0	0	75
4:00	0	52	14	0	4	0	0	0	0	0	0	0	0	70
5:00	0	58	16	0	7	0	0	0	0	0	0	0	0	81
6:00	0	147	39	0	19	0	0	0	0	0	0	0	0	205
7:00	0	245	64	1	29	0	0	0	0	0	0	0	0	339
8:00	3	374	97	0	44	0	0	0	0	0	0	0	0	518
9:00	1	572	155	1	67	0	0	2	0	0	0	0	0	798
10:00	2	719	189	1	74	1	0	2	0	0	0	0	0	988
11:00	2	807	193	3	83	3	0	4	0	0	0	0	0	1095
12:00 PM	3	904	214	3	93	1	0	5	0	0	0	0	0	1223
13:00	2	911	235	2	97	2	0	3	0	0	0	0	0	1252
14:00	1	919	224	4	92	3	0	5	0	0	0	0	0	1248
15:00	4	986	267	3	111	3	0	5	0	0	0	0	0	1379
16:00	4	1020	268	1	106	2	0	5	0	0	0	0	0	1406
17:00	4	1118	290	3	120	2	0	3	0	0	0	0	0	1540
18:00	1	982	277	2	107	3	0	5	0	0	0	0	0	1377
19:00	2	1022	280	4	104	0	0	5	0	0	0	0	0	1417
20:00	0	460	124	1	53	0	0	1	0	0	0	0	0	639
21:00	0	341	84	0	37	0	0	0	0	0	0	0	0	462
22:00	0	233	56	0	28	0	0	0	0	0	0	0	0	317
23:00	0	161	35	0	15	0	0	0	0	0	0	0	0	211
Totals	29	12458	3209	29	1332	20		46						17123
% of Totals	0%	73%	19%	0%	8%	0%		0%						100%

AM Volumes	8	3401	855	6	369	4	0	9	0	0	0	0	0	4652
% AM	0%	20%	5%	0%	2%	0%		0%						27%
AM Peak Hour	8:00	11:00	11:00	11:00	11:00	11:00		11:00						11:00
Volume	3	807	193	3	83	3		4						1095
PM Volumes	21	9057	2354	23	963	16	0	37	0	0	0	0	0	12471
% PM	0%	53%	14%	0%	6%	0%		0%						73%
PM Peak Hour	15:00	17:00	17:00	14:00	17:00	14:00		12:00						17:00
Volume	4	1118	290	4	120	3		5						1540

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	857		5%	2475		14%	2946		17%	10845		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	131	28	0	9	0	0	1	0	0	0	0	0	169
1:00	0	87	22	0	10	0	0	0	0	0	0	0	0	119
2:00	0	71	13	0	10	0	0	0	0	0	0	0	0	94
3:00	0	35	14	0	3	0	0	0	0	0	0	0	0	52
4:00	1	30	14	0	7	1	0	0	0	0	0	0	0	53
5:00	0	57	20	0	6	0	0	2	0	0	0	0	0	85
6:00	0	131	41	0	21	0	0	2	0	0	0	0	0	195
7:00	0	288	103	0	44	0	0	5	0	0	0	0	0	440
8:00	1	465	164	1	66	2	0	1	0	0	0	0	0	700
9:00	1	765	287	5	94	1	1	2	0	0	0	0	0	1156
10:00	3	991	356	5	113	5	1	4	0	0	0	0	0	1478
11:00	2	1052	387	2	130	2	3	7	0	0	0	0	0	1585
12:00 PM	7	1043	356	4	124	2	1	10	0	0	0	0	0	1547
13:00	3	985	311	4	105	5	2	5	0	0	0	0	0	1420
14:00	4	929	300	2	113	2	0	2	0	0	0	0	0	1352
15:00	7	787	283	2	92	0	0	0	0	0	0	0	0	1171
16:00	6	754	254	3	74	2	0	1	0	0	0	0	0	1094
17:00	1	731	202	1	77	0	0	3	0	0	0	0	0	1015
18:00	1	602	187	2	52	0	0	0	0	0	0	0	0	844
19:00	1	476	133	2	55	0	1	1	0	0	0	0	0	669
20:00	0	414	102	0	43	0	0	0	0	0	0	0	0	559
21:00	0	280	64	0	28	0	1	1	0	0	0	0	0	374
22:00	0	212	45	0	13	0	0	0	0	0	0	0	0	270
23:00	0	132	30	0	7	0	0	1	0	0	0	0	0	170
Totals	**38**	**11448**	**3716**	**33**	**1296**	**22**	**10**	**48**						**16611**
% of Totals	0%	69%	22%	0%	8%	0%	0%	0%						100%

AM Volumes	8	4103	1449	13	513	11	5	24	0	0	0	0	0	6126
% AM	0%	25%	9%	0%	3%	0%	0%	0%						37%
AM Peak Hour	10:00	11:00	11:00	9:00	11:00	10:00	11:00	11:00						11:00
Volume	3	1052	387	5	130	5	3	7						1585
PM Volumes	30	7345	2267	20	783	11	5	24	0	0	0	0	0	10485
% PM	0%	44%	14%	0%	5%	0%	0%	0%						63%
PM Peak Hour	12:00	12:00	12:00	12:00	12:00	13:00	13:00	12:00						12:00
Volume	7	1043	356	4	124	5	2	10						1547

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1140		7%	2967		18%	2109		13%	10395		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr N/O Mission Bay Dr/Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	314	67	0	28	0	0	2	0	0	0	0	0	411
1:00	0	196	43	0	20	0	0	0	0	0	0	0	0	259
2:00	0	149	30	0	16	0	0	0	0	0	0	0	0	195
3:00	0	92	25	0	10	0	0	0	0	0	0	0	0	127
4:00	1	82	28	0	11	1	0	0	0	0	0	0	0	123
5:00	0	115	36	0	13	0	0	2	0	0	0	0	0	166
6:00	0	278	80	0	40	0	0	2	0	0	0	0	0	400
7:00	0	533	167	1	73	0	0	5	0	0	0	0	0	779
8:00	4	839	261	1	110	2	0	1	0	0	0	0	0	1218
9:00	2	1337	442	6	161	1	1	4	0	0	0	0	0	1954
10:00	5	1710	545	6	187	6	1	6	0	0	0	0	0	2466
11:00	4	1859	580	5	213	5	3	11	0	0	0	0	0	2680
12:00 PM	10	1947	570	7	217	3	1	15	0	0	0	0	0	2770
13:00	5	1896	546	6	202	7	2	8	0	0	0	0	0	2672
14:00	5	1848	524	6	205	5	0	7	0	0	0	0	0	2600
15:00	11	1773	550	5	203	3	0	5	0	0	0	0	0	2550
16:00	10	1774	522	4	180	4	0	6	0	0	0	0	0	2500
17:00	5	1849	492	4	197	2	0	6	0	0	0	0	0	2555
18:00	2	1584	464	4	159	3	0	5	0	0	0	0	0	2221
19:00	3	1498	413	6	159	0	1	6	0	0	0	0	0	2086
20:00	0	874	226	1	96	0	0	1	0	0	0	0	0	1198
21:00	0	621	148	0	65	0	1	1	0	0	0	0	0	836
22:00	0	445	101	0	41	0	0	0	0	0	0	0	0	587
23:00	0	293	65	0	22	0	0	1	0	0	0	0	0	381
Totals	67	23906	6925	62	2628	42	10	94						33734
% of Totals	0%	71%	21%	0%	8%	0%	0%	0%						100%

AM Volumes	16	7504	2304	19	882	15	5	33	0	0	0	0	0	10778
% AM	0%	22%	7%	0%	3%	0%	0%	0%						32%
AM Peak Hour	10:00	11:00	11:00	9:00	11:00	10:00	11:00	11:00						11:00
Volume	5	1859	580	6	213	6	3	11						2680
PM Volumes	51	16402	4621	43	1746	27	5	61	0	0	0	0	0	22956
% PM	0%	49%	14%	0%	5%	0%	0%	0%						68%
PM Peak Hour	15:00	12:00	12:00	12:00	12:00	13:00	13:00	12:00						12:00
Volume	11	1947	570	7	217	7	2	15						2770

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1997		6%	5442		16%	5055		15%	21240		63%

Classification Definitions

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8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	17,123	16,611	0	0	33,734

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	79		64		0	0	143		12:00	303		386		0	0	689	
0:15	56		37		0	0	93		12:15	296		373		0	0	669	
0:30	51		40		0	0	91		12:30	290		387		0	0	677	
0:45	56	242	28	169	0	0	84	411	12:45	334	1223	401	1547	0	0	735	2770
1:00	44		42		0	0	86		13:00	342		357		0	0	699	
1:15	33		30		0	0	63		13:15	325		359		0	0	684	
1:30	37		30		0	0	67		13:30	262		360		0	0	622	
1:45	26	140	17	119	0	0	43	259	13:45	323	1252	344	1420	0	0	667	2672
2:00	38		19		0	0	57		14:00	305		356		0	0	661	
2:15	26		32		0	0	58		14:15	302		333		0	0	635	
2:30	20		25		0	0	45		14:30	312		328		0	0	640	
2:45	17	101	18	94	0	0	35	195	14:45	329	1248	335	1352	0	0	664	2600
3:00	22		16		0	0	38		15:00	380		293		0	0	673	
3:15	21		14		0	0	35		15:15	289		310		0	0	599	
3:30	15		12		0	0	27		15:30	327		273		0	0	600	
3:45	17	75	10	52	0	0	27	127	15:45	383	1379	295	1171	0	0	678	2550
4:00	22		11		0	0	33		16:00	330		282		0	0	612	
4:15	12		10		0	0	22		16:15	374		280		0	0	654	
4:30	21		11		0	0	32		16:30	364		256		0	0	620	
4:45	15	70	21	53	0	0	36	123	16:45	338	1406	276	1094	0	0	614	2500
5:00	17		18		0	0	35		17:00	392		270		0	0	662	
5:15	27		18		0	0	45		17:15	418		263		0	0	681	
5:30	18		21		0	0	39		17:30	337		225		0	0	562	
5:45	19	81	28	85	0	0	47	166	17:45	393	1540	257	1015	0	0	650	2555
6:00	43		35		0	0	78		18:00	368		216		0	0	584	
6:15	39		49		0	0	88		18:15	319		209		0	0	528	
6:30	51		58		0	0	109		18:30	347		196		0	0	543	
6:45	72	205	53	195	0	0	125	400	18:45	343	1377	223	844	0	0	566	2221
7:00	57		90		0	0	147		19:00	376		182		0	0	558	
7:15	82		90		0	0	172		19:15	380		180		0	0	560	
7:30	99		120		0	0	219		19:30	367		156		0	0	523	
7:45	101	339	140	440	0	0	241	779	19:45	294	1417	151	669	0	0	445	2086
8:00	107		123		0	0	230		20:00	207		142		0	0	349	
8:15	114		136		0	0	250		20:15	169		154		0	0	323	
8:30	132		193		0	0	325		20:30	137		140		0	0	277	
8:45	165	518	248	700	0	0	413	1218	20:45	126	639	123	559	0	0	249	1198
9:00	186		209		0	0	395		21:00	128		103		0	0	231	
9:15	170		268		0	0	438		21:15	114		96		0	0	210	
9:30	207		331		0	0	538		21:30	133		95		0	0	228	
9:45	235	798	348	1156	0	0	583	1954	21:45	87	462	80	374	0	0	167	836
10:00	229		367		0	0	596		22:00	92		80		0	0	172	
10:15	263		345		0	0	608		22:15	94		75		0	0	169	
10:30	232		396		0	0	628		22:30	68		61		0	0	129	
10:45	264	988	370	1478	0	0	634	2466	22:45	63	317	54	270	0	0	117	587
11:00	262		376		0	0	638		23:00	66		46		0	0	112	
11:15	269		383		0	0	652		23:15	52		55		0	0	107	
11:30	278		424		0	0	702		23:30	60		32		0	0	92	
11:45	286	1095	402	1585	0	0	688	2680	23:45	33	211	37	170	0	0	70	381
TOTALS		4652		6126				10778	TOTALS		12471		10485				22956
SPLIT %		43.2%		56.8%				31.9%	SPLIT %		54.3%		45.7%				68.1%

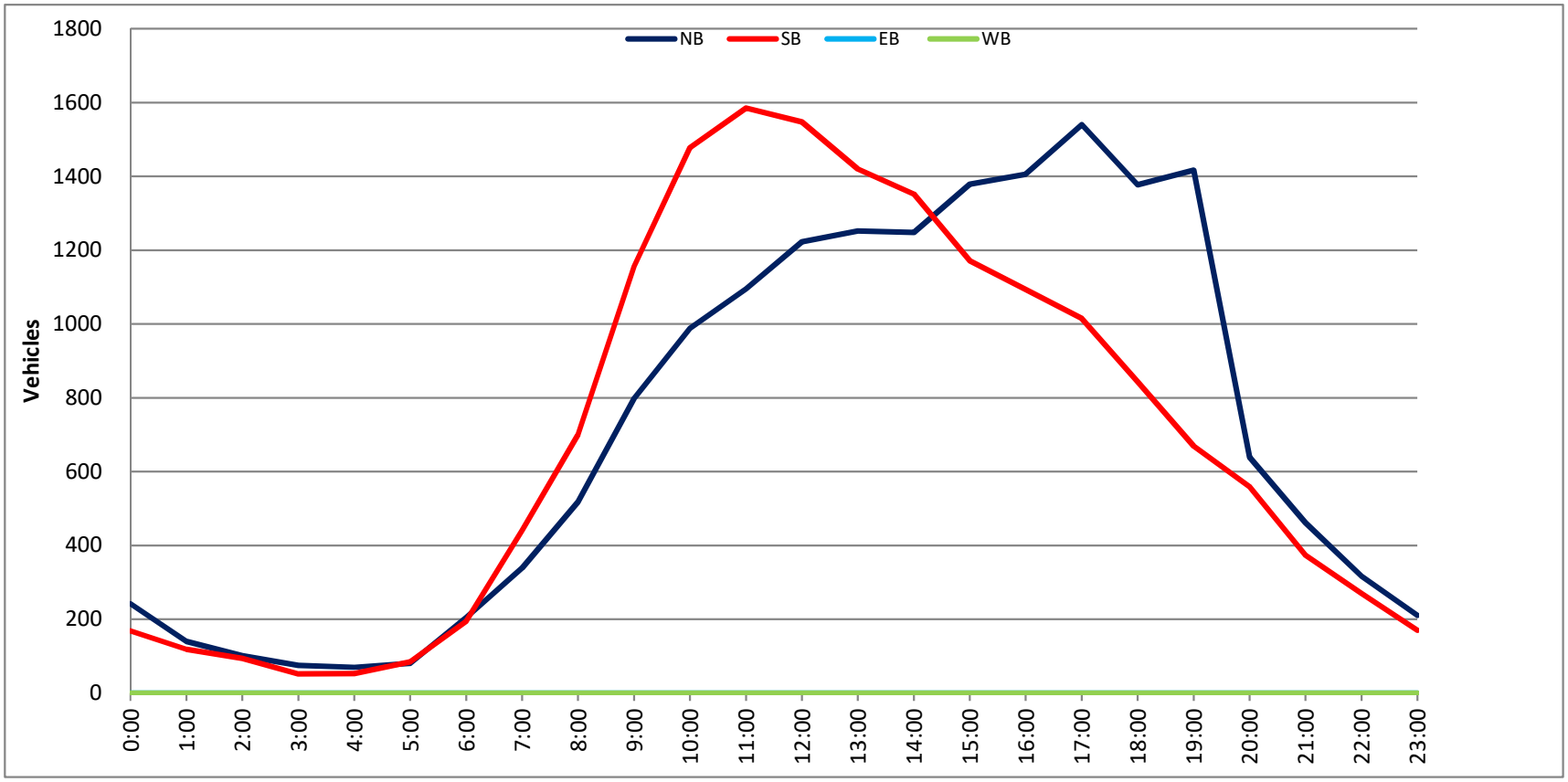
DAILY TOTALS	NB	SB	EB	WB	Total
	17,123	16,611	0	0	33,734

AM Peak Hour	11:45	11:15			11:30	PM Peak Hour	17:00	12:00			12:30
AM Pk Volume	1175	1595			2748	PM Pk Volume	1540	1547			2795
Pk Hr Factor	0.969	0.940			0.979	Pk Hr Factor	0.921	0.964			0.951
7 - 9 Volume	857	1140	0	0	1997	4 - 6 Volume	2946	2109	0	0	5055
7 - 9 Peak Hour	8:00	8:00			8:00	4 - 6 Peak Hour	17:00	16:00			16:30
7 - 9 Pk Volume	518	700	0	0	1218	4 - 6 Pk Volume	1540	1094	0	0	2577
Pk Hr Factor	0.785	0.706	0.000	0.000	0.737	Pk Hr Factor	0.921	0.970	0.000	0.000	0.946

Prepared by NDS/ATD

Project #: CA17_4104_002 **City:** Mission Bay

Location: Sea World Dr N/O Mission Bay Dr/Fiesta **Date:** 4/9/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	76	10	0	8	0	0	0	0	0	0	0	0	94
1:00	0	36	6	0	2	1	0	0	0	0	0	0	0	45
2:00	0	24	3	1	2	0	0	1	0	0	0	0	0	31
3:00	1	15	2	0	3	0	0	1	0	0	0	0	0	22
4:00	0	68	14	2	10	0	0	1	0	0	0	0	0	95
5:00	0	120	29	0	29	0	0	2	0	0	0	0	0	180
6:00	0	325	77	2	68	0	0	5	2	0	0	0	0	479
7:00	0	580	100	4	75	2	0	3	1	0	0	0	0	765
8:00	0	540	122	6	75	1	0	2	0	0	0	0	0	746
9:00	0	595	147	4	64	3	0	3	0	0	0	0	0	816
10:00	0	691	187	4	90	1	0	1	0	0	0	0	0	974
11:00	0	765	172	5	98	0	0	4	0	0	0	0	0	1044
12:00 PM	0	724	158	4	92	1	0	1	1	0	0	0	0	981
13:00	0	729	146	2	81	1	0	1	0	0	0	0	0	960
14:00	0	797	155	6	89	0	0	1	0	0	0	0	0	1048
15:00	1	1038	231	5	117	0	0	3	0	0	0	0	0	1395
16:00	1	1127	206	7	117	1	0	5	0	0	0	0	0	1464
17:00	3	1090	196	5	100	0	0	3	0	0	0	0	0	1397
18:00	0	975	174	4	84	0	0	2	0	0	0	0	0	1239
19:00	0	684	111	0	58	0	1	1	1	0	0	0	0	856
20:00	0	479	78	0	44	0	1	0	1	0	0	0	0	603
21:00	0	357	55	1	25	0	1	2	0	0	0	0	0	441
22:00	0	266	41	1	20	0	0	0	0	0	0	0	0	328
23:00	0	146	22	1	10	0	0	0	0	0	0	0	0	179
Totals	6	12247	2442	64	1361	11	3	42	6					16182
% of Totals	0%	76%	15%	0%	8%	0%	0%	0%	0%					100%

AM Volumes	1	3835	869	28	524	8	0	23	3	0	0	0	0	5291
% AM	0%	24%	5%	0%	3%	0%		0%	0%					33%
AM Peak Hour		11:00	10:00	8:00	11:00	9:00		6:00	6:00					11:00
Volume		765	187	6	98	3		5	2					1044
PM Volumes	5	8412	1573	36	837	3	3	19	3	0	0	0	0	10891
% PM	0%	52%	10%	0%	5%	0%	0%	0%	0%					67%
PM Peak Hour	17:00	16:00	15:00	16:00	15:00	12:00	19:00	16:00	12:00					16:00
Volume	3	1127	231	7	117	1	1	5	1					1464

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1511		9%	1941		12%	2861		18%	9869		61%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	69	6	1	6	0	0	0	0	0	0	0	0	82
1:00	0	29	3	0	1	0	0	0	0	0	0	0	0	33
2:00	0	32	5	0	1	0	0	0	0	0	0	0	0	38
3:00	1	33	5	0	2	0	0	0	0	0	0	0	0	41
4:00	0	57	9	0	8	0	0	0	0	0	0	0	0	74
5:00	0	258	35	1	19	0	0	0	0	0	0	0	0	313
6:00	0	639	70	3	49	0	0	2	0	0	0	0	0	763
7:00	0	1090	132	3	65	0	0	7	1	0	0	0	0	1298
8:00	1	977	131	7	58	1	0	3	0	0	0	0	0	1178
9:00	1	773	108	5	62	1	0	7	0	0	0	0	0	957
10:00	0	722	94	5	58	1	0	2	0	0	0	0	0	882
11:00	0	676	108	6	58	0	0	5	0	0	0	0	0	853
12:00 PM	0	752	111	3	70	1	0	3	0	0	0	0	0	940
13:00	0	725	105	4	40	2	0	5	2	0	0	0	0	883
14:00	1	869	120	7	48	1	0	4	2	0	0	0	0	1052
15:00	0	963	138	3	77	1	0	4	0	0	0	0	0	1186
16:00	2	1068	124	6	70	0	0	3	0	0	0	0	0	1273
17:00	2	1060	137	6	68	0	0	8	0	0	0	0	0	1281
18:00	0	795	87	6	51	0	0	4	0	0	0	0	0	943
19:00	0	557	72	3	36	0	0	0	0	0	0	0	0	668
20:00	0	428	61	0	24	1	0	1	0	0	0	0	0	515
21:00	0	314	38	0	16	1	0	0	0	0	0	0	0	369
22:00	0	194	18	1	10	0	0	0	0	0	0	0	0	223
23:00	0	115	14	1	6	0	0	0	0	0	0	0	0	136
Totals	8	13195	1731	71	903	10		58	5					15981
% of Totals	0%	83%	11%	0%	6%	0%		0%	0%					100%

AM Volumes	3	5355	706	31	387	3	0	26	1	0	0	0	0	6512
% AM	0%	34%	4%	0%	2%	0%		0%	0%					41%
AM Peak Hour	8:00	7:00	7:00	8:00	7:00	8:00		7:00	7:00					7:00
Volume	1	1090	132	7	65	1		7	1					1298
PM Volumes	5	7840	1025	40	516	7	0	32	4	0	0	0	0	9469
% PM	0%	49%	6%	0%	3%	0%		0%	0%					59%
PM Peak Hour	16:00	16:00	15:00	14:00	15:00	13:00		17:00	13:00					17:00
Volume	2	1068	138	7	77	2		8	2					1281

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	2476		15%	1823		11%	2554		16%	9128		57%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	145	16	1	14	0	0	0	0	0	0	0	0	176
1:00	0	65	9	0	3	1	0	0	0	0	0	0	0	78
2:00	0	56	8	1	3	0	0	1	0	0	0	0	0	69
3:00	2	48	7	0	5	0	0	1	0	0	0	0	0	63
4:00	0	125	23	2	18	0	0	1	0	0	0	0	0	169
5:00	0	378	64	1	48	0	0	2	0	0	0	0	0	493
6:00	0	964	147	5	117	0	0	7	2	0	0	0	0	1242
7:00	0	1670	232	7	140	2	0	10	2	0	0	0	0	2063
8:00	1	1517	253	13	133	2	0	5	0	0	0	0	0	1924
9:00	1	1368	255	9	126	4	0	10	0	0	0	0	0	1773
10:00	0	1413	281	9	148	2	0	3	0	0	0	0	0	1856
11:00	0	1441	280	11	156	0	0	9	0	0	0	0	0	1897
12:00 PM	0	1476	269	7	162	2	0	4	1	0	0	0	0	1921
13:00	0	1454	251	6	121	3	0	6	2	0	0	0	0	1843
14:00	1	1666	275	13	137	1	0	5	2	0	0	0	0	2100
15:00	1	2001	369	8	194	1	0	7	0	0	0	0	0	2581
16:00	3	2195	330	13	187	1	0	8	0	0	0	0	0	2737
17:00	5	2150	333	11	168	0	0	11	0	0	0	0	0	2678
18:00	0	1770	261	10	135	0	0	6	0	0	0	0	0	2182
19:00	0	1241	183	3	94	0	1	1	1	0	0	0	0	1524
20:00	0	907	139	0	68	1	1	1	1	0	0	0	0	1118
21:00	0	671	93	1	41	1	1	2	0	0	0	0	0	810
22:00	0	460	59	2	30	0	0	0	0	0	0	0	0	551
23:00	0	261	36	2	16	0	0	0	0	0	0	0	0	315
Totals	14	25442	4173	135	2264	21	3	100	11					32163
% of Totals	0%	79%	13%	0%	7%	0%	0%	0%	0%					100%

AM Volumes	4	9190	1575	59	911	11	0	49	4	0	0	0	0	11803
% AM	0%	29%	5%	0%	3%	0%		0%	0%					37%
AM Peak Hour	8:00	7:00	10:00	8:00	11:00	9:00		7:00	6:00					7:00
Volume	1	1670	281	13	156	4		10	2					2063
PM Volumes	10	16252	2598	76	1353	10	3	51	7	0	0	0	0	20360
% PM	0%	51%	8%	0%	4%	0%	0%	0%	0%					63%
PM Peak Hour	17:00	16:00	15:00	14:00	15:00	13:00	19:00	17:00	13:00					16:00
Volume	5	2195	369	13	194	3	1	11	2					2737

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3987		12%	3764		12%	5415		17%	18997		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	15,981	16,182	0	0	32,163

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	31		32		0	0	63		12:00	226		231		0	0	457	
0:15	18		24		0	0	42		12:15	230		235		0	0	465	
0:30	17		21		0	0	38		12:30	228		254		0	0	482	
0:45	16	82	17	94	0	0	33	176	12:45	256	940	261	981	0	0	517	1921
1:00	10		14		0	0	24		13:00	217		206		0	0	423	
1:15	3		13		0	0	16		13:15	218		277		0	0	495	
1:30	8		6		0	0	14		13:30	215		247		0	0	462	
1:45	12	33	12	45	0	0	24	78	13:45	233	883	230	960	0	0	463	1843
2:00	7		9		0	0	16		14:00	241		223		0	0	464	
2:15	15		6		0	0	21		14:15	277		262		0	0	539	
2:30	9		9		0	0	18		14:30	265		286		0	0	551	
2:45	7	38	7	31	0	0	14	69	14:45	269	1052	277	1048	0	0	546	2100
3:00	4		4		0	0	8		15:00	303		325		0	0	628	
3:15	9		4		0	0	13		15:15	288		313		0	0	601	
3:30	16		5		0	0	21		15:30	301		396		0	0	697	
3:45	12	41	9	22	0	0	21	63	15:45	294	1186	361	1395	0	0	655	2581
4:00	12		6		0	0	18		16:00	321		357		0	0	678	
4:15	17		18		0	0	35		16:15	308		377		0	0	685	
4:30	21		21		0	0	42		16:30	318		370		0	0	688	
4:45	24	74	50	95	0	0	74	169	16:45	326	1273	360	1464	0	0	686	2737
5:00	35		21		0	0	56		17:00	334		329		0	0	663	
5:15	61		33		0	0	94		17:15	340		371		0	0	711	
5:30	98		41		0	0	139		17:30	307		373		0	0	680	
5:45	119	313	85	180	0	0	204	493	17:45	300	1281	324	1397	0	0	624	2678
6:00	127		96		0	0	223		18:00	264		306		0	0	570	
6:15	159		113		0	0	272		18:15	229		340		0	0	569	
6:30	245		125		0	0	370		18:30	251		286		0	0	537	
6:45	232	763	145	479	0	0	377	1242	18:45	199	943	307	1239	0	0	506	2182
7:00	301		179		0	0	480		19:00	199		240		0	0	439	
7:15	309		195		0	0	504		19:15	155		209		0	0	364	
7:30	338		183		0	0	521		19:30	153		218		0	0	371	
7:45	350	1298	208	765	0	0	558	2063	19:45	161	668	189	856	0	0	350	1524
8:00	317		168		0	0	485		20:00	150		173		0	0	323	
8:15	291		176		0	0	467		20:15	120		166		0	0	286	
8:30	286		202		0	0	488		20:30	134		143		0	0	277	
8:45	284	1178	200	746	0	0	484	1924	20:45	111	515	121	603	0	0	232	1118
9:00	230		143		0	0	373		21:00	90		112		0	0	202	
9:15	249		175		0	0	424		21:15	117		119		0	0	236	
9:30	243		242		0	0	485		21:30	88		108		0	0	196	
9:45	235	957	256	816	0	0	491	1773	21:45	74	369	102	441	0	0	176	810
10:00	208		220		0	0	428		22:00	69		96		0	0	165	
10:15	235		259		0	0	494		22:15	68		93		0	0	161	
10:30	214		242		0	0	456		22:30	46		74		0	0	120	
10:45	225	882	253	974	0	0	478	1856	22:45	40	223	65	328	0	0	105	551
11:00	211		240		0	0	451		23:00	52		58		0	0	110	
11:15	230		287		0	0	517		23:15	37		42		0	0	79	
11:30	177		261		0	0	438		23:30	27		47		0	0	74	
11:45	235	853	256	1044	0	0	491	1897	23:45	20	136	32	179	0	0	52	315
TOTALS		6512		5291				11803	TOTALS		9469		10891				20360
SPLIT %		55.2%		44.8%				36.7%	SPLIT %		46.5%		53.5%				63.3%

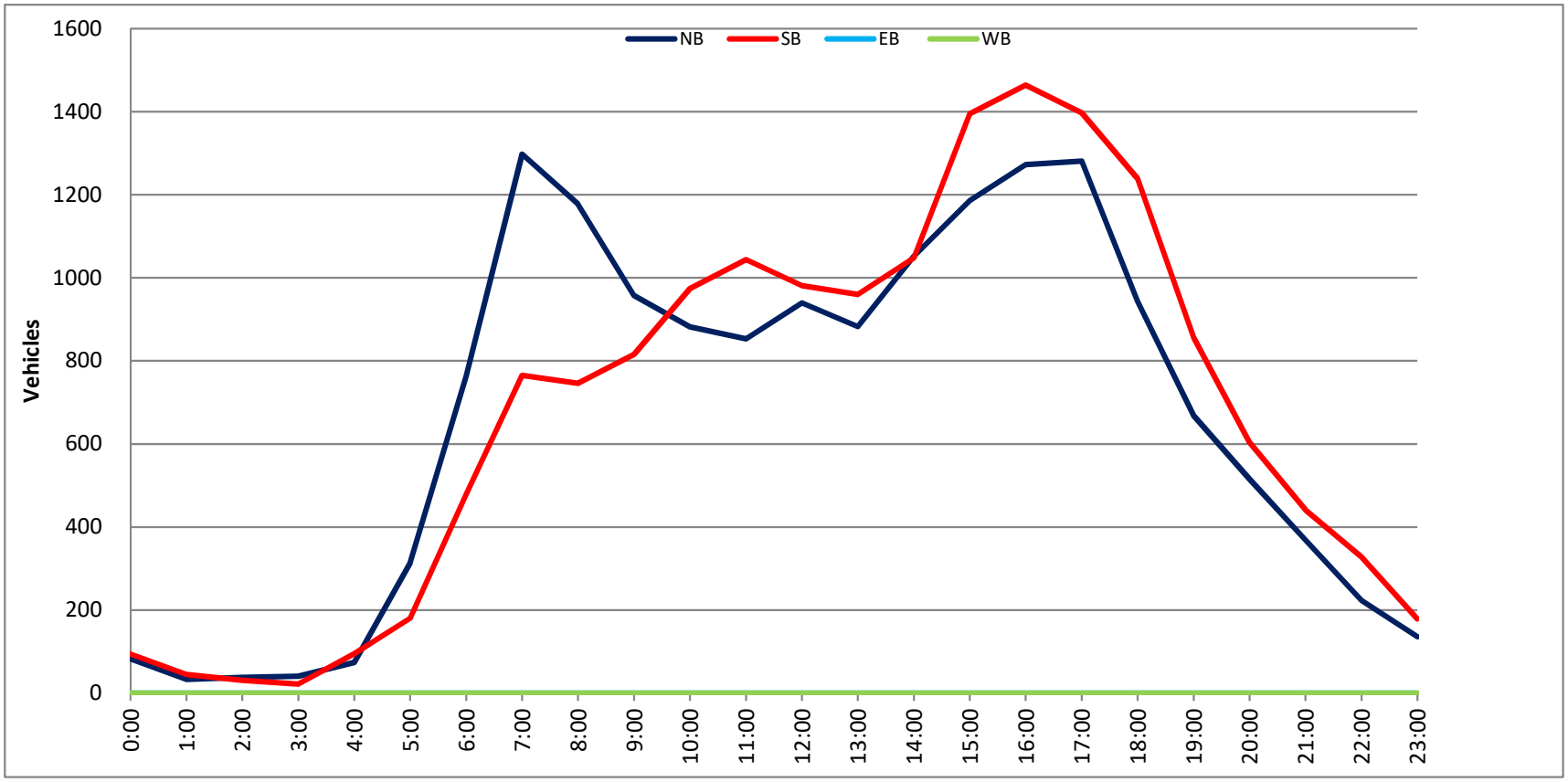
DAILY TOTALS	NB	SB	EB	WB	Total
	15,981	16,182	0	0	32,163

AM Peak Hour	7:15	11:00			7:15	PM Peak Hour	16:30	15:30			16:30
AM Pk Volume	1314	1044			2068	PM Pk Volume	1318	1491			2748
Pk Hr Factor	0.939	0.909			0.927	Pk Hr Factor	0.969	0.941			0.966
7 - 9 Volume	2476	1511	0	0	3987	4 - 6 Volume	2554	2861	0	0	5415
7 - 9 Peak Hour	7:15	7:00			7:15	4 - 6 Peak Hour	16:30	16:00			16:30
7 - 9 Pk Volume	1314	765	0	0	2068	4 - 6 Pk Volume	1318	1464	0	0	2748
Pk Hr Factor	0.939	0.919	0.000	0.000	0.927	Pk Hr Factor	0.969	0.971	0.000	0.000	0.966

Prepared by NDS/ATD

Project #: CA17_4104_003 **City:** Mission Bay

Location: Sea World Dr S/O Mission Bay Dr/Fiesta **Date:** 4/6/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	58	5	0	4	0	0	0	0	0	0	0	0	67
1:00	0	38	4	0	2	0	0	0	0	0	0	0	0	44
2:00	0	32	3	0	5	0	0	0	0	0	0	0	0	40
3:00	0	26	2	0	1	0	0	0	0	0	0	0	0	29
4:00	0	57	8	0	5	0	0	0	0	0	0	0	0	70
5:00	0	217	29	0	13	0	0	1	0	0	0	0	0	260
6:00	0	575	79	1	42	0	0	2	0	0	0	0	0	699
7:00	0	798	92	4	54	1	1	1	1	0	0	0	0	952
8:00	2	801	92	5	53	1	1	2	1	0	0	0	0	958
9:00	3	646	73	2	51	0	0	2	2	0	0	0	0	779
10:00	1	736	107	6	62	1	0	2	0	0	0	0	0	915
11:00	0	776	95	4	65	0	0	1	0	0	0	0	0	941
12:00 PM	1	754	89	6	56	0	0	1	0	0	0	0	0	907
13:00	1	804	95	4	60	0	0	1	1	0	0	0	0	966
14:00	2	822	105	4	60	0	0	1	0	0	0	0	0	994
15:00	3	914	127	5	79	1	1	5	0	0	0	0	0	1135
16:00	1	1027	122	7	67	0	0	3	0	0	0	0	0	1227
17:00	2	1078	114	7	61	2	0	5	1	0	0	0	0	1270
18:00	0	705	77	0	46	0	0	1	0	0	0	0	0	829
19:00	1	549	64	0	35	0	0	1	0	0	0	0	0	650
20:00	0	536	60	1	30	0	0	1	0	0	0	0	0	628
21:00	0	402	50	1	26	0	0	0	0	0	0	0	0	479
22:00	0	299	31	0	19	0	0	0	0	0	0	0	0	349
23:00	0	181	19	0	12	0	0	0	0	0	0	0	0	212
Totals	17	12831	1542	57	908	6	3	30	6					15400
% of Totals	0%	83%	10%	0%	6%	0%	0%	0%	0%					100%

AM Volumes	6	4760	589	22	357	3	2	11	4	0	0	0	0	5754
% AM	0%	31%	4%	0%	2%	0%	0%	0%	0%					37%
AM Peak Hour	9:00	8:00	10:00	10:00	11:00	7:00	7:00	6:00	9:00					8:00
Volume	3	801	107	6	65	1	1	2	2					958
PM Volumes	11	8071	953	35	551	3	1	19	2	0	0	0	0	9646
% PM	0%	52%	6%	0%	4%	0%	0%	0%	0%					63%
PM Peak Hour	15:00	17:00	15:00	16:00	15:00	17:00	15:00	15:00	13:00					17:00
Volume	3	1078	127	7	79	2	1	5	1					1270

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1910		12%	1873		12%	2497		16%	9120		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	88	16	0	5	0	0	0	0	0	0	0	0	109
1:00	0	47	8	0	6	0	0	0	0	0	0	0	0	61
2:00	0	44	6	1	4	0	0	1	0	0	0	0	0	56
3:00	0	22	4	0	2	0	0	0	0	0	0	0	0	28
4:00	0	41	12	0	6	0	0	0	0	0	0	0	0	59
5:00	0	135	36	1	37	1	0	2	0	0	0	0	0	212
6:00	0	296	73	2	71	1	0	10	0	0	0	0	0	453
7:00	0	544	112	5	90	3	0	3	0	0	0	0	0	757
8:00	0	598	126	2	82	0	0	4	0	0	0	0	0	812
9:00	0	654	161	3	92	0	0	2	0	0	0	0	0	912
10:00	0	787	214	5	84	1	0	2	0	0	0	0	0	1093
11:00	0	814	195	7	113	0	0	1	0	0	0	0	0	1130
12:00 PM	0	836	182	7	97	1	0	4	0	0	0	0	0	1127
13:00	1	812	160	4	106	1	0	1	0	0	0	0	0	1085
14:00	0	870	166	3	104	0	0	3	0	0	0	0	0	1146
15:00	1	998	186	6	104	1	0	5	0	0	0	0	0	1301
16:00	0	1097	193	5	113	0	0	5	0	0	0	0	0	1413
17:00	0	1027	171	5	95	0	0	6	0	0	0	0	0	1304
18:00	0	905	126	4	83	0	0	0	0	0	0	0	0	1118
19:00	0	681	99	1	59	0	0	0	0	0	0	0	0	840
20:00	0	502	79	2	37	0	0	0	0	0	0	0	0	620
21:00	0	378	57	1	28	1	0	0	0	0	0	0	0	465
22:00	0	343	48	0	30	0	0	0	0	0	0	0	0	421
23:00	0	219	32	0	14	0	0	0	0	0	0	0	0	265
Totals	2	12738	2462	64	1462	10		49						16787
% of Totals	0%	76%	15%	0%	9%	0%		0%						100%

AM Volumes	0	4070	963	26	592	6	0	25	0	0	0	0	0	5682
% AM		24%	6%	0%	4%	0%		0%						34%
AM Peak Hour		11:00	10:00	11:00	11:00	7:00		6:00						11:00
Volume		814	214	7	113	3		10						1130
PM Volumes	2	8668	1499	38	870	4	0	24	0	0	0	0	0	11105
% PM	0%	52%	9%	0%	5%	0%		0%						66%
PM Peak Hour	13:00	16:00	16:00	12:00	16:00	12:00		17:00						16:00
Volume	1	1097	193	7	113	1		6						1413

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1569		9%	2212		13%	2717		16%	10289		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	146	21	0	9	0	0	0	0	0	0	0	0	176
1:00	0	85	12	0	8	0	0	0	0	0	0	0	0	105
2:00	0	76	9	1	9	0	0	1	0	0	0	0	0	96
3:00	0	48	6	0	3	0	0	0	0	0	0	0	0	57
4:00	0	98	20	0	11	0	0	0	0	0	0	0	0	129
5:00	0	352	65	1	50	1	0	3	0	0	0	0	0	472
6:00	0	871	152	3	113	1	0	12	0	0	0	0	0	1152
7:00	0	1342	204	9	144	4	1	4	1	0	0	0	0	1709
8:00	2	1399	218	7	135	1	1	6	1	0	0	0	0	1770
9:00	3	1300	234	5	143	0	0	4	2	0	0	0	0	1691
10:00	1	1523	321	11	146	2	0	4	0	0	0	0	0	2008
11:00	0	1590	290	11	178	0	0	2	0	0	0	0	0	2071
12:00 PM	1	1590	271	13	153	1	0	5	0	0	0	0	0	2034
13:00	2	1616	255	8	166	1	0	2	1	0	0	0	0	2051
14:00	2	1692	271	7	164	0	0	4	0	0	0	0	0	2140
15:00	4	1912	313	11	183	2	1	10	0	0	0	0	0	2436
16:00	1	2124	315	12	180	0	0	8	0	0	0	0	0	2640
17:00	2	2105	285	12	156	2	0	11	1	0	0	0	0	2574
18:00	0	1610	203	4	129	0	0	1	0	0	0	0	0	1947
19:00	1	1230	163	1	94	0	0	1	0	0	0	0	0	1490
20:00	0	1038	139	3	67	0	0	1	0	0	0	0	0	1248
21:00	0	780	107	2	54	1	0	0	0	0	0	0	0	944
22:00	0	642	79	0	49	0	0	0	0	0	0	0	0	770
23:00	0	400	51	0	26	0	0	0	0	0	0	0	0	477
Totals	19	25569	4004	121	2370	16	3	79	6					32187
% of Totals	0%	79%	12%	0%	7%	0%	0%	0%	0%					100%

AM Volumes	6	8830	1552	48	949	9	2	36	4	0	0	0	0	11436
% AM	0%	27%	5%	0%	3%	0%	0%	0%	0%					36%
AM Peak Hour	9:00	11:00	10:00	10:00	11:00	7:00	7:00	6:00	9:00					11:00
Volume	3	1590	321	11	178	4	1	12	2					2071
PM Volumes	13	16739	2452	73	1421	7	1	43	2	0	0	0	0	20751
% PM	0%	52%	8%	0%	4%	0%	0%	0%	0%					64%
PM Peak Hour	15:00	16:00	16:00	12:00	15:00	15:00	15:00	17:00	13:00					16:00
Volume	4	2124	315	13	183	2	1	11	1					2640

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	3479		11%	4085		13%	5214		16%	19409		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	15,400	16,787	0	0	32,187

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	25		31		0	0	56		12:00	191		252		0	0	443	
0:15	16		33		0	0	49		12:15	233		325		0	0	558	
0:30	14		22		0	0	36		12:30	234		275		0	0	509	
0:45	12	67	23	109	0	0	35	176	12:45	249	907	275	1127	0	0	524	2034
1:00	15		19		0	0	34		13:00	234		271		0	0	505	
1:15	9		16		0	0	25		13:15	232		258		0	0	490	
1:30	12		16		0	0	28		13:30	246		267		0	0	513	
1:45	8	44	10	61	0	0	18	105	13:45	254	966	289	1085	0	0	543	2051
2:00	9		15		0	0	24		14:00	249		254		0	0	503	
2:15	14		18		0	0	32		14:15	275		286		0	0	561	
2:30	10		17		0	0	27		14:30	223		317		0	0	540	
2:45	7	40	6	56	0	0	13	96	14:45	247	994	289	1146	0	0	536	2140
3:00	5		8		0	0	13		15:00	305		299		0	0	604	
3:15	9		9		0	0	18		15:15	268		320		0	0	588	
3:30	7		2		0	0	9		15:30	261		326		0	0	587	
3:45	8	29	9	28	0	0	17	57	15:45	301	1135	356	1301	0	0	657	2436
4:00	8		3		0	0	11		16:00	333		340		0	0	673	
4:15	11		14		0	0	25		16:15	298		379		0	0	677	
4:30	22		22		0	0	44		16:30	296		355		0	0	651	
4:45	29	70	20	59	0	0	49	129	16:45	300	1227	339	1413	0	0	639	2640
5:00	39		23		0	0	62		17:00	314		306		0	0	620	
5:15	35		49		0	0	84		17:15	290		332		0	0	622	
5:30	95		50		0	0	145		17:30	334		337		0	0	671	
5:45	91	260	90	212	0	0	181	472	17:45	332	1270	329	1304	0	0	661	2574
6:00	109		99		0	0	208		18:00	240		288		0	0	528	
6:15	165		103		0	0	268		18:15	202		292		0	0	494	
6:30	210		112		0	0	322		18:30	202		295		0	0	497	
6:45	215	699	139	453	0	0	354	1152	18:45	185	829	243	1118	0	0	428	1947
7:00	215		178		0	0	393		19:00	159		229		0	0	388	
7:15	211		175		0	0	386		19:15	179		212		0	0	391	
7:30	274		180		0	0	454		19:30	168		188		0	0	356	
7:45	252	952	224	757	0	0	476	1709	19:45	144	650	211	840	0	0	355	1490
8:00	205		209		0	0	414		20:00	165		175		0	0	340	
8:15	264		201		0	0	465		20:15	157		173		0	0	330	
8:30	281		223		0	0	504		20:30	164		137		0	0	301	
8:45	208	958	179	812	0	0	387	1770	20:45	142	628	135	620	0	0	277	1248
9:00	203		197		0	0	400		21:00	126		111		0	0	237	
9:15	218		210		0	0	428		21:15	137		111		0	0	248	
9:30	175		237		0	0	412		21:30	111		122		0	0	233	
9:45	183	779	268	912	0	0	451	1691	21:45	105	479	121	465	0	0	226	944
10:00	226		254		0	0	480		22:00	124		113		0	0	237	
10:15	227		284		0	0	511		22:15	90		108		0	0	198	
10:30	223		288		0	0	511		22:30	68		118		0	0	186	
10:45	239	915	267	1093	0	0	506	2008	22:45	67	349	82	421	0	0	149	770
11:00	225		289		0	0	514		23:00	55		72		0	0	127	
11:15	236		273		0	0	509		23:15	55		67		0	0	122	
11:30	249		303		0	0	552		23:30	56		62		0	0	118	
11:45	231	941	265	1130	0	0	496	2071	23:45	46	212	64	265	0	0	110	477
TOTALS		5754		5682				11436	TOTALS		9646		11105				20751
SPLIT %		50.3%		49.7%				35.5%	SPLIT %		46.5%		53.5%				64.5%

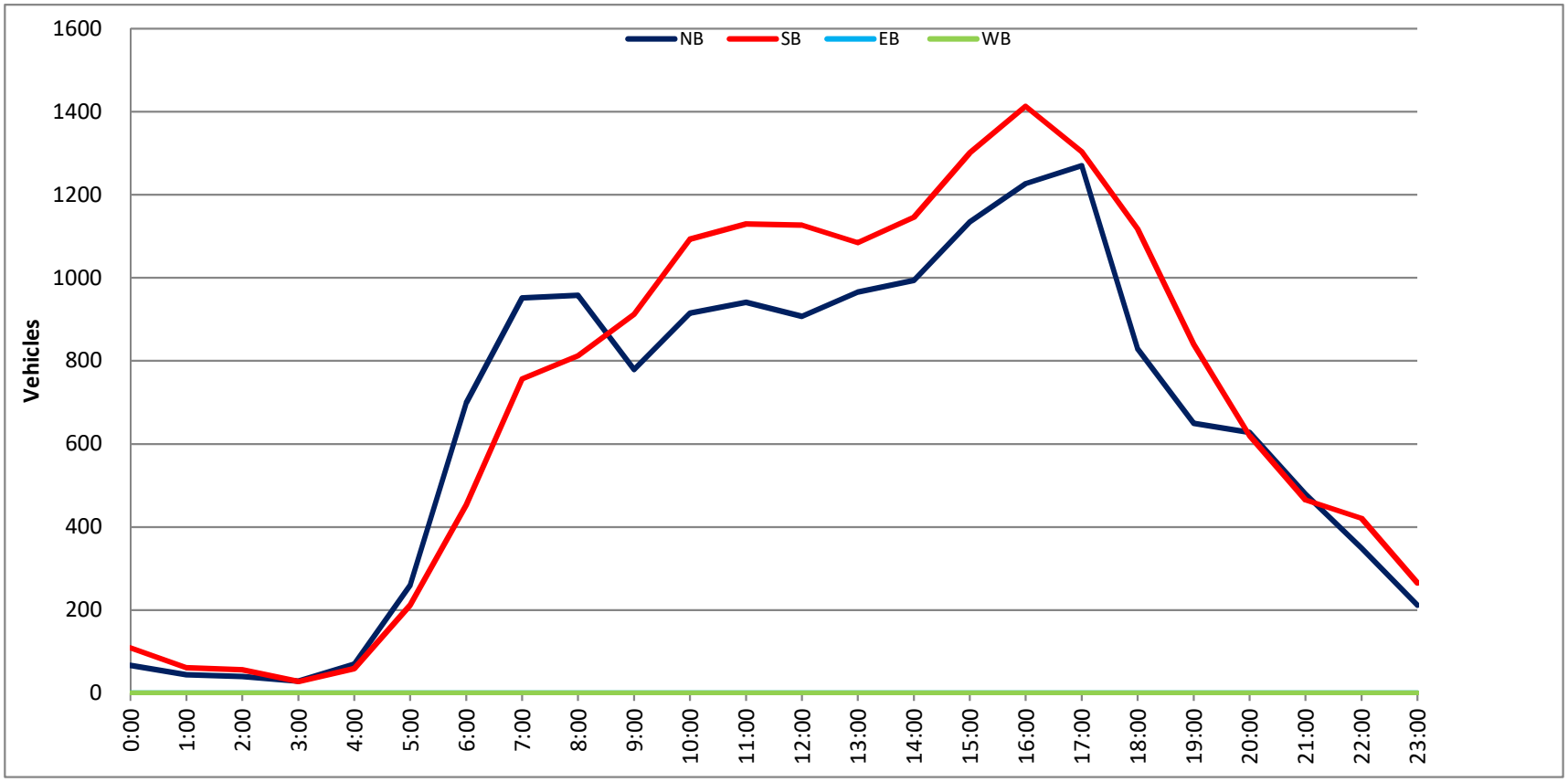
DAILY TOTALS	NB	SB	EB	WB	Total
	15,400	16,787	0	0	32,187

AM Peak Hour	7:45	11:30						10:45	PM Peak Hour	17:00	15:45							15:45
AM Pk Volume	1002	1145						2081	PM Pk Volume	1270	1430							2658
Pk Hr Factor	0.891	0.881						0.942	Pk Hr Factor	0.951	0.943							0.982
7 - 9 Volume	1910	1569	0	0				3479	4 - 6 Volume	2497	2717	0	0					5214
7 - 9 Peak Hour	7:45	7:45						7:45	4 - 6 Peak Hour	17:00	16:00							16:00
7 - 9 Pk Volume	1002	857	0	0				1859	4 - 6 Pk Volume	1270	1413	0	0					2640
Pk Hr Factor	0.891	0.956	0.000	0.000				0.922	Pk Hr Factor	0.951	0.932	0.000	0.000					0.975

Prepared by NDS/ATD

Project #: CA17_4104_003 **City:** Mission Bay

Location: Sea World Dr S/O Mission Bay Dr/Fiesta **Date:** 4/7/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	99	8	0	10	0	0	0	0	0	0	0	0	117
1:00	0	72	6	0	3	0	0	0	0	0	0	0	0	81
2:00	0	70	4	0	2	0	0	0	0	0	0	0	0	76
3:00	0	43	4	0	0	0	0	0	0	0	0	0	0	47
4:00	0	56	6	1	3	0	0	0	0	0	0	0	0	66
5:00	0	103	12	0	5	0	0	0	0	0	0	0	0	120
6:00	0	240	21	0	12	0	0	0	0	0	0	0	0	273
7:00	0	379	36	0	20	0	0	1	0	0	0	0	0	436
8:00	0	583	59	0	37	1	0	1	0	0	0	0	0	681
9:00	0	691	75	2	41	1	0	0	0	0	0	0	0	810
10:00	0	818	90	0	51	0	0	1	0	0	0	0	0	960
11:00	3	817	72	0	47	1	0	1	0	0	0	0	0	941
12:00 PM	0	872	100	0	58	0	0	1	0	0	0	0	0	1031
13:00	1	855	82	1	58	0	0	0	0	0	0	0	0	997
14:00	2	901	102	2	61	0	1	0	0	0	0	0	0	1069
15:00	1	954	89	0	55	0	0	1	0	0	0	0	0	1100
16:00	1	1066	106	1	56	1	1	1	0	0	0	0	0	1233
17:00	0	1055	106	0	45	0	0	0	0	0	0	0	0	1206
18:00	2	970	90	0	54	0	0	1	0	0	0	0	0	1117
19:00	4	879	77	0	44	0	0	2	0	0	0	0	0	1006
20:00	1	751	67	0	31	0	0	0	0	0	0	0	0	850
21:00	0	596	52	0	26	0	0	0	0	0	0	0	0	674
22:00	0	396	35	3	15	0	0	1	0	0	0	0	0	450
23:00	0	479	40	0	23	0	0	0	0	0	0	0	0	542
Totals	15	13745	1339	10	757	4	2	11						15883
% of Totals	0%	87%	8%	0%	5%	0%	0%	0%						100%

AM Volumes	3	3971	393	3	231	3	0	4	0	0	0	0	0	4608
% AM	0%	25%	2%	0%	1%	0%		0%						29%
AM Peak Hour	11:00	10:00	10:00	9:00	10:00	8:00		7:00						10:00
Volume	3	818	90	2	51	1		1						960
PM Volumes	12	9774	946	7	526	1	2	7	0	0	0	0	0	11275
% PM	0%	62%	6%	0%	3%	0%	0%	0%						71%
PM Peak Hour	19:00	16:00	16:00	22:00	14:00	16:00	14:00	19:00						16:00
Volume	4	1066	106	3	61	1	1	2						1233

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1117		7%	2028		13%	2439		15%	10299		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	148	20	0	8	0	0	1	0	0	0	0	0	177
1:00	0	106	11	0	10	0	0	0	0	0	0	0	0	127
2:00	0	72	9	0	6	0	0	0	0	0	0	0	0	87
3:00	0	56	5	0	1	0	0	0	0	0	0	0	0	62
4:00	0	35	4	0	8	0	0	3	0	0	0	0	0	50
5:00	0	58	17	1	17	0	0	1	0	0	0	0	0	94
6:00	0	188	44	2	34	1	0	3	0	0	0	0	0	272
7:00	0	336	73	3	38	0	0	4	0	0	0	0	0	454
8:00	0	501	98	1	75	1	0	1	0	0	0	0	0	677
9:00	0	773	146	1	78	1	0	1	0	0	0	0	0	1000
10:00	0	1023	211	3	99	3	0	1	0	0	0	0	0	1340
11:00	2	1081	202	4	111	0	0	2	0	0	0	0	0	1402
12:00 PM	0	1144	214	5	96	1	0	2	0	0	0	0	0	1462
13:00	0	1077	196	0	85	0	0	2	0	0	0	0	0	1360
14:00	1	1027	168	1	79	0	0	1	0	0	0	0	0	1277
15:00	0	971	161	0	68	0	0	4	0	0	0	0	0	1204
16:00	1	882	160	1	64	0	0	0	0	0	0	0	0	1108
17:00	0	872	144	3	64	0	0	0	0	0	0	0	0	1083
18:00	0	800	133	3	52	0	0	0	0	0	0	0	0	988
19:00	1	561	95	1	37	0	0	0	0	0	0	0	0	695
20:00	0	429	62	0	31	0	0	0	0	0	0	0	0	522
21:00	0	439	60	4	28	0	0	1	0	0	0	0	0	532
22:00	0	330	43	0	25	0	0	0	0	0	0	0	0	398
23:00	0	266	39	1	13	0	0	0	0	0	0	0	0	319
Totals	5	13175	2315	34	1127	7		27						16690
% of Totals	0%	79%	14%	0%	7%	0%		0%						100%

AM Volumes	2	4377	840	15	485	6	0	17	0	0	0	0	0	5742
% AM	0%	26%	5%	0%	3%	0%		0%						34%
AM Peak Hour	11:00	11:00	10:00	11:00	11:00	10:00		7:00						11:00
Volume	2	1081	211	4	111	3		4						1402
PM Volumes	3	8798	1475	19	642	1	0	10	0	0	0	0	0	10948
% PM	0%	53%	9%	0%	4%	0%		0%						66%
PM Peak Hour	14:00	12:00	12:00	12:00	12:00	12:00		15:00						12:00
Volume	1	1144	214	5	96	1		4						1462

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	1131	7%	2822	17%	2191	13%	10546	63%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	247	28	0	18	0	0	1	0	0	0	0	0	294
1:00	0	178	17	0	13	0	0	0	0	0	0	0	0	208
2:00	0	142	13	0	8	0	0	0	0	0	0	0	0	163
3:00	0	99	9	0	1	0	0	0	0	0	0	0	0	109
4:00	0	91	10	1	11	0	0	3	0	0	0	0	0	116
5:00	0	161	29	1	22	0	0	1	0	0	0	0	0	214
6:00	0	428	65	2	46	1	0	3	0	0	0	0	0	545
7:00	0	715	109	3	58	0	0	5	0	0	0	0	0	890
8:00	0	1084	157	1	112	2	0	2	0	0	0	0	0	1358
9:00	0	1464	221	3	119	2	0	1	0	0	0	0	0	1810
10:00	0	1841	301	3	150	3	0	2	0	0	0	0	0	2300
11:00	5	1898	274	4	158	1	0	3	0	0	0	0	0	2343
12:00 PM	0	2016	314	5	154	1	0	3	0	0	0	0	0	2493
13:00	1	1932	278	1	143	0	0	2	0	0	0	0	0	2357
14:00	3	1928	270	3	140	0	1	1	0	0	0	0	0	2346
15:00	1	1925	250	0	123	0	0	5	0	0	0	0	0	2304
16:00	2	1948	266	2	120	1	1	1	0	0	0	0	0	2341
17:00	0	1927	250	3	109	0	0	0	0	0	0	0	0	2289
18:00	2	1770	223	3	106	0	0	1	0	0	0	0	0	2105
19:00	5	1440	172	1	81	0	0	2	0	0	0	0	0	1701
20:00	1	1180	129	0	62	0	0	0	0	0	0	0	0	1372
21:00	0	1035	112	4	54	0	0	1	0	0	0	0	0	1206
22:00	0	726	78	3	40	0	0	1	0	0	0	0	0	848
23:00	0	745	79	1	36	0	0	0	0	0	0	0	0	861
Totals	20	26920	3654	44	1884	11	2	38						32573
% of Totals	0%	83%	11%	0%	6%	0%	0%	0%						100%

AM Volumes	5	8348	1233	18	716	9	0	21	0	0	0	0	0	10350
% AM	0%	26%	4%	0%	2%	0%		0%						32%
AM Peak Hour	11:00	11:00	10:00	11:00	11:00	10:00		7:00						11:00
Volume	5	1898	301	4	158	3		5						2343
PM Volumes	15	18572	2421	26	1168	2	2	17	0	0	0	0	0	22223
% PM	0%	57%	7%	0%	4%	0%	0%	0%						68%
PM Peak Hour	19:00	12:00	12:00	12:00	12:00	12:00	14:00	15:00						12:00
Volume	5	2016	314	5	154	1	1	5						2493

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2248		7%	4850		15%	4630		14%	20845		64%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	15,883	16,690	0	0	32,573

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	36		55		0	0	91		12:00	239		341		0	0	580	
0:15	25		44		0	0	69		12:15	266		351		0	0	617	
0:30	28		46		0	0	74		12:30	287		370		0	0	657	
0:45	28	117	32	177	0	0	60	294	12:45	239	1031	400	1462	0	0	639	2493
1:00	21		29		0	0	50		13:00	271		338		0	0	609	
1:15	15		31		0	0	46		13:15	239		337		0	0	576	
1:30	14		32		0	0	46		13:30	247		341		0	0	588	
1:45	31	81	35	127	0	0	66	208	13:45	240	997	344	1360	0	0	584	2357
2:00	21		30		0	0	51		14:00	248		343		0	0	591	
2:15	21		22		0	0	43		14:15	279		314		0	0	593	
2:30	20		21		0	0	41		14:30	286		319		0	0	605	
2:45	14	76	14	87	0	0	28	163	14:45	256	1069	301	1277	0	0	557	2346
3:00	12		16		0	0	28		15:00	306		309		0	0	615	
3:15	8		18		0	0	26		15:15	278		292		0	0	570	
3:30	12		12		0	0	24		15:30	266		320		0	0	586	
3:45	15	47	16	62	0	0	31	109	15:45	250	1100	283	1204	0	0	533	2304
4:00	22		9		0	0	31		16:00	291		279		0	0	570	
4:15	22		13		0	0	35		16:15	297		277		0	0	574	
4:30	11		16		0	0	27		16:30	330		281		0	0	611	
4:45	11	66	12	50	0	0	23	116	16:45	315	1233	271	1108	0	0	586	2341
5:00	19		17		0	0	36		17:00	296		290		0	0	586	
5:15	33		12		0	0	45		17:15	303		258		0	0	561	
5:30	27		22		0	0	49		17:30	299		269		0	0	568	
5:45	41	120	43	94	0	0	84	214	17:45	308	1206	266	1083	0	0	574	2289
6:00	48		51		0	0	99		18:00	282		271		0	0	553	
6:15	60		76		0	0	136		18:15	279		229		0	0	508	
6:30	82		73		0	0	155		18:30	282		252		0	0	534	
6:45	83	273	72	272	0	0	155	545	18:45	274	1117	236	988	0	0	510	2105
7:00	87		93		0	0	180		19:00	273		198		0	0	471	
7:15	99		100		0	0	199		19:15	217		160		0	0	377	
7:30	121		105		0	0	226		19:30	289		159		0	0	448	
7:45	129	436	156	454	0	0	285	890	19:45	227	1006	178	695	0	0	405	1701
8:00	151		126		0	0	277		20:00	251		143		0	0	394	
8:15	160		161		0	0	321		20:15	232		122		0	0	354	
8:30	166		189		0	0	355		20:30	183		122		0	0	305	
8:45	204	681	201	677	0	0	405	1358	20:45	184	850	135	522	0	0	319	1372
9:00	199		200		0	0	399		21:00	180		126		0	0	306	
9:15	185		218		0	0	403		21:15	193		137		0	0	330	
9:30	203		284		0	0	487		21:30	156		152		0	0	308	
9:45	223	810	298	1000	0	0	521	1810	21:45	145	674	117	532	0	0	262	1206
10:00	231		318		0	0	549		22:00	134		102		0	0	236	
10:15	243		321		0	0	564		22:15	109		106		0	0	215	
10:30	258		349		0	0	607		22:30	106		98		0	0	204	
10:45	228	960	352	1340	0	0	580	2300	22:45	101	450	92	398	0	0	193	848
11:00	202		325		0	0	527		23:00	136		97		0	0	233	
11:15	245		338		0	0	583		23:15	144		77		0	0	221	
11:30	245		404		0	0	649		23:30	142		78		0	0	220	
11:45	249	941	335	1402	0	0	584	2343	23:45	120	542	67	319	0	0	187	861
TOTALS		4608		5742				10350	TOTALS		11275		10948				22223
SPLIT %		44.5%		55.5%				31.8%	SPLIT %		50.7%		49.3%				68.2%

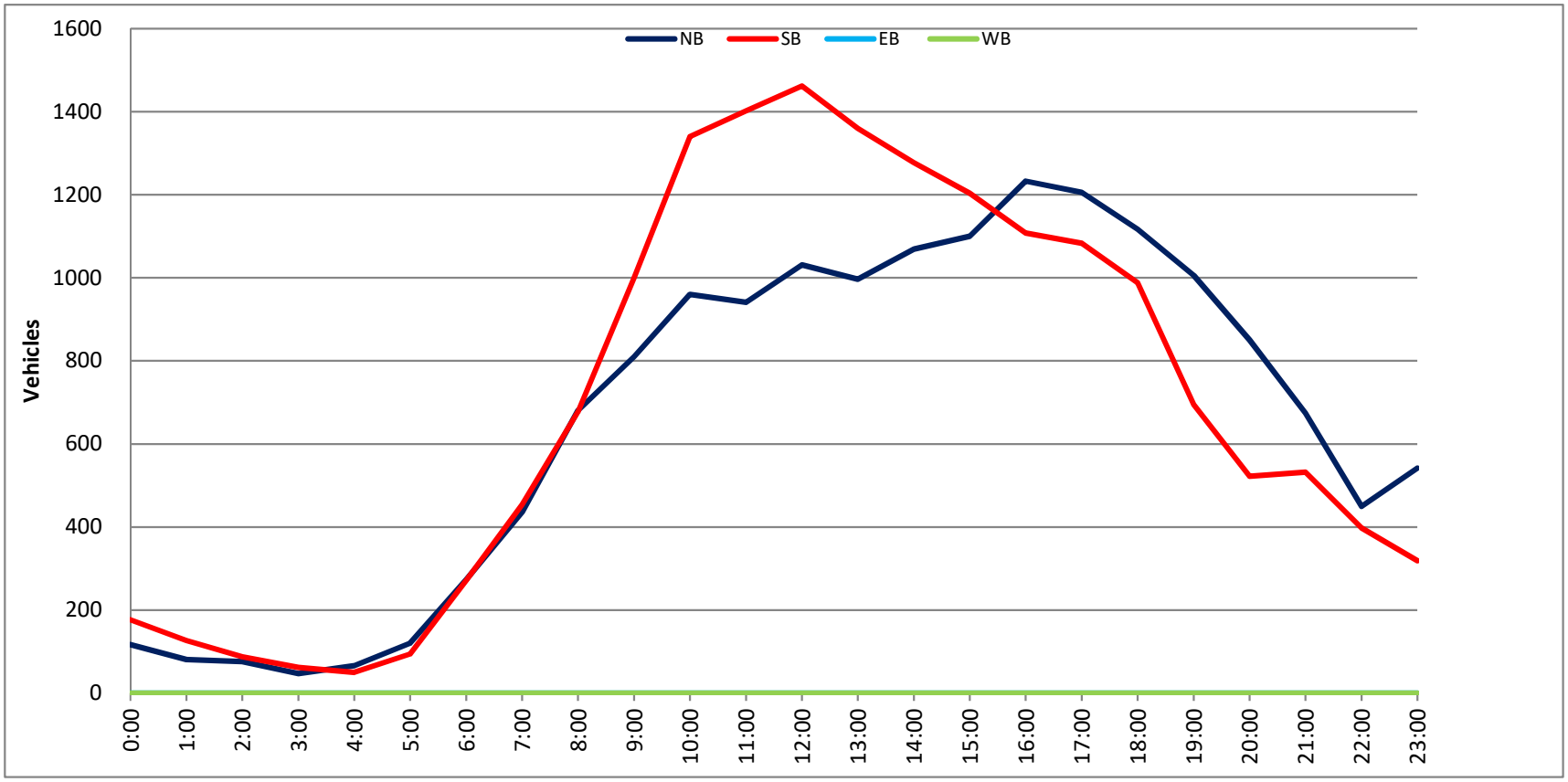
DAILY TOTALS	NB	SB	EB	WB	Total
	15,883	16,690	0	0	32,573

AM Peak Hour	11:45		11:30					11:45	PM Peak Hour	16:30		12:00					12:15
AM Pk Volume	1041		1431					2438	PM Pk Volume	1244		1462					2522
Pk Hr Factor	0.907		0.886					0.928	Pk Hr Factor	0.942		0.914					0.960
7 - 9 Volume	1117		1131		0	0		2248	4 - 6 Volume	2439		2191		0	0		4630
7 - 9 Peak Hour	8:00		8:00					8:00	4 - 6 Peak Hour	16:30		16:15					16:15
7 - 9 Pk Volume	681		677		0	0		1358	4 - 6 Pk Volume	1244		1119		0	0		2357
Pk Hr Factor	0.835		0.842		0.000	0.000		0.838	Pk Hr Factor	0.942		0.965		0.000	0.000		0.964

Prepared by NDS/ATD

Project #: CA17_4104_003 **City:** Mission Bay

Location: Sea World Dr S/O Mission Bay Dr/Fiesta **Date:** 4/8/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_003n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	141	13	0	5	0	0	1	0	0	0	0	0	160
1:00	0	79	5	0	1	0	0	0	0	0	0	0	0	85
2:00	0	60	5	0	3	0	0	0	0	0	0	0	0	68
3:00	0	46	3	0	2	0	0	0	0	0	0	0	0	51
4:00	0	55	7	0	1	0	0	0	0	0	0	0	0	63
5:00	0	70	5	0	4	0	0	0	0	0	0	0	0	79
6:00	0	165	21	0	5	0	0	0	0	0	0	0	0	191
7:00	0	297	33	0	15	0	0	0	0	0	0	0	0	345
8:00	0	415	38	0	20	0	0	1	0	0	0	0	0	474
9:00	1	604	62	0	22	0	0	0	0	0	0	0	0	689
10:00	0	741	83	0	30	0	0	0	0	0	0	0	0	854
11:00	1	785	70	0	36	0	0	0	0	0	0	0	0	892
12:00 PM	0	914	97	0	37	0	0	1	0	0	0	0	0	1049
13:00	6	950	92	0	37	0	0	2	0	0	0	0	0	1087
14:00	1	920	102	0	39	0	0	1	0	0	0	0	0	1063
15:00	2	933	92	0	44	0	0	2	0	0	0	0	0	1073
16:00	1	1028	97	1	39	0	0	2	0	0	0	0	0	1168
17:00	2	1056	93	1	47	0	0	3	0	0	0	0	0	1202
18:00	0	974	94	1	30	0	0	2	0	0	0	0	0	1101
19:00	2	943	82	1	31	0	0	3	0	0	0	0	0	1062
20:00	0	464	43	0	15	0	0	1	0	0	0	0	0	523
21:00	0	293	27	1	9	0	0	0	0	0	0	0	0	330
22:00	0	193	23	0	4	0	0	0	0	0	0	0	0	220
23:00	0	139	10	1	5	0	0	0	0	0	0	0	0	155
Totals	16	12265	1197	6	481			19						13984
% of Totals	0%	88%	9%	0%	3%			0%						100%

AM Volumes	2	3458	345	0	144	0	0	2	0	0	0	0	0	3951
% AM	0%	25%	2%		1%			0%						28%
AM Peak Hour	9:00	11:00	10:00		11:00									11:00
Volume	1	785	83		36			1						892
PM Volumes	14	8807	852	6	337	0	0	17	0	0	0	0	0	10033
% PM	0%	63%	6%	0%	2%			0%						72%
PM Peak Hour	13:00	17:00	14:00	16:00	17:00			17:00						17:00
Volume	6	1056	102	1	47			3						1202

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	819		6%	2136		15%	2370		17%	8659		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_003s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	140	21	1	8	0	0	1	0	0	0	0	0	171
1:00	0	91	12	0	6	0	0	0	0	0	0	0	0	109
2:00	0	71	9	0	7	0	0	0	0	0	0	0	0	87
3:00	0	22	5	0	1	0	0	1	0	0	0	0	0	29
4:00	0	19	6	0	4	0	0	0	0	0	0	0	0	29
5:00	0	42	7	0	5	0	0	1	0	0	0	0	0	55
6:00	0	128	24	0	17	0	0	2	0	0	0	0	0	171
7:00	0	237	48	1	27	0	0	3	0	0	0	0	0	316
8:00	0	454	86	0	37	0	0	0	0	0	0	0	0	577
9:00	0	771	150	3	54	0	0	2	0	0	0	0	0	980
10:00	0	1082	196	2	81	0	0	1	0	0	0	0	0	1362
11:00	1	1090	211	1	86	0	0	2	0	0	0	0	0	1391
12:00 PM	2	1096	187	1	86	0	0	3	0	0	0	0	0	1375
13:00	0	1003	175	0	66	0	0	2	0	0	0	0	0	1246
14:00	2	894	154	0	60	0	0	1	0	0	0	0	0	1111
15:00	0	787	131	0	68	0	0	0	0	0	0	0	0	986
16:00	0	820	127	2	60	0	0	1	0	0	0	0	0	1010
17:00	0	793	117	0	54	0	0	3	0	0	0	0	0	967
18:00	0	658	111	1	42	0	0	0	0	0	0	0	0	812
19:00	1	533	90	2	31	0	0	3	0	0	0	0	0	660
20:00	0	434	63	0	28	0	0	0	0	0	0	0	0	525
21:00	0	277	47	0	23	0	0	1	0	0	0	0	0	348
22:00	0	218	29	0	14	0	0	0	0	0	0	0	0	261
23:00	0	128	21	0	8	0	0	1	0	0	0	0	0	158
Totals	6	11788	2027	14	873			28						14736
% of Totals	0%	80%	14%	0%	6%			0%						100%

AM Volumes	1	4147	775	8	333	0	0	13	0	0	0	0	0	5277
% AM	0%	28%	5%	0%	2%			0%						36%
AM Peak Hour	11:00	11:00	11:00	9:00	11:00			7:00						11:00
Volume	1	1090	211	3	86			3						1391
PM Volumes	5	7641	1252	6	540	0	0	15	0	0	0	0	0	9459
% PM	0%	52%	8%	0%	4%			0%						64%
PM Peak Hour	12:00	12:00	12:00	16:00	12:00			12:00						12:00
Volume	2	1096	187	2	86			3						1375

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	893		6%	2621		18%	1977		13%	9245		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Sea World Dr S/O Mission Bay Dr/Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	281	34	1	13	0	0	2	0	0	0	0	0	331
1:00	0	170	17	0	7	0	0	0	0	0	0	0	0	194
2:00	0	131	14	0	10	0	0	0	0	0	0	0	0	155
3:00	0	68	8	0	3	0	0	1	0	0	0	0	0	80
4:00	0	74	13	0	5	0	0	0	0	0	0	0	0	92
5:00	0	112	12	0	9	0	0	1	0	0	0	0	0	134
6:00	0	293	45	0	22	0	0	2	0	0	0	0	0	362
7:00	0	534	81	1	42	0	0	3	0	0	0	0	0	661
8:00	0	869	124	0	57	0	0	1	0	0	0	0	0	1051
9:00	1	1375	212	3	76	0	0	2	0	0	0	0	0	1669
10:00	0	1823	279	2	111	0	0	1	0	0	0	0	0	2216
11:00	2	1875	281	1	122	0	0	2	0	0	0	0	0	2283
12:00 PM	2	2010	284	1	123	0	0	4	0	0	0	0	0	2424
13:00	6	1953	267	0	103	0	0	4	0	0	0	0	0	2333
14:00	3	1814	256	0	99	0	0	2	0	0	0	0	0	2174
15:00	2	1720	223	0	112	0	0	2	0	0	0	0	0	2059
16:00	1	1848	224	3	99	0	0	3	0	0	0	0	0	2178
17:00	2	1849	210	1	101	0	0	6	0	0	0	0	0	2169
18:00	0	1632	205	2	72	0	0	2	0	0	0	0	0	1913
19:00	3	1476	172	3	62	0	0	6	0	0	0	0	0	1722
20:00	0	898	106	0	43	0	0	1	0	0	0	0	0	1048
21:00	0	570	74	1	32	0	0	1	0	0	0	0	0	678
22:00	0	411	52	0	18	0	0	0	0	0	0	0	0	481
23:00	0	267	31	1	13	0	0	1	0	0	0	0	0	313
Totals	22	24053	3224	20	1354			47						28720
% of Totals	0%	84%	11%	0%	5%			0%						100%

AM Volumes	3	7605	1120	8	477	0	0	15	0	0	0	0	0	9228
% AM	0%	26%	4%	0%	2%			0%						32%
AM Peak Hour	11:00	11:00	11:00	9:00	11:00			7:00						11:00
Volume	2	1875	281	3	122			3						2283
PM Volumes	19	16448	2104	12	877	0	0	32	0	0	0	0	0	19492
% PM	0%	57%	7%	0%	3%			0%						68%
PM Peak Hour	13:00	12:00	12:00	16:00	12:00			17:00						12:00
Volume	6	2010	284	3	123			6						2424

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1712		6%	4757		17%	4347		15%	17904		62%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	Total
	13,984	14,736	0	0	28,720

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	48		61		0	0	109		12:00	255		350		0	0	605	
0:15	40		39		0	0	79		12:15	247		355		0	0	602	
0:30	33		38		0	0	71		12:30	249		333		0	0	582	
0:45	39	160	33	171	0	0	72	331	12:45	298	1049	337	1375	0	0	635	2424
1:00	25		38		0	0	63		13:00	296		306		0	0	602	
1:15	20		29		0	0	49		13:15	262		329		0	0	591	
1:30	24		33		0	0	57		13:30	251		313		0	0	564	
1:45	16	85	9	109	0	0	25	194	13:45	278	1087	298	1246	0	0	576	2333
2:00	27		18		0	0	45		14:00	257		279		0	0	536	
2:15	18		26		0	0	44		14:15	247		308		0	0	555	
2:30	13		23		0	0	36		14:30	264		261		0	0	525	
2:45	10	68	20	87	0	0	30	155	14:45	295	1063	263	1111	0	0	558	2174
3:00	14		5		0	0	19		15:00	303		253		0	0	556	
3:15	12		10		0	0	22		15:15	257		272		0	0	529	
3:30	7		6		0	0	13		15:30	261		224		0	0	485	
3:45	18	51	8	29	0	0	26	80	15:45	252	1073	237	986	0	0	489	2059
4:00	12		7		0	0	19		16:00	280		264		0	0	544	
4:15	14		3		0	0	17		16:15	284		258		0	0	542	
4:30	21		7		0	0	28		16:30	285		247		0	0	532	
4:45	16	63	12	29	0	0	28	92	16:45	319	1168	241	1010	0	0	560	2178
5:00	18		10		0	0	28		17:00	320		251		0	0	571	
5:15	21		10		0	0	31		17:15	308		241		0	0	549	
5:30	21		18		0	0	39		17:30	269		225		0	0	494	
5:45	19	79	17	55	0	0	36	134	17:45	305	1202	250	967	0	0	555	2169
6:00	38		31		0	0	69		18:00	267		221		0	0	488	
6:15	40		35		0	0	75		18:15	271		200		0	0	471	
6:30	50		54		0	0	104		18:30	295		190		0	0	485	
6:45	63	191	51	171	0	0	114	362	18:45	268	1101	201	812	0	0	469	1913
7:00	50		59		0	0	109		19:00	282		178		0	0	460	
7:15	82		64		0	0	146		19:15	269		171		0	0	440	
7:30	98		95		0	0	193		19:30	277		162		0	0	439	
7:45	115	345	98	316	0	0	213	661	19:45	234	1062	149	660	0	0	383	1722
8:00	97		109		0	0	206		20:00	186		142		0	0	328	
8:15	104		119		0	0	223		20:15	118		149		0	0	267	
8:30	127		141		0	0	268		20:30	109		119		0	0	228	
8:45	146	474	208	577	0	0	354	1051	20:45	110	523	115	525	0	0	225	1048
9:00	148		174		0	0	322		21:00	93		82		0	0	175	
9:15	162		209		0	0	371		21:15	87		99		0	0	186	
9:30	180		290		0	0	470		21:30	83		89		0	0	172	
9:45	199	689	307	980	0	0	506	1669	21:45	67	330	78	348	0	0	145	678
10:00	214		311		0	0	525		22:00	56		82		0	0	138	
10:15	215		345		0	0	560		22:15	60		69		0	0	129	
10:30	199		352		0	0	551		22:30	55		57		0	0	112	
10:45	226	854	354	1362	0	0	580	2216	22:45	49	220	53	261	0	0	102	481
11:00	213		331		0	0	544		23:00	47		43		0	0	90	
11:15	235		346		0	0	581		23:15	34		50		0	0	84	
11:30	226		377		0	0	603		23:30	50		32		0	0	82	
11:45	218	892	337	1391	0	0	555	2283	23:45	24	155	33	158	0	0	57	313
TOTALS		3951		5277				9228	TOTALS		10033		9459				19492
SPLIT %		42.8%		57.2%				32.1%	SPLIT %		51.5%		48.5%				67.9%

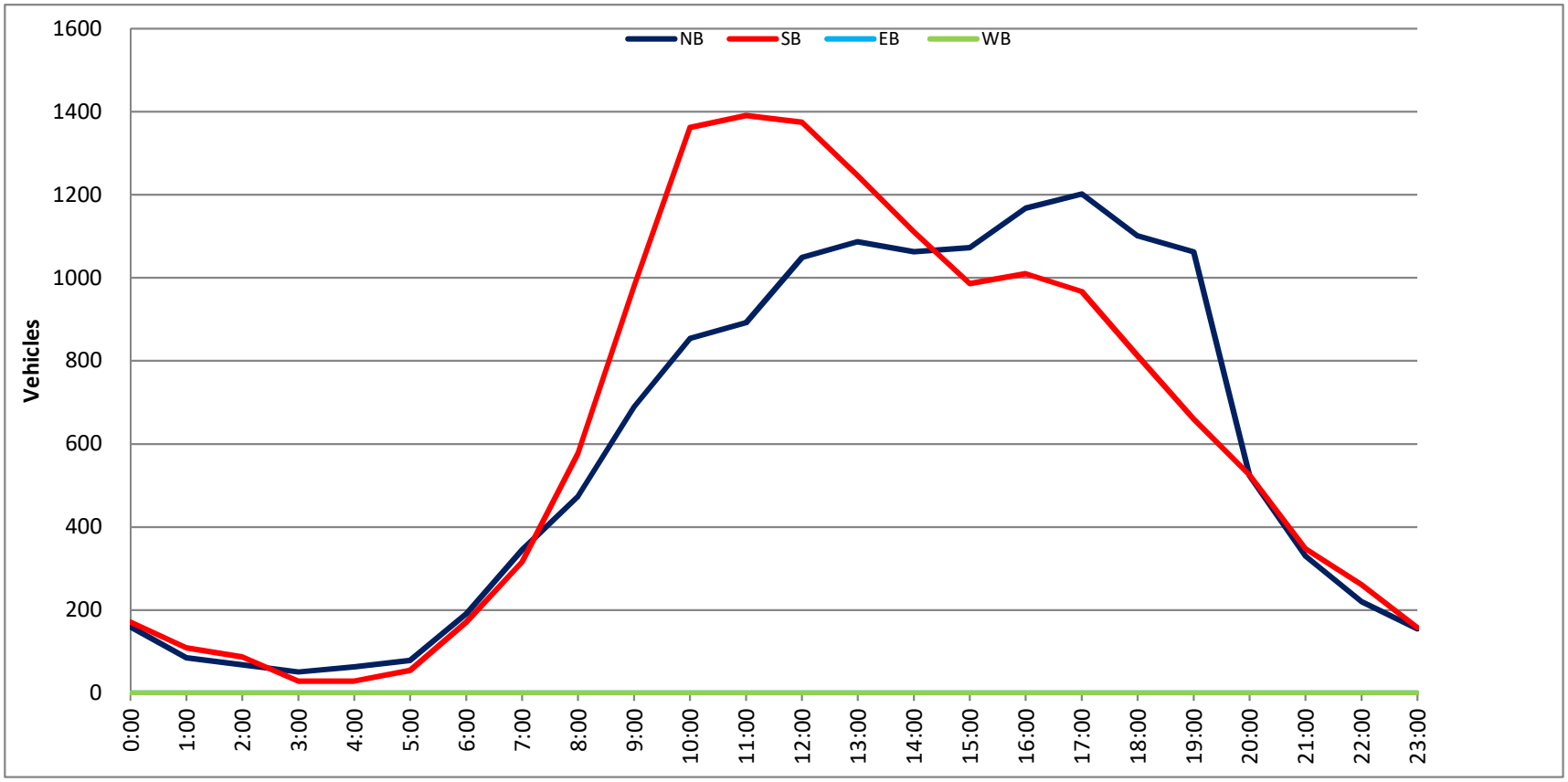
DAILY TOTALS	NB	SB	EB	WB	Total
	13,984	14,736	0	0	28,720

AM Peak Hour	11:45		11:30					11:30	PM Peak Hour	16:30		12:00					12:00
AM Pk Volume	969		1419					2365	PM Pk Volume	1232		1375					2424
Pk Hr Factor	0.950		0.941					0.977	Pk Hr Factor	0.963		0.968					0.954
7 - 9 Volume	819		893		0	0		1712	4 - 6 Volume	2370		1977		0	0		4347
7 - 9 Peak Hour	8:00		8:00					8:00	4 - 6 Peak Hour	16:30		16:00					16:30
7 - 9 Pk Volume	474		577		0	0		1051	4 - 6 Pk Volume	1232		1010		0	0		2212
Pk Hr Factor	0.812		0.694		0.000	0.000		0.742	Pk Hr Factor	0.963		0.956		0.000	0.000		0.968

Prepared by NDS/ATD

Project #: CA17_4104_003 **City:** Mission Bay

Location: Sea World Dr S/O Mission Bay Dr/Fiesta **Date:** 4/9/2017



Prepared by NDS/ATD

VOLUME

Sea World Dr S/O Friars Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_004

DAILY TOTALS	NB	SB	EB	WB	Total
	19,722	17,706	0	0	37,428

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	35		37				72		12:00	253		268				521	
00:15	24		26				50		12:15	248		297				545	
00:30	20		23				43		12:30	251		276				527	
00:45	14	93	14	100			28	193	12:45	303	1055	264	1105			567	2160
01:00	12		16				28		13:00	251		234				485	
01:15	11		13				24		13:15	279		285				564	
01:30	10		11				21		13:30	263		251				514	
01:45	13	46	12	52			25	98	13:45	256	1049	283	1053			539	2102
02:00	15		15				30		14:00	284		256				540	
02:15	17		12				29		14:15	300		277				577	
02:30	12		12				24		14:30	268		296				564	
02:45	9	53	8	47			17	100	14:45	334	1186	269	1098			603	2284
03:00	5		4				9		15:00	351		319				670	
03:15	9		4				13		15:15	372		327				699	
03:30	13		4				17		15:30	409		367				776	
03:45	10	37	10	22			20	59	15:45	446	1578	344	1357			790	2935
04:00	13		4				17		16:00	508		366				874	
04:15	22		14				36		16:15	473		364				837	
04:30	29		22				51		16:30	484		378				862	
04:45	31	95	47	87			78	182	16:45	553	2018	323	1431			876	3449
05:00	47		28				75		17:00	543		363				906	
05:15	62		36				98		17:15	529		388				917	
05:30	95		55				150		17:30	512		427				939	
05:45	123	327	84	203			207	530	17:45	445	2029	352	1530			797	3559
06:00	118		110				228		18:00	335		327				662	
06:15	168		114				282		18:15	293		359				652	
06:30	233		166				399		18:30	290		307				597	
06:45	225	744	181	571			406	1315	18:45	264	1182	335	1328			599	2510
07:00	320		206				526		19:00	220		282				502	
07:15	371		241				612		19:15	185		259				444	
07:30	441		200				641		19:30	171		240				411	
07:45	388	1520	234	881			622	2401	19:45	204	780	206	987			410	1767
08:00	354		196				550		20:00	165		180				345	
08:15	351		201				552		20:15	147		188				335	
08:30	329		237				566		20:30	139		179				318	
08:45	377	1411	225	859			602	2270	20:45	153	604	143	690			296	1294
09:00	294		183				477		21:00	102		141				243	
09:15	284		208				492		21:15	111		158				269	
09:30	271		274				545		21:30	101		140				241	
09:45	247	1096	280	945			527	2041	21:45	78	392	129	568			207	960
10:00	242		239				481		22:00	81		107				188	
10:15	305		294				599		22:15	72		118				190	
10:30	259		270				529		22:30	54		75				129	
10:45	273	1079	299	1102			572	2181	22:45	55	262	83	383			138	645
11:00	197		253				450		23:00	55		61				116	
11:15	251		290				541		23:15	43		50				93	
11:30	229		286				515		23:30	33		54				87	
11:45	254	931	278	1107			532	2038	23:45	24	155	35	200			59	355
TOTALS		7432		5976				13408	TOTALS		12290		11730				24020
SPLIT %		55.4%		44.6%				35.8%	SPLIT %		51.2%		48.8%				64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	19,722	17,706	0	0	37,428

AM Peak Hour	07:15	11:30				07:15	PM Peak Hour	16:45	17:00				16:45
AM Pk Volume	1554	1129				2425	PM Pk Volume	2137	1530				3638
Pk Hr Factor	0.881	0.950				0.946	Pk Hr Factor	0.966	0.896				0.969
7 - 9 Volume	2931	1740	0	0		4671	4 - 6 Volume	4047	2961	0	0		7008
7 - 9 Peak Hour	07:15	07:00				07:15	4 - 6 Peak Hour	16:45	17:00				16:45
7 - 9 Pk Volume	1554	881	0	0		2425	4 - 6 Pk Volume	2137	1530	0	0		3638
Pk Hr Factor	0.881	0.914	0.000	0.000		0.946	Pk Hr Factor	0.966	0.896	0.000	0.000		0.969

Prepared by NDS/ATD

VOLUME

Sea World Dr S/O Friars Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_004

DAILY TOTALS	NB	SB	EB	WB	Total
	19,798	18,048	0	0	37,846

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	32		29				61		12:00	223		283				506	
00:15	28		28				56		12:15	244		366				610	
00:30	20		25				45		12:30	273		295				568	
00:45	13	93	17	99			30	192	12:45	276	1016	306	1250			582	2266
01:00	22		20				42		13:00	301		303				604	
01:15	10		16				26		13:15	257		266				523	
01:30	17		12				29		13:30	281		303				584	
01:45	11	60	9	57			20	117	13:45	298	1137	319	1191			617	2328
02:00	9		13				22		14:00	287		261				548	
02:15	13		17				30		14:15	362		328				690	
02:30	9		14				23		14:30	281		351				632	
02:45	8	39	7	51			15	90	14:45	358	1288	298	1238			656	2526
03:00	7		7				14		15:00	439		338				777	
03:15	7		7				14		15:15	407		325				732	
03:30	10		3				13		15:30	448		320				768	
03:45	7	31	5	22			12	53	15:45	485	1779	351	1334			836	3113
04:00	5		3				8		16:00	525		352				877	
04:15	19		12				31		16:15	463		362				825	
04:30	26		24				50		16:30	467		355				822	
04:45	31	81	22	61			53	142	16:45	496	1951	348	1417			844	3368
05:00	42		27				69		17:00	470		319				789	
05:15	38		39				77		17:15	462		387				849	
05:30	98		68				166		17:30	486		327				813	
05:45	93	271	105	239			198	510	17:45	431	1849	345	1378			776	3227
06:00	115		95				210		18:00	292		322				614	
06:15	166		129				295		18:15	270		304				574	
06:30	220		148				368		18:30	279		329				608	
06:45	223	724	166	538			389	1262	18:45	224	1065	263	1218			487	2283
07:00	253		229				482		19:00	191		241				432	
07:15	316		209				525		19:15	177		226				403	
07:30	342		191				533		19:30	193		212				405	
07:45	360	1271	237	866			597	2137	19:45	188	749	213	892			401	1641
08:00	316		242				558		20:00	204		189				393	
08:15	340		241				581		20:15	182		190				372	
08:30	331		242				573		20:30	207		158				365	
08:45	310	1297	185	910			495	2207	20:45	155	748	136	673			291	1421
09:00	258		205				463		21:00	126		148				274	
09:15	265		223				488		21:15	142		126				268	
09:30	270		246				516		21:30	123		139				262	
09:45	245	1038	283	957			528	1995	21:45	108	499	131	544			239	1043
10:00	264		280				544		22:00	153		126				279	
10:15	247		280				527		22:15	94		114				208	
10:30	256		315				571		22:30	74		107				181	
10:45	304	1071	289	1164			593	2235	22:45	81	402	94	441			175	843
11:00	262		314				576		23:00	66		78				144	
11:15	271		289				560		23:15	55		78				133	
11:30	272		314				586		23:30	70		58				128	
11:45	277	1082	310	1227			587	2309	23:45	66	257	67	281			133	538
TOTALS		7058		6191				13249	TOTALS		12740		11857				24597
SPLIT %		53.3%		46.7%				35.0%	SPLIT %		51.8%		48.2%				65.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	19,798	18,048	0	0	37,846

AM Peak Hour	07:30	11:30			10:45	PM Peak Hour	16:00	15:45			16:00
AM Pk Volume	1358	1273			2315	PM Pk Volume	1951	1420			3368
Pk Hr Factor	0.943	0.870			0.976	Pk Hr Factor	0.929	0.981			0.960
7 - 9 Volume	2568	1776	0	0	4344	4 - 6 Volume	3800	2795	0	0	6595
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	1358	962	0	0	2309	4 - 6 Pk Volume	1951	1417	0	0	3368
Pk Hr Factor	0.943	0.994	0.000	0.000	0.967	Pk Hr Factor	0.929	0.979	0.000	0.000	0.960

Prepared by NDS/ATD

VOLUME

Sea World Dr S/O Friars Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_004

DAILY TOTALS	NB	SB	EB	WB	Total
	18,422	17,756	0	0	36,178

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	45		61				106		12:00	273		378				651	
00:15	40		47				87		12:15	315		360				675	
00:30	41		39				80		12:30	311		370				681	
00:45	36	162	35	182			71	344	12:45	299	1198	423	1531			722	2729
01:00	26		31				57		13:00	310		390				700	
01:15	19		34				53		13:15	302		364				666	
01:30	22		33				55		13:30	284		370				654	
01:45	33	100	30	128			63	228	13:45	299	1195	376	1500			675	2695
02:00	28		25				53		14:00	299		354				653	
02:15	30		23				53		14:15	327		338				665	
02:30	21		17				38		14:30	318		354				672	
02:45	15	94	11	76			26	170	14:45	310	1254	343	1389			653	2643
03:00	10		18				28		15:00	333		332				665	
03:15	9		16				25		15:15	334		317				651	
03:30	13		14				27		15:30	313		329				642	
03:45	12	44	16	64			28	108	15:45	327	1307	328	1306			655	2613
04:00	20		9				29		16:00	341		305				646	
04:15	22		13				35		16:15	390		297				687	
04:30	13		17				30		16:30	411		294				705	
04:45	11	66	17	56			28	122	16:45	399	1541	291	1187			690	2728
05:00	19		21				40		17:00	362		294				656	
05:15	30		10				40		17:15	395		266				661	
05:30	30		25				55		17:30	366		277				643	
05:45	44	123	54	110			98	233	17:45	369	1492	290	1127			659	2619
06:00	50		58				108		18:00	361		292				653	
06:15	58		82				140		18:15	347		223				570	
06:30	83		83				166		18:30	323		281				604	
06:45	83	274	78	301			161	575	18:45	330	1361	240	1036			570	2397
07:00	93		111				204		19:00	329		204				533	
07:15	106		103				209		19:15	259		180				439	
07:30	145		119				264		19:30	357		161				518	
07:45	148	492	164	497			312	989	19:45	232	1177	169	714			401	1891
08:00	163		144				307		20:00	288		157				445	
08:15	187		182				369		20:15	250		129				379	
08:30	178		195				373		20:30	201		135				336	
08:45	217	745	222	743			439	1488	20:45	201	940	149	570			350	1510
09:00	190		212				402		21:00	208		131				339	
09:15	211		212				423		21:15	181		148				329	
09:30	220		296				516		21:30	185		154				339	
09:45	234	855	341	1061			575	1916	21:45	159	733	130	563			289	1296
10:00	293		332				625		22:00	145		95				240	
10:15	280		337				617		22:15	129		117				246	
10:30	296		358				654		22:30	101		109				210	
10:45	284	1153	361	1388			645	2541	22:45	118	493	86	407			204	900
11:00	237		364				601		23:00	148		99				247	
11:15	283		360				643		23:15	160		84				244	
11:30	286		403				689		23:30	149		79				228	
11:45	277	1083	369	1496			646	2579	23:45	83	540	62	324			145	864
TOTALS		5191		6102				**11293**	**TOTALS**		13231		11654				**24885**
SPLIT %		46.0%		54.0%				**31.2%**	**SPLIT %**		53.2%		46.8%				**68.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	18,422	17,756	0	0	36,178

AM Peak Hour	11:45	11:15				**11:30**	**PM Peak Hour**	16:30	12:30				**12:15**
AM Pk Volume	1176	1510				**2661**	**PM Pk Volume**	1567	1547				**2778**
Pk Hr Factor	0.933	0.937				**0.966**	**Pk Hr Factor**	0.953	0.914				**0.962**
7 - 9 Volume	1237	1240	0	0		**2477**	**4 - 6 Volume**	3033	2314	0	0		**5347**
7 - 9 Peak Hour	08:00	08:00				**08:00**	**4 - 6 Peak Hour**	16:30	16:00				**16:15**
7 - 9 Pk Volume	745	743	0	0		**1488**	**4 - 6 Pk Volume**	1567	1187	0	0		**2738**
Pk Hr Factor	0.858	0.837	0.000	0.000		**0.847**	**Pk Hr Factor**	0.953	0.973	0.000	0.000		**0.971**

Prepared by NDS/ATD

VOLUME

Sea World Dr S/O Friars Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_004

DAILY TOTALS	NB	SB	EB	WB	Total
	16,354	15,930	0	0	32,284

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	61		69				130		12:00	314		385				699	
00:15	64		39				103		12:15	299		383				682	
00:30	44		40				84		12:30	292		379				671	
00:45	40	209	37	185			77	394	12:45	327	1232	349	1496			676	2728
01:00	33		33				66		13:00	302		348				650	
01:15	28		28				56		13:15	296		322				618	
01:30	25		34				59		13:30	294		326				620	
01:45	31	117	14	109			45	226	13:45	303	1195	335	1331			638	2526
02:00	29		15				44		14:00	289		290				579	
02:15	22		23				45		14:15	292		337				629	
02:30	17		21				38		14:30	309		293				602	
02:45	15	83	23	82			38	165	14:45	323	1213	293	1213			616	2426
03:00	17		8				25		15:00	350		265				615	
03:15	12		10				22		15:15	297		287				584	
03:30	8		7				15		15:30	313		245				558	
03:45	17	54	4	29			21	83	15:45	296	1256	254	1051			550	2307
04:00	13		2				15		16:00	327		261				588	
04:15	10		3				13		16:15	350		277				627	
04:30	21		10				31		16:30	323		254				577	
04:45	16	60	15	30			31	90	16:45	351	1351	261	1053			612	2404
05:00	6		10				16		17:00	398		268				666	
05:15	22		16				38		17:15	344		252				596	
05:30	19		20				39		17:30	354		254				608	
05:45	21	68	25	71			46	139	17:45	354	1450	259	1033			613	2483
06:00	34		36				70		18:00	311		249				560	
06:15	44		35				79		18:15	318		228				546	
06:30	49		61				110		18:30	348		207				555	
06:45	60	187	52	184			112	371	18:45	310	1287	215	899			525	2186
07:00	48		71				119		19:00	343		203				546	
07:15	84		74				158		19:15	345		176				521	
07:30	113		92				205		19:30	367		167				534	
07:45	119	364	116	353			235	717	19:45	281	1336	179	725			460	2061
08:00	122		126				248		20:00	201		153				354	
08:15	123		147				270		20:15	143		149				292	
08:30	145		159				304		20:30	146		137				283	
08:45	176	566	212	644			388	1210	20:45	131	621	131	570			262	1191
09:00	178		181				359		21:00	113		115				228	
09:15	183		222				405		21:15	101		110				211	
09:30	212		309				521		21:30	92		97				189	
09:45	229	802	343	1055			572	1857	21:45	83	389	91	413			174	802
10:00	251		363				614		22:00	70		88				158	
10:15	237		353				590		22:15	72		75				147	
10:30	242		366				608		22:30	63		72				135	
10:45	265	995	375	1457			640	2452	22:45	51	256	57	292			108	548
11:00	259		369				628		23:00	49		50				99	
11:15	275		359				634		23:15	41		53				94	
11:30	263		408				671		23:30	52		36				88	
11:45	298	1095	353	1489			651	2584	23:45	26	168	27	166			53	334
TOTALS		4600		5688				10288	TOTALS		11754		10242				21996
SPLIT %		44.7%		55.3%				31.9%	SPLIT %		53.4%		46.6%				68.1%

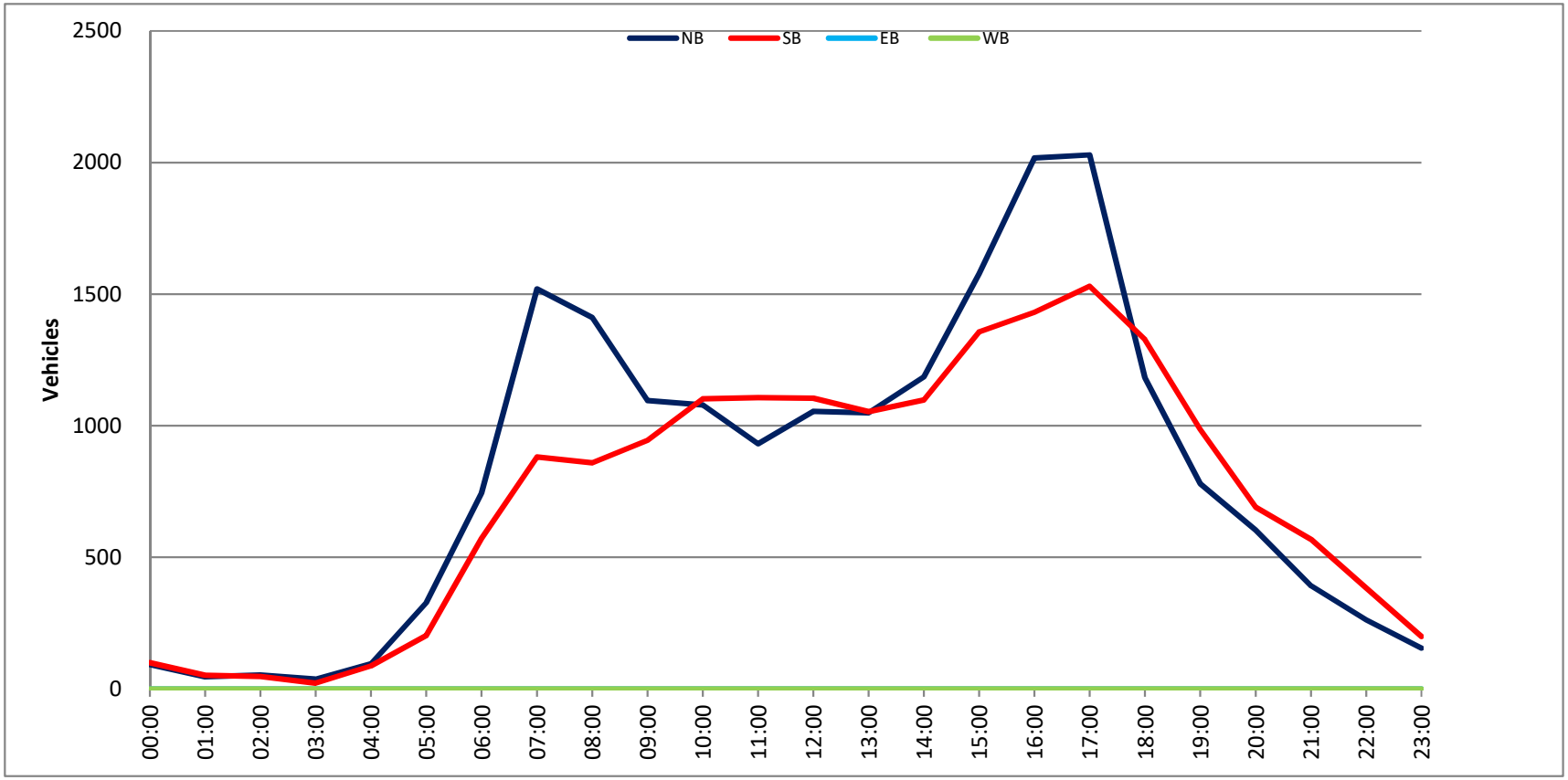
DAILY TOTALS	NB	SB	EB	WB	Total
	16,354	15,930	0	0	32,284

AM Peak Hour	11:45	11:30				11:30	PM Peak Hour	17:00	12:00				12:00
AM Pk Volume	1203	1529				2703	PM Pk Volume	1450	1496				2728
Pk Hr Factor	0.958	0.937				0.967	Pk Hr Factor	0.911	0.971				0.976
7 - 9 Volume	930	997	0	0		1927	4 - 6 Volume	2801	2086	0	0		4887
7 - 9 Peak Hour	08:00	08:00				08:00	4 - 6 Peak Hour	17:00	16:15				17:00
7 - 9 Pk Volume	566	644	0	0		1210	4 - 6 Pk Volume	1450	1060	0	0		2483
Pk Hr Factor	0.804	0.759	0.000	0.000		0.780	Pk Hr Factor	0.911	0.957	0.000	0.000		0.932

Prepared by NDS/ATD

Project #: CA17_4104_004 **City:** Mission Bay

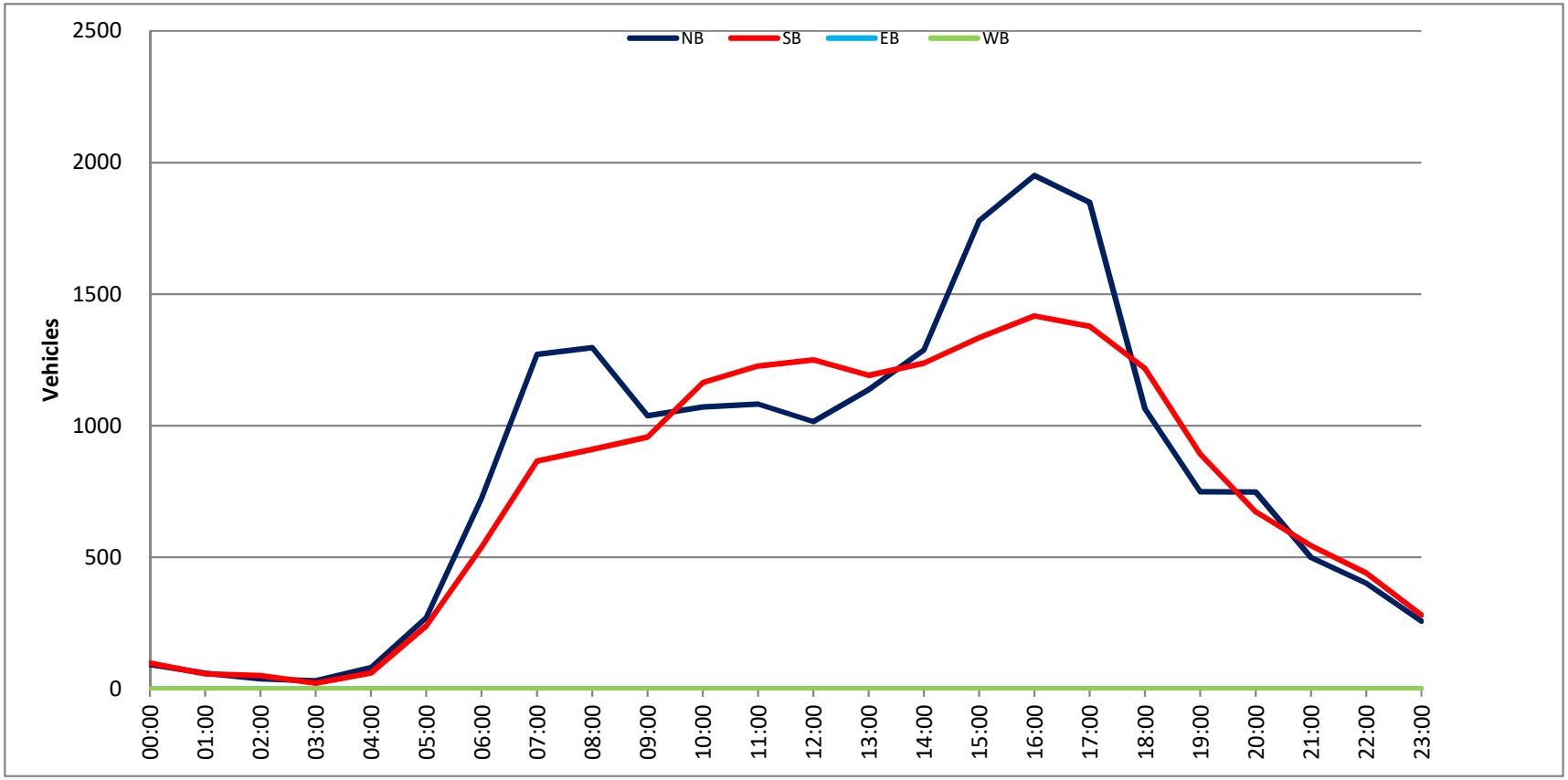
Location: Sea World Dr S/O Friars Rd **Date:** 4/6/2017



Prepared by NDS/ATD

Project #: CA17_4104_004 **City:** Mission Bay

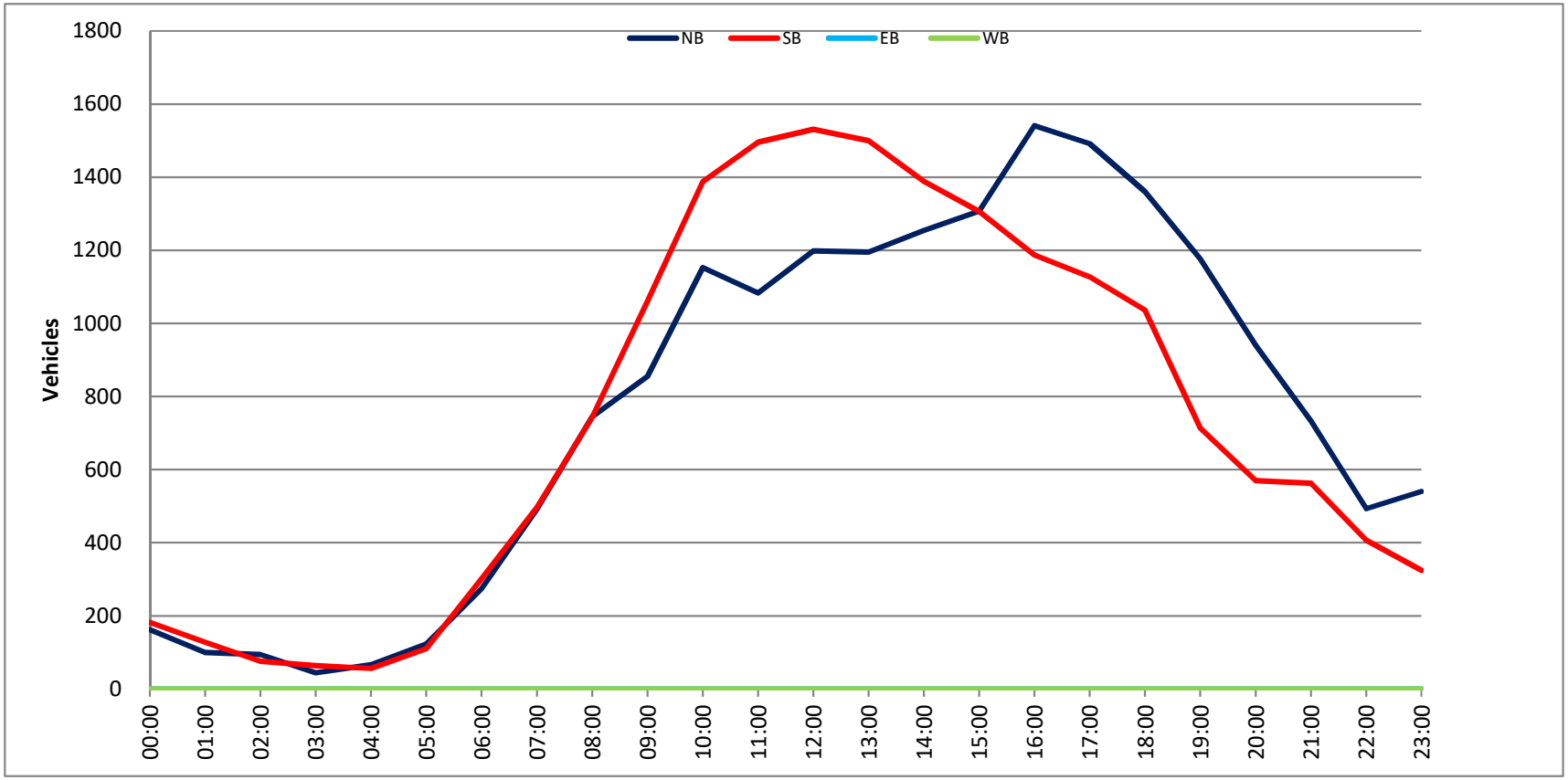
Location: Sea World Dr S/O Friars Rd **Date:** 4/7/2017



Prepared by NDS/ATD

Project #: CA17_4104_004 **City:** Mission Bay

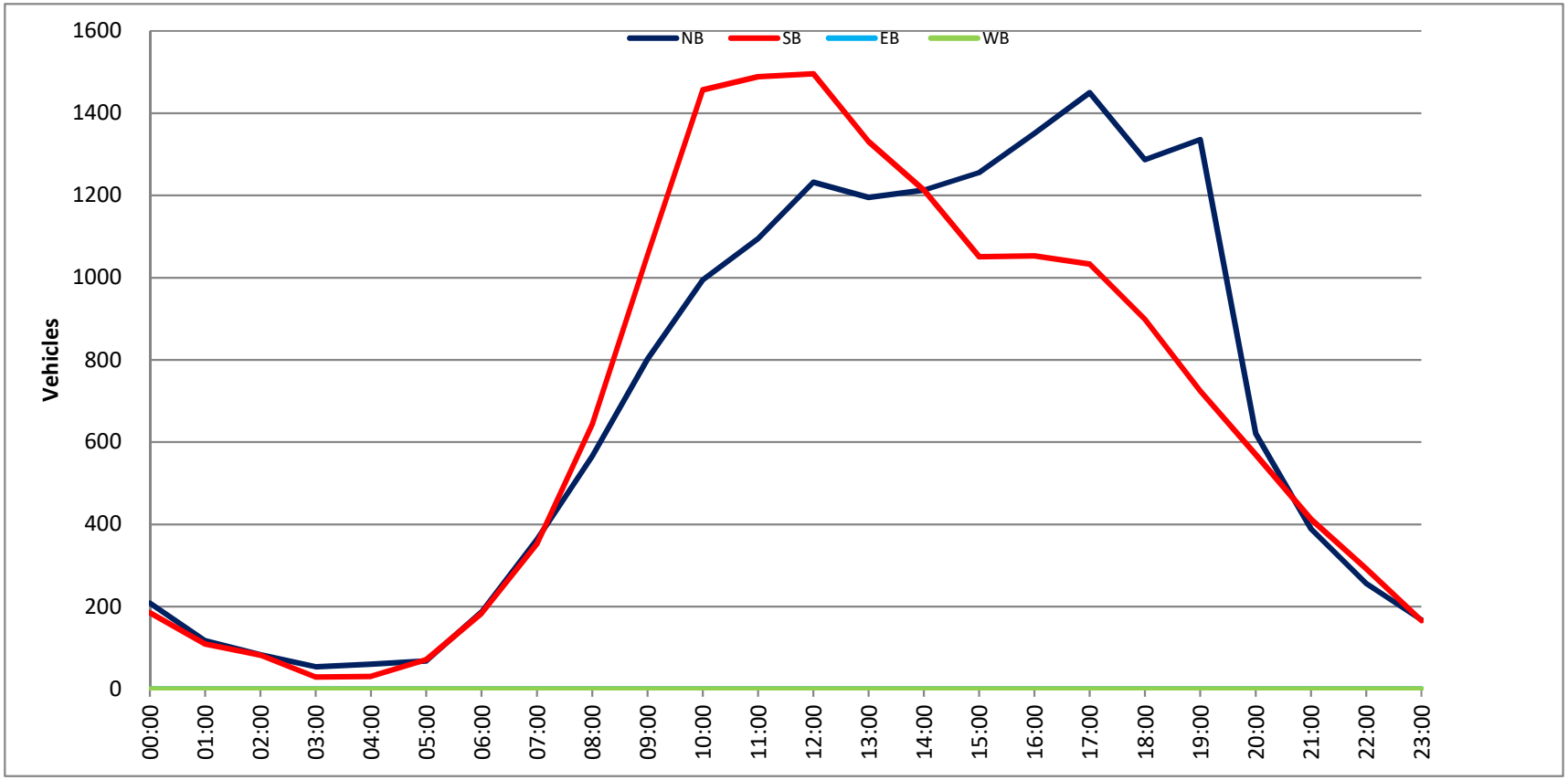
Location: Sea World Dr S/O Friars Rd **Date:** 4/8/2017



Prepared by NDS/ATD

Project #: CA17_4104_004 **City:** Mission Bay

Location: Sea World Dr S/O Friars Rd **Date:** 4/9/2017



Prepared by NDS/ATD

VOLUME

Friars Rd E/O Sea World Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,562	5,910	14,472

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			9		16		25		12:00			92		103		195	
0:15			12		6		18		12:15			85		114		199	
0:30			11		9		20		12:30			93		81		174	
0:45			4	36	1	32	5	68	12:45			113	383	68	366	181	749
1:00			6		4		10		13:00			86		84		170	
1:15			6		2		8		13:15			130		87		217	
1:30			3		7		10		13:30			136		94		230	
1:45			7	22	1	14	8	36	13:45			172	524	81	346	253	870
2:00			1		6		7		14:00			110		94		204	
2:15			4		2		6		14:15			120		93		213	
2:30			2		4		6		14:30			106		97		203	
2:45			3	10	3	15	6	25	14:45			147	483	69	353	216	836
3:00			1		2		3		15:00			145		110		255	
3:15			1		2		3		15:15			186		95		281	
3:30			1		1		2		15:30			239		87		326	
3:45			2	5	2	7	4	12	15:45			276	846	88	380	364	1226
4:00			5		2		7		16:00			302		132		434	
4:15			11		3		14		16:15			308		121		429	
4:30			13		6		19		16:30			303		125		428	
4:45			10	39	6	17	16	56	16:45			356	1269	114	492	470	1761
5:00			19		14		33		17:00			309		157		466	
5:15			19		18		37		17:15			310		129		439	
5:30			10		25		35		17:30			301		197		498	
5:45			23	71	19	76	42	147	17:45			236	1156	113	596	349	1752
6:00			13		35		48		18:00			207		124		331	
6:15			30		43		73		18:15			154		94		248	
6:30			27		56		83		18:30			118		93		211	
6:45			49	119	80	214	129	333	18:45			132	611	104	415	236	1026
7:00			70		89		159		19:00			96		114		210	
7:15			136		98		234		19:15			85		80		165	
7:30			150		96		246		19:30			62		62		124	
7:45			118	474	108	391	226	865	19:45			88	331	53	309	141	640
8:00			123		99		222		20:00			76		51		127	
8:15			126		89		215		20:15			62		63		125	
8:30			104		94		198		20:30			59		76		135	
8:45			171	524	81	363	252	887	20:45			66	263	49	239	115	502
9:00			113		73		186		21:00			45		60		105	
9:15			81		82		163		21:15			37		69		106	
9:30			87		84		171		21:30			34		57		91	
9:45			79	360	72	311	151	671	21:45			32	148	50	236	82	384
10:00			74		63		137		22:00			33		37		70	
10:15			126		75		201		22:15			27		36		63	
10:30			97		83		180		22:30			27		22		49	
10:45			92	389	80	301	172	690	22:45			20	107	27	122	47	229
11:00			65		65		130		23:00			27		18		45	
11:15			76		63		139		23:15			10		10		20	
11:30			90		67		157		23:30			16		19		35	
11:45			98	329	67	262	165	591	23:45			10	63	6	53	16	116
TOTALS				2378		2003		**4381**	**TOTALS**				6184		3907		**10091**
SPLIT %				54.3%		45.7%		**30.3%**	**SPLIT %**				61.3%		38.7%		**69.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,562	5,910	14,472

AM Peak Hour			7:15	7:15	**7:15**	**PM Peak Hour**			16:30	16:45	**16:45**
AM Pk Volume			527	401	**928**	**PM Pk Volume**			1278	597	**1873**
Pk Hr Factor			0.878	0.928	**0.943**	**Pk Hr Factor**			0.897	0.758	**0.940**
7 - 9 Volume	0	0	998	754	**1752**	**4 - 6 Volume**	0	0	2425	1088	**3513**
7 - 9 Peak Hour			7:15	7:15	**7:15**	**4 - 6 Peak Hour**			16:30	16:45	**16:45**
7 - 9 Pk Volume	0	0	527	401	**928**	**4 - 6 Pk Volume**	0	0	1278	597	**1873**
Pk Hr Factor	0.000	0.000	0.878	0.928	**0.943**	**Pk Hr Factor**	0.000	0.000	0.897	0.758	**0.940**

Prepared by NDS/ATD

VOLUME

Friars Rd E/O Sea World Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,390	5,773	14,163

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			14		4		18		12:00			90		95		185	
0:15			18		5		23		12:15			100		119		219	
0:30			11		6		17		12:30			87		99		186	
0:45			11	54	3	18	14	72	12:45			105	382	85	398	190	780
1:00			11		5		16		13:00			118		88		206	
1:15			9		3		12		13:15			94		79		173	
1:30			11		6		17		13:30			98		112		210	
1:45			9	40	2	16	11	56	13:45			116	426	91	370	207	796
2:00			5		7		12		14:00			101		91		192	
2:15			4		3		7		14:15			135		103		238	
2:30			7		5		12		14:30			141		95		236	
2:45			4	20	5	20	9	40	14:45			174	551	72	361	246	912
3:00			4		2		6		15:00			205		123		328	
3:15			5		3		8		15:15			240		128		368	
3:30			2		1		3		15:30			276		101		377	
3:45			3	14	1	7	4	21	15:45			295	1016	97	449	392	1465
4:00			2		2		4		16:00			285		96		381	
4:15			9		1		10		16:15			288		111		399	
4:30			7		6		13		16:30			291		109		400	
4:45			8	26	10	19	18	45	16:45			312	1176	128	444	440	1620
5:00			16		16		32		17:00			251		102		353	
5:15			14		10		24		17:15			239		149		388	
5:30			10		22		32		17:30			227		105		332	
5:45			18	58	31	79	49	137	17:45			180	897	106	462	286	1359
6:00			19		24		43		18:00			145		91		236	
6:15			23		40		63		18:15			146		94		240	
6:30			29		78		107		18:30			132		95		227	
6:45			32	103	74	216	106	319	18:45			111	534	80	360	191	894
7:00			66		109		175		19:00			84		64		148	
7:15			89		103		192		19:15			71		92		163	
7:30			124		98		222		19:30			75		59		134	
7:45			135	414	108	418	243	832	19:45			80	310	59	274	139	584
8:00			118		102		220		20:00			80		58		138	
8:15			110		92		202		20:15			71		49		120	
8:30			122		85		207		20:30			72		39		111	
8:45			131	481	58	337	189	818	20:45			45	268	41	187	86	455
9:00			102		86		188		21:00			43		67		110	
9:15			96		57		153		21:15			35		50		85	
9:30			99		72		171		21:30			41		47		88	
9:45			125	422	67	282	192	704	21:45			38	157	44	208	82	365
10:00			91		83		174		22:00			36		31		67	
10:15			85		69		154		22:15			32		25		57	
10:30			93		71		164		22:30			40		28		68	
10:45			112	381	85	308	197	689	22:45			38	146	29	113	67	259
11:00			111		91		202		23:00			25		19		44	
11:15			83		78		161		23:15			22		28		50	
11:30			94		79		173		23:30			32		17		49	
11:45			113	401	99	347	212	748	23:45			34	113	16	80	50	193
TOTALS				2414		2067		**4481**	**TOTALS**				5976		3706		**9682**
SPLIT %				53.9%		46.1%		**31.6%**	**SPLIT %**				61.7%		38.3%		**68.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,390	5,773	14,163

AM Peak Hour			7:30	7:00	**7:30**	**PM Peak Hour**			16:00	16:30	**16:00**
AM Pk Volume			487	418	**887**	**PM Pk Volume**			1176	488	**1620**
Pk Hr Factor			0.902	0.959	**0.913**	**Pk Hr Factor**			0.942	0.819	**0.920**
7 - 9 Volume	0	0	895	755	**1650**	**4 - 6 Volume**	0	0	2073	906	**2979**
7 - 9 Peak Hour			7:30	7:00	**7:30**	**4 - 6 Peak Hour**			16:00	16:30	**16:00**
7 - 9 Pk Volume	0	0	487	418	**887**	**4 - 6 Pk Volume**	0	0	1176	488	**1620**
Pk Hr Factor	0.000	0.000	0.902	0.959	**0.913**	**Pk Hr Factor**	0.000	0.000	0.942	0.819	**0.920**

Prepared by NDS/ATD

VOLUME

Friars Rd E/O Sea World Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,129	4,856	10,985

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			21		17		38		12:00			94		110		204	
0:15			19		9		28		12:15			127		94		221	
0:30			25		7		32		12:30			97		97		194	
0:45			16	81	9	42	25	123	12:45			132	450	95	396	227	846
1:00			15		11		26		13:00			110		82		192	
1:15			11		10		21		13:15			119		101		220	
1:30			12		6		18		13:30			99		93		192	
1:45			13	51	4	31	17	82	13:45			117	445	74	350	191	795
2:00			17		5		22		14:00			112		104		216	
2:15			18		8		26		14:15			110		98		208	
2:30			7		3		10		14:30			116		94		210	
2:45			10	52	4	20	14	72	14:45			102	440	106	402	208	842
3:00			1		5		6		15:00			100		104		204	
3:15			3		1		4		15:15			116		90		206	
3:30			1		1		2		15:30			132		102		234	
3:45			6	11	3	10	9	21	15:45			123	471	89	385	212	856
4:00			2		2		4		16:00			121		88		209	
4:15			3		4		7		16:15			156		88		244	
4:30			4		6		10		16:30			140		91		231	
4:45			2	11	6	18	8	29	16:45			129	546	102	369	231	915
5:00			3		7		10		17:00			135		77		212	
5:15			3		4		7		17:15			132		64		196	
5:30			5		6		11		17:30			134		69		203	
5:45			10	21	16	33	26	54	17:45			114	515	94	304	208	819
6:00			6		14		20		18:00			119		90		209	
6:15			5		15		20		18:15			137		80		217	
6:30			18		31		49		18:30			96		76		172	
6:45			20	49	24	84	44	133	18:45			99	451	60	306	159	757
7:00			17		29		46		19:00			100		60		160	
7:15			25		24		49		19:15			80		54		134	
7:30			40		36		76		19:30			89		43		132	
7:45			52	134	52	141	104	275	19:45			74	343	53	210	127	553
8:00			49		38		87		20:00			82		51		133	
8:15			59		63		122		20:15			50		44		94	
8:30			52		59		111		20:30			54		47		101	
8:45			66	226	70	230	136	456	20:45			54	240	46	188	100	428
9:00			55		61		116		21:00			56		49		105	
9:15			77		50		127		21:15			35		48		83	
9:30			75		78		153		21:30			51		32		83	
9:45			69	276	87	276	156	552	21:45			49	191	37	166	86	357
10:00			109		86		195		22:00			43		21		64	
10:15			108		68		176		22:15			35		31		66	
10:30			122		96		218		22:30			28		32		60	
10:45			108	447	92	342	200	789	22:45			34	140	18	102	52	242
11:00			107		93		200		23:00			32		19		51	
11:15			116		85		201		23:15			23		21		44	
11:30			109		92		201		23:30			26		17		43	
11:45			96	428	104	374	200	802	23:45			29	110	20	77	49	187
TOTALS				1787		1601		**3388**	**TOTALS**				4342		3255		**7597**
SPLIT %				52.7%		47.3%		**30.8%**	**SPLIT %**				57.2%		42.8%		**69.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,129	4,856	10,985

AM Peak Hour			10:30	11:45	**11:30**	**PM Peak Hour**			16:15	14:00	**16:15**
AM Pk Volume			453	405	**826**	**PM Pk Volume**			560	402	**918**
Pk Hr Factor			0.928	0.920	**0.934**	**Pk Hr Factor**			0.897	0.948	**0.941**
7 - 9 Volume	0	0	360	371	**731**	**4 - 6 Volume**	0	0	1061	673	**1734**
7 - 9 Peak Hour			8:00	8:00	**8:00**	**4 - 6 Peak Hour**			16:15	16:00	**16:15**
7 - 9 Pk Volume	0	0	226	230	**456**	**4 - 6 Pk Volume**	0	0	560	369	**918**
Pk Hr Factor	0.000	0.000	0.856	0.821	**0.838**	**Pk Hr Factor**	0.000	0.000	0.897	0.904	**0.941**

Prepared by NDS/ATD

VOLUME

Friars Rd E/O Sea World Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,576	4,584	10,160

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			25		11		36		12:00			127		78		205	
0:15			31		9		40		12:15			100		80		180	
0:30			22		13		35		12:30			82		128		210	
0:45			13	91	14	47	27	138	12:45			127	436	98	384	225	820
1:00			17		11		28		13:00			110		117		227	
1:15			18		9		27		13:15			110		88		198	
1:30			15		16		31		13:30			104		80		184	
1:45			14	64	7	43	21	107	13:45			89	413	93	378	182	791
2:00			14		7		21		14:00			119		98		217	
2:15			11		6		17		14:15			116		99		215	
2:30			12		5		17		14:30			93		83		176	
2:45			9	46	7	25	16	71	14:45			117	445	102	382	219	827
3:00			6		5		11		15:00			103		86		189	
3:15			2		1		3		15:15			103		69		172	
3:30			4		4		8		15:30			108		72		180	
3:45			5	17	4	14	9	31	15:45			113	427	85	312	198	739
4:00			8		1		9		16:00			115		73		188	
4:15			3		3		6		16:15			103		79		182	
4:30			1		3		4		16:30			109		95		204	
4:45			4	16	7	14	11	30	16:45			101	428	84	331	185	759
5:00			3		5		8		17:00			124		88		212	
5:15			2		7		9		17:15			109		89		198	
5:30			3		6		9		17:30			132		84		216	
5:45			2	10	10	28	12	38	17:45			129	494	79	340	208	834
6:00			8		15		23		18:00			93		88		181	
6:15			11		9		20		18:15			88		72		160	
6:30			9		15		24		18:30			107		62		169	
6:45			8	36	15	54	23	90	18:45			90	378	71	293	161	671
7:00			12		22		34		19:00			75		64		139	
7:15			17		25		42		19:15			107		80		187	
7:30			30		19		49		19:30			123		55		178	
7:45			23	82	29	95	52	177	19:45			84	389	52	251	136	640
8:00			34		34		68		20:00			66		48		114	
8:15			35		53		88		20:15			58		43		101	
8:30			52		45		97		20:30			61		43		104	
8:45			61	182	50	182	111	364	20:45			46	231	37	171	83	402
9:00			64		41		105		21:00			33		42		75	
9:15			60		59		119		21:15			36		27		63	
9:30			77		79		156		21:30			27		34		61	
9:45			78	279	72	251	150	530	21:45			24	120	23	126	47	246
10:00			68		84		152		22:00			33		23		56	
10:15			84		82		166		22:15			25		25		50	
10:30			112		91		203		22:30			20		19		39	
10:45			117	381	94	351	211	732	22:45			16	94	19	86	35	180
11:00			103		92		195		23:00			15		13		28	
11:15			113		98		211		23:15			13		12		25	
11:30			114		94		208		23:30			12		14		26	
11:45			137	467	86	370	223	837	23:45			10	50	17	56	27	106
TOTALS				1671		1474		**3145**	**TOTALS**				3905		3110		**7015**
SPLIT %				53.1%		46.9%		**31.0%**	**SPLIT %**				55.7%		44.3%		**69.0%**

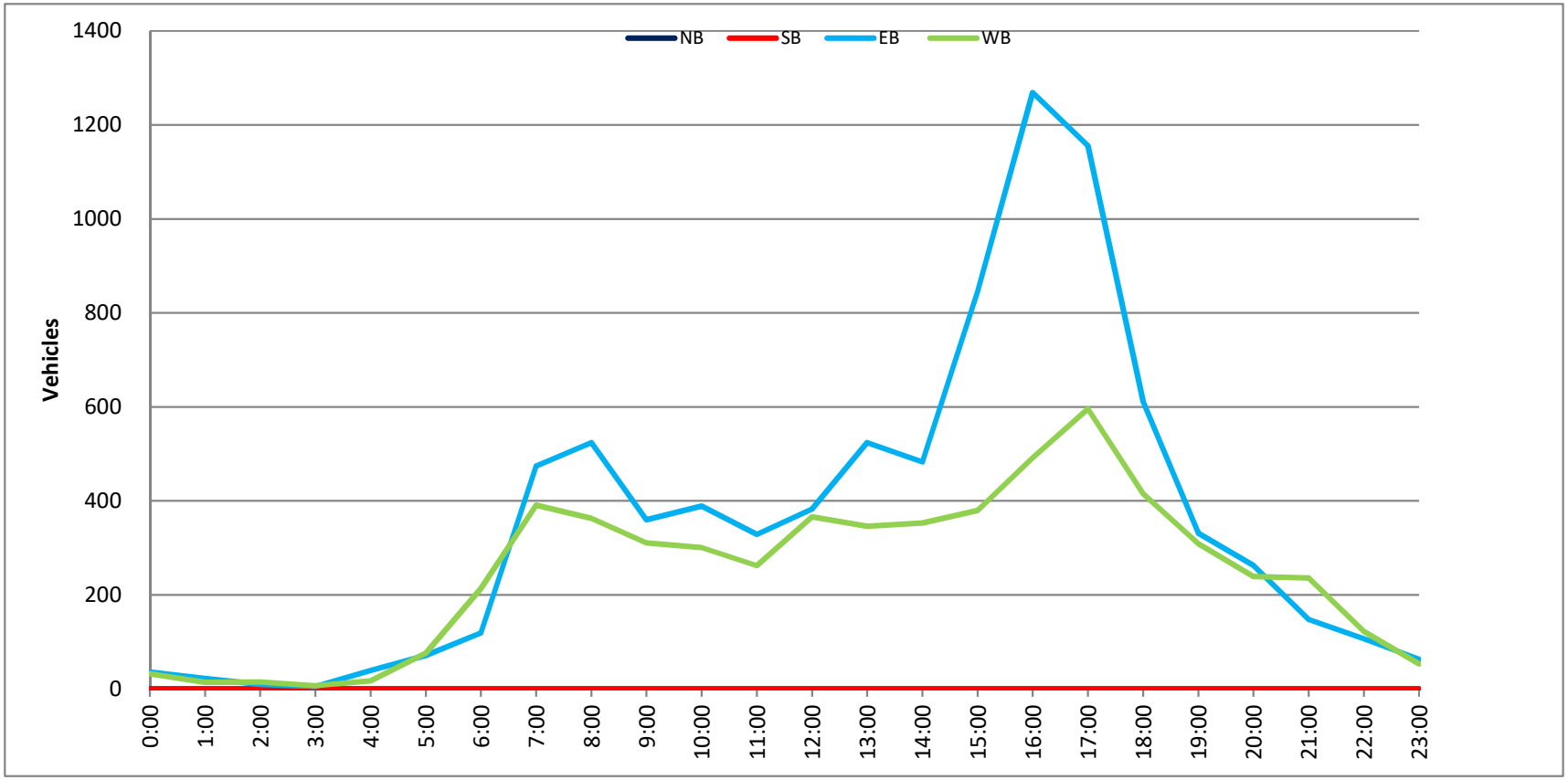
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,576	4,584	10,160

AM Peak Hour				11:15		10:45		**11:15**	**PM Peak Hour**				17:00		12:30		**12:30**
AM Pk Volume				491		378		**847**	**PM Pk Volume**				494		431		**860**
Pk Hr Factor				0.896		0.964		**0.950**	**Pk Hr Factor**				0.936		0.842		**0.947**
7 - 9 Volume	0	0		264		277		**541**	**4 - 6 Volume**	0	0		922		671		**1593**
7 - 9 Peak Hour				8:00		8:00		**8:00**	**4 - 6 Peak Hour**				17:00		16:30		**17:00**
7 - 9 Pk Volume	0	0		182		182		**364**	**4 - 6 Pk Volume**	0	0		494		356		**834**
Pk Hr Factor	0.000	0.000		0.746		0.858		**0.820**	**Pk Hr Factor**	0.000	0.000		0.936		0.937		**0.965**

Prepared by NDS/ATD

Project #: CA17_4104_005 **City:** Mission Bay

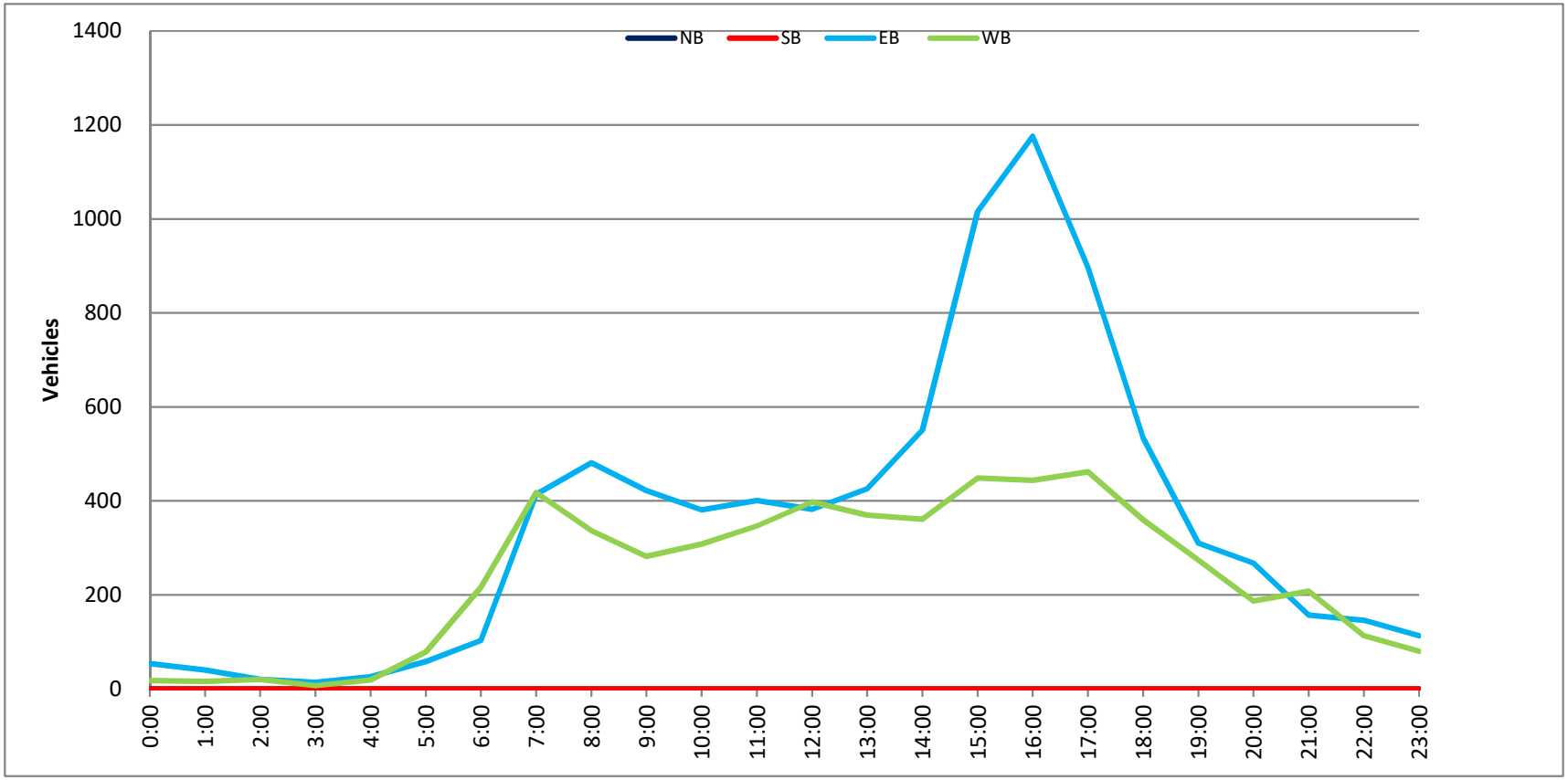
Location: Friars Rd E/O Sea World Dr **Date:** 4/6/2017



Prepared by NDS/ATD

Project #: CA17_4104_005 **City:** Mission Bay

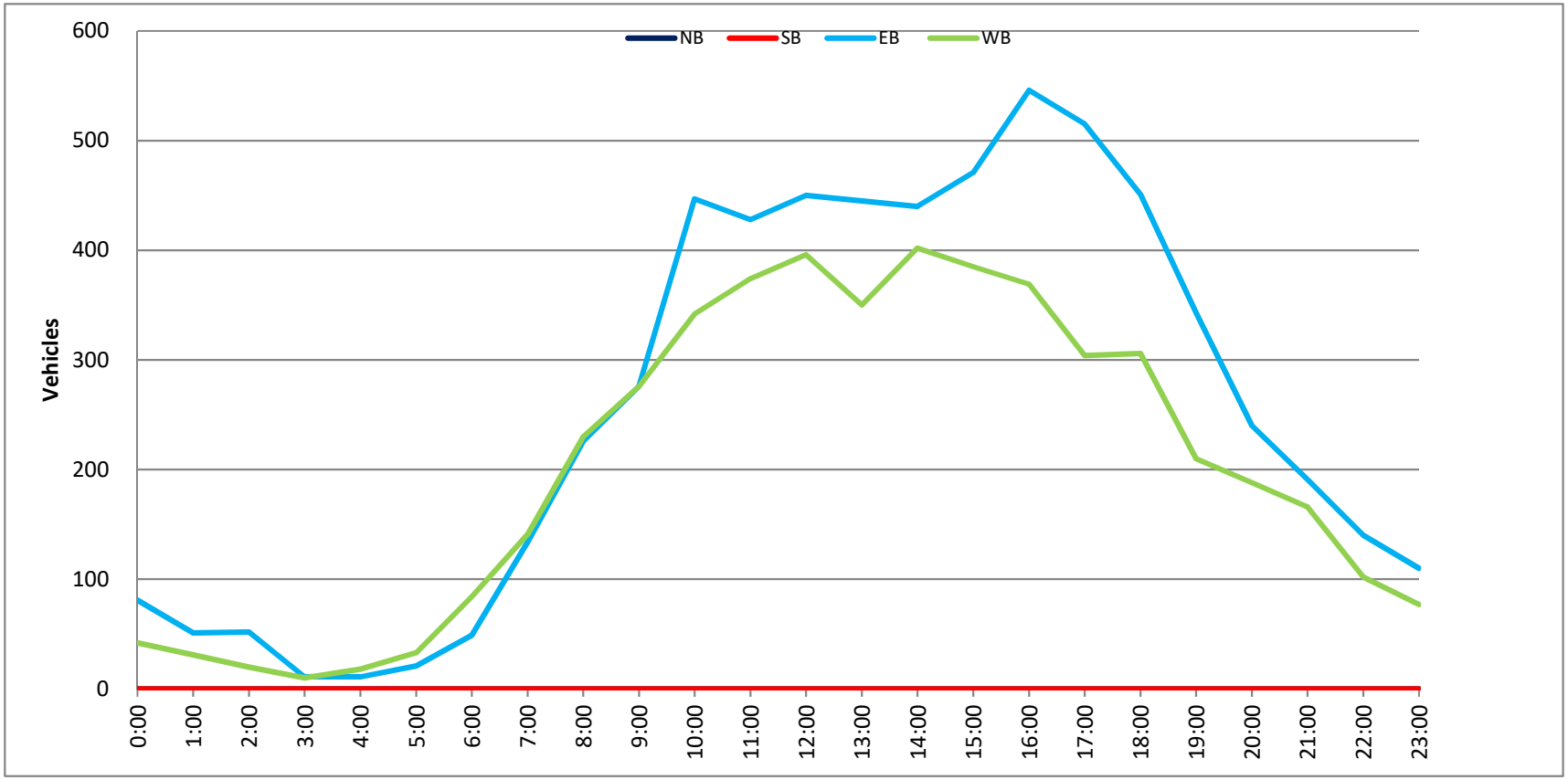
Location: Friars Rd E/O Sea World Dr **Date:** 4/7/2017



Prepared by NDS/ATD

Project #: CA17_4104_005 **City:** Mission Bay

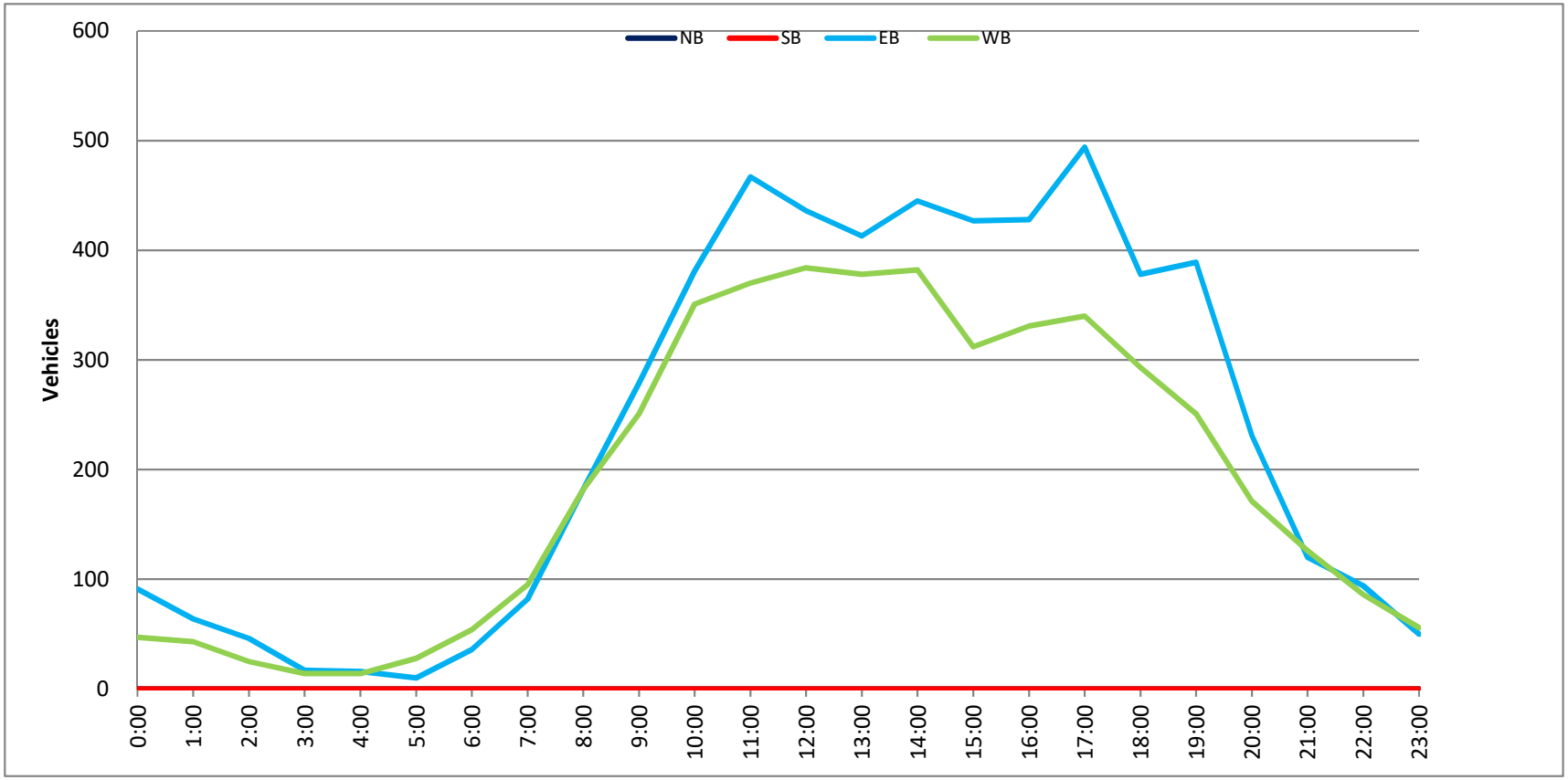
Location: Friars Rd E/O Sea World Dr **Date:** 4/8/2017



Prepared by NDS/ATD

Project #: CA17_4104_005 **City:** Mission Bay

Location: Friars Rd E/O Sea World Dr **Date:** 4/9/2017



Prepared by NDS/ATD

VOLUME

Fiesta Island Rd W/O Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	1,957	1,957

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
0:00			0	6		6		12:00			0	35		35	
0:15			0	1		1		12:15			0	27		27	
0:30			0	5		5		12:30			0	44		44	
0:45			0	1	13	1	13	12:45			0	23	129	23	129
1:00			0	0		0		13:00			0	31		31	
1:15			0	3		3		13:15			0	17		17	
1:30			0	0		0		13:30			0	31		31	
1:45			0	1	4	1	4	13:45			0	33	112	33	112
2:00			0	1		1		14:00			0	18		18	
2:15			0	0		0		14:15			0	44		44	
2:30			0	0		0		14:30			0	26		26	
2:45			0	0	1	0	1	14:45			0	37	125	37	125
3:00			0	0		0		15:00			0	27		27	
3:15			0	0		0		15:15			0	43		43	
3:30			0	0		0		15:30			0	31		31	
3:45			0	0		0		15:45			0	24	125	24	125
4:00			0	2		2		16:00			0	19		19	
4:15			0	1		1		16:15			0	25		25	
4:30			0	0		0		16:30			0	29		29	
4:45			0	3	6	3	6	16:45			0	34	107	34	107
5:00			0	3		3		17:00			0	45		45	
5:15			0	5		5		17:15			0	56		56	
5:30			0	1		1		17:30			0	68		68	
5:45			0	3	12	3	12	17:45			0	62	231	62	231
6:00			0	9		9		18:00			0	95		95	
6:15			0	8		8		18:15			0	96		96	
6:30			0	15		15		18:30			0	90		90	
6:45			0	9	41	9	41	18:45			0	73	354	73	354
7:00			0	13		13		19:00			0	18		18	
7:15			0	17		17		19:15			0	22		22	
7:30			0	23		23		19:30			0	34		34	
7:45			0	18	71	18	71	19:45			0	15	89	15	89
8:00			0	25		25		20:00			0	27		27	
8:15			0	23		23		20:15			0	14		14	
8:30			0	19		19		20:30			0	12		12	
8:45			0	19	86	19	86	20:45			0	7	60	7	60
9:00			0	19		19		21:00			0	6		6	
9:15			0	30		30		21:15			0	11		11	
9:30			0	27		27		21:30			0	8		8	
9:45			0	35	111	35	111	21:45			0	10	35	10	35
10:00			0	30		30		22:00			0	7		7	
10:15			0	28		28		22:15			0	2		2	
10:30			0	18		18		22:30			0	5		5	
10:45			0	22	98	22	98	22:45			0	9	23	9	23
11:00			0	24		24		23:00			0	3		3	
11:15			0	24		24		23:15			0	3		3	
11:30			0	32		32		23:30			0	2		2	
11:45			0	35	115	35	115	23:45			0	1	9	1	9
TOTALS					558		**558**	**TOTALS**					1399		**1399**
SPLIT %					100.0%		**28.5%**	**SPLIT %**					100.0%		**71.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	1,957	1,957

AM Peak Hour				11:45	**11:45**	**PM Peak Hour**				18:00	**18:00**
AM Pk Volume				141	**141**	**PM Pk Volume**				354	**354**
Pk Hr Factor				0.801	**0.801**	**Pk Hr Factor**				0.922	**0.922**
7 - 9 Volume	0	0	0	157	**157**	**4 - 6 Volume**	0	0	0	338	**338**
7 - 9 Peak Hour				7:30	**7:30**	**4 - 6 Peak Hour**				17:00	**17:00**
7 - 9 Pk Volume	0	0	0	89	**89**	**4 - 6 Pk Volume**	0	0	0	231	**231**
Pk Hr Factor	0.000	0.000	0.000	0.890	**0.890**	**Pk Hr Factor**	0.000	0.000	0.000	0.849	**0.849**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd W/O Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	1,834	1,834

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
0:00			0	1		1		12:00			0	20		20	
0:15			0	3		3		12:15			0	25		25	
0:30			0	5		5		12:30			0	29		29	
0:45			0	2	11	2	11	12:45			0	27	101	27	101
1:00			0	1		1		13:00			0	29		29	
1:15			0	1		1		13:15			0	16		16	
1:30			0	0		0		13:30			0	30		30	
1:45			0	2	4	2	4	13:45			0	33	108	33	108
2:00			0	0		0		14:00			0	32		32	
2:15			0	0		0		14:15			0	23		23	
2:30			0	1		1		14:30			0	20		20	
2:45			0	1	2	1	2	14:45			0	33	108	33	108
3:00			0	0		0		15:00			0	19		19	
3:15			0	0		0		15:15			0	27		27	
3:30			0	0		0		15:30			0	34		34	
3:45			0	2	2	2	2	15:45			0	28	108	28	108
4:00			0	0		0		16:00			0	38		38	
4:15			0	0		0		16:15			0	36		36	
4:30			0	5		5		16:30			0	23		23	
4:45			0	0	5	0	5	16:45			0	40	137	40	137
5:00			0	4		4		17:00			0	27		27	
5:15			0	3		3		17:15			0	38		38	
5:30			0	4		4		17:30			0	34		34	
5:45			0	8	19	8	19	17:45			0	40	139	40	139
6:00			0	6		6		18:00			0	39		39	
6:15			0	8		8		18:15			0	51		51	
6:30			0	14		14		18:30			0	55		55	
6:45			0	10	38	10	38	18:45			0	38	183	38	183
7:00			0	10		10		19:00			0	37		37	
7:15			0	21		21		19:15			0	18		18	
7:30			0	17		17		19:30			0	25		25	
7:45			0	17	65	17	65	19:45			0	26	106	26	106
8:00			0	28		28		20:00			0	23		23	
8:15			0	26		26		20:15			0	20		20	
8:30			0	19		19		20:30			0	16		16	
8:45			0	26	99	26	99	20:45			0	16	75	16	75
9:00			0	32		32		21:00			0	9		9	
9:15			0	31		31		21:15			0	20		20	
9:30			0	36		36		21:30			0	13		13	
9:45			0	34	133	34	133	21:45			0	10	52	10	52
10:00			0	28		28		22:00			0	12		12	
10:15			0	47		47		22:15			0	6		6	
10:30			0	35		35		22:30			0	5		5	
10:45			0	30	140	30	140	22:45			0	6	29	6	29
11:00			0	33		33		23:00			0	9		9	
11:15			0	32		32		23:15			0	4		4	
11:30			0	44		44		23:30			0	5		5	
11:45			0	38	147	38	147	23:45			0	5	23	5	23
TOTALS					665		**665**	**TOTALS**					1169		**1169**
SPLIT %					100.0%		**36.3%**	**SPLIT %**					100.0%		**63.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	1,834	1,834

AM Peak Hour				11:00	**11:00**	**PM Peak Hour**				17:45	**17:45**
AM Pk Volume				147	**147**	**PM Pk Volume**				185	**185**
Pk Hr Factor				0.835	**0.835**	**Pk Hr Factor**				0.841	**0.841**
7 - 9 Volume	0	0	0	164	**164**	**4 - 6 Volume**	0	0	0	276	**276**
7 - 9 Peak Hour				8:00	**8:00**	**4 - 6 Peak Hour**				16:45	**16:45**
7 - 9 Pk Volume	0	0	0	99	**99**	**4 - 6 Pk Volume**	0	0	0	139	**139**
Pk Hr Factor	0.000	0.000	0.000	0.884	**0.884**	**Pk Hr Factor**	0.000	0.000	0.000	0.869	**0.869**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd W/O Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	2,739	2,739

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
0:00			0	5		5		12:00			0	47		47	
0:15			0	5		5		12:15			0	48		48	
0:30			0	1		1		12:30			0	56		56	
0:45			0	0	11	0	11	12:45			0	59	210	59	210
1:00			0	7		7		13:00			0	58		58	
1:15			0	6		6		13:15			0	61		61	
1:30			0	5		5		13:30			0	50		50	
1:45			0	3	21	3	21	13:45			0	40	209	40	209
2:00			0	2		2		14:00			0	58		58	
2:15			0	0		0		14:15			0	48		48	
2:30			0	3		3		14:30			0	35		35	
2:45			0	1	6	1	6	14:45			0	82	223	82	223
3:00			0	2		2		15:00			0	72		72	
3:15			0	1		1		15:15			0	51		51	
3:30			0	0		0		15:30			0	55		55	
3:45			0	1	4	1	4	15:45			0	50	228	50	228
4:00			0	0		0		16:00			0	48		48	
4:15			0	0		0		16:15			0	57		57	
4:30			0	1		1		16:30			0	44		44	
4:45			0	2	3	2	3	16:45			0	56	205	56	205
5:00			0	1		1		17:00			0	55		55	
5:15			0	4		4		17:15			0	49		49	
5:30			0	4		4		17:30			0	43		43	
5:45			0	1	10	1	10	17:45			0	48	195	48	195
6:00			0	1		1		18:00			0	41		41	
6:15			0	10		10		18:15			0	44		44	
6:30			0	12		12		18:30			0	53		53	
6:45			0	12	35	12	35	18:45			0	34	172	34	172
7:00			0	16		16		19:00			0	45		45	
7:15			0	28		28		19:15			0	24		24	
7:30			0	13		13		19:30			0	24		24	
7:45			0	27	84	27	84	19:45			0	10	103	10	103
8:00			0	23		23		20:00			0	21		21	
8:15			0	30		30		20:15			0	10		10	
8:30			0	32		32		20:30			0	21		21	
8:45			0	36	121	36	121	20:45			0	13	65	13	65
9:00			0	46		46		21:00			0	19		19	
9:15			0	62		62		21:15			0	18		18	
9:30			0	62		62		21:30			0	16		16	
9:45			0	54	224	54	224	21:45			0	16	69	16	69
10:00			0	60		60		22:00			0	12		12	
10:15			0	42		42		22:15			0	7		7	
10:30			0	63		63		22:30			0	8		8	
10:45			0	64	229	64	229	22:45			0	9	36	9	36
11:00			0	40		40		23:00			0	14		14	
11:15			0	66		66		23:15			0	10		10	
11:30			0	65		65		23:30			0	7		7	
11:45			0	64	235	64	235	23:45			0	10	41	10	41
TOTALS					983		**983**	**TOTALS**					1756		**1756**
SPLIT %					100.0%		**35.9%**	**SPLIT %**					100.0%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	2,739	2,739

AM Peak Hour				11:15	**11:15**	**PM Peak Hour**				14:45	**14:45**
AM Pk Volume				242	**242**	**PM Pk Volume**				260	**260**
Pk Hr Factor				0.917	**0.917**	**Pk Hr Factor**				0.793	**0.793**
7 - 9 Volume	0	0	0	205	**205**	**4 - 6 Volume**	0	0	0	400	**400**
7 - 9 Peak Hour				8:00	**8:00**	**4 - 6 Peak Hour**				16:15	**16:15**
7 - 9 Pk Volume	0	0	0	121	**121**	**4 - 6 Pk Volume**	0	0	0	212	**212**
Pk Hr Factor	0.000	0.000	0.000	0.840	**0.840**	**Pk Hr Factor**	0.000	0.000	0.000	0.930	**0.930**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd W/O Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	2,915	2,915

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
0:00			0	7		7		12:00			0	49		49	
0:15			0	4		4		12:15			0	53		53	
0:30			0	3		3		12:30			0	80		80	
0:45			0	4	18	4	18	12:45			0	81	263	81	263
1:00			0	3		3		13:00			0	73		73	
1:15			0	3		3		13:15			0	69		69	
1:30			0	3		3		13:30			0	63		63	
1:45			0	1	10	1	10	13:45			0	70	275	70	275
2:00			0	4		4		14:00			0	66		66	
2:15			0	1		1		14:15			0	61		61	
2:30			0	2		2		14:30			0	54		54	
2:45			0	3	10	3	10	14:45			0	59	240	59	240
3:00			0	0		0		15:00			0	57		57	
3:15			0	1		1		15:15			0	46		46	
3:30			0	0		0		15:30			0	50		50	
3:45			0	4	5	4	5	15:45			0	67	220	67	220
4:00			0	0		0		16:00			0	47		47	
4:15			0	3		3		16:15			0	57		57	
4:30			0	1		1		16:30			0	63		63	
4:45			0	3	7	3	7	16:45			0	70	237	70	237
5:00			0	1		1		17:00			0	72		72	
5:15			0	1		1		17:15			0	66		66	
5:30			0	2		2		17:30			0	54		54	
5:45			0	1	5	1	5	17:45			0	51	243	51	243
6:00			0	6		6		18:00			0	45		45	
6:15			0	9		9		18:15			0	45		45	
6:30			0	12		12		18:30			0	38		38	
6:45			0	10	37	10	37	18:45			0	37	165	37	165
7:00			0	21		21		19:00			0	24		24	
7:15			0	19		19		19:15			0	23		23	
7:30			0	24		24		19:30			0	19		19	
7:45			0	25	89	25	89	19:45			0	13	79	13	79
8:00			0	27		27		20:00			0	17		17	
8:15			0	33		33		20:15			0	13		13	
8:30			0	37		37		20:30			0	14		14	
8:45			0	44	141	44	141	20:45			0	8	52	8	52
9:00			0	44		44		21:00			0	6		6	
9:15			0	46		46		21:15			0	13		13	
9:30			0	59		59		21:30			0	7		7	
9:45			0	47	196	47	196	21:45			0	8	34	8	34
10:00			0	85		85		22:00			0	13		13	
10:15			0	52		52		22:15			0	2		2	
10:30			0	66		66		22:30			0	1		1	
10:45			0	58	261	58	261	22:45			0	2	18	2	18
11:00			0	57		57		23:00			0	4		4	
11:15			0	86		86		23:15			0	5		5	
11:30			0	87		87		23:30			0	4		4	
11:45			0	63	293	63	293	23:45			0	4	17	4	17
TOTALS					1072		**1072**	**TOTALS**					1843		**1843**
SPLIT %					100.0%		**36.8%**	**SPLIT %**					100.0%		**63.2%**

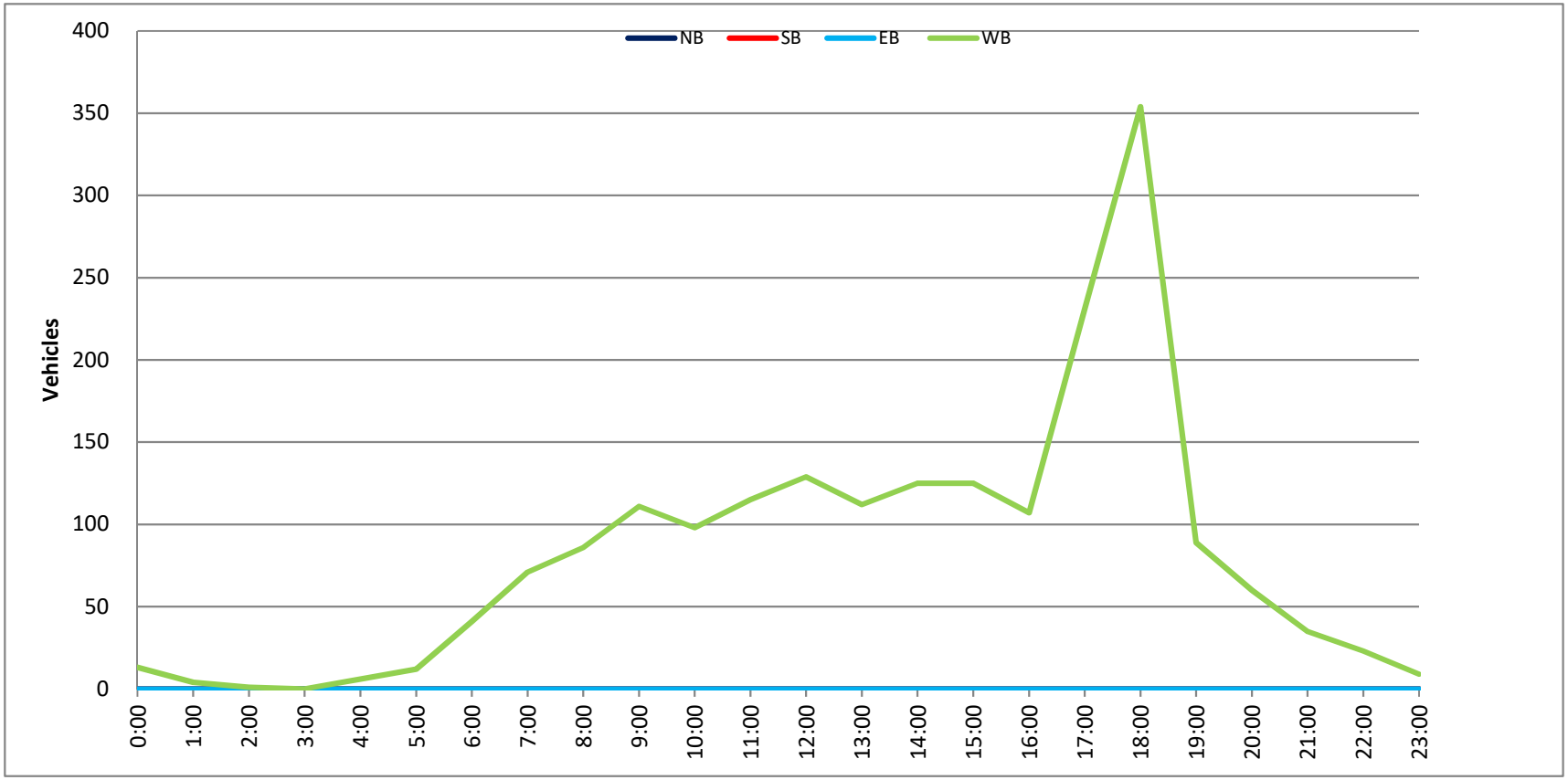
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	2,915	2,915

AM Peak Hour					11:00	**11:00**		**PM Peak Hour**					12:30	**12:30**
AM Pk Volume					293	**293**		**PM Pk Volume**					303	**303**
Pk Hr Factor					0.842	**0.842**		**Pk Hr Factor**					0.935	**0.935**
7 - 9 Volume	0	0	0		230	**230**		**4 - 6 Volume**	0	0	0		480	**480**
7 - 9 Peak Hour					8:00	**8:00**		**4 - 6 Peak Hour**					16:30	**16:30**
7 - 9 Pk Volume	0	0	0		141	**141**		**4 - 6 Pk Volume**	0	0	0		271	**271**
Pk Hr Factor	0.000	0.000	0.000		0.801	**0.801**		**Pk Hr Factor**	0.000	0.000	0.000		0.941	**0.941**

Prepared by NDS/ATD

Project #: CA17_4104_006 **City:** Mission Bay

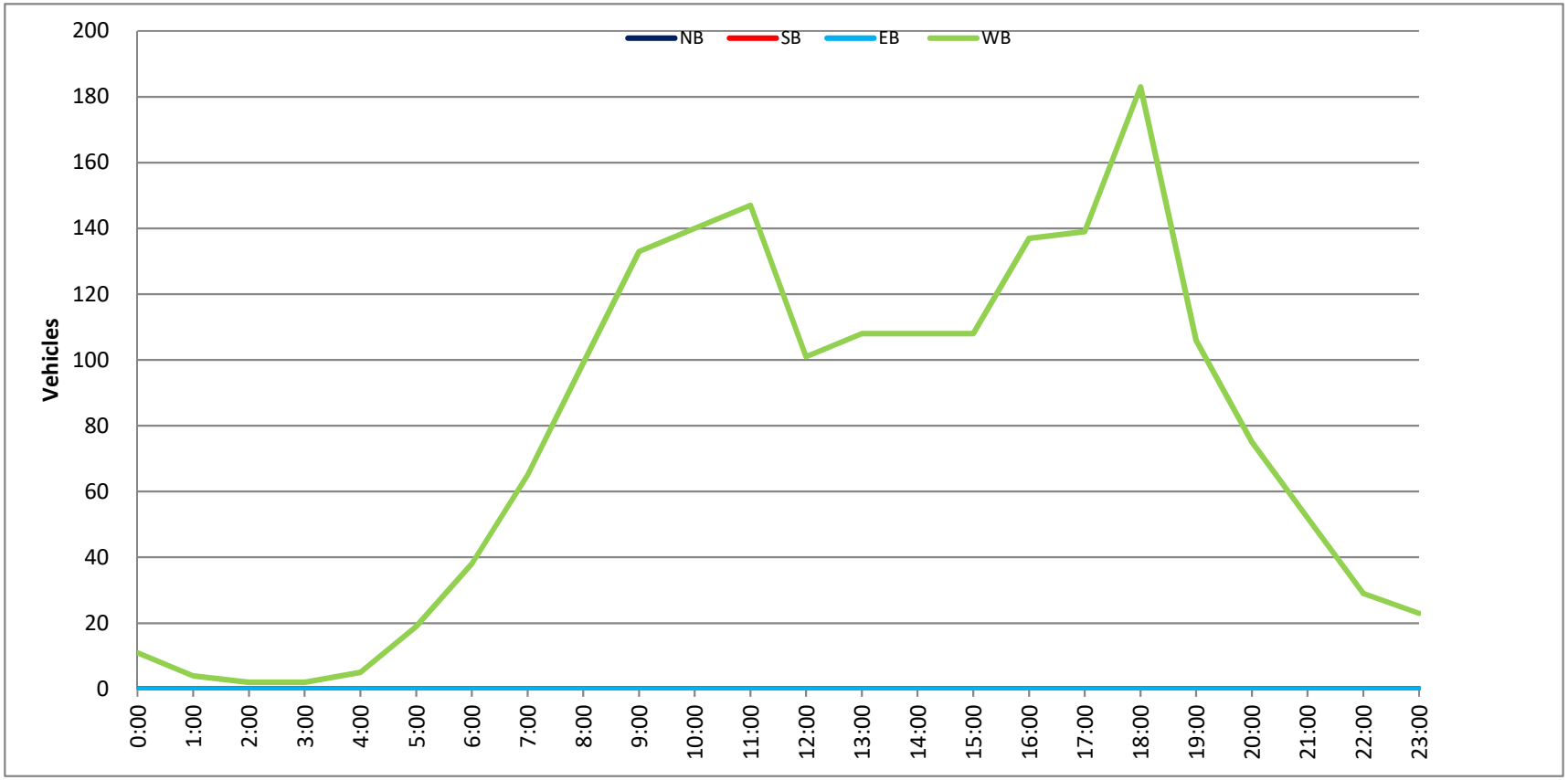
Location: Fiesta Island Rd W/O Fiesta Island Rd **Date:** 4/6/2017



Prepared by NDS/ATD

Project #: CA17_4104_006 **City:** Mission Bay

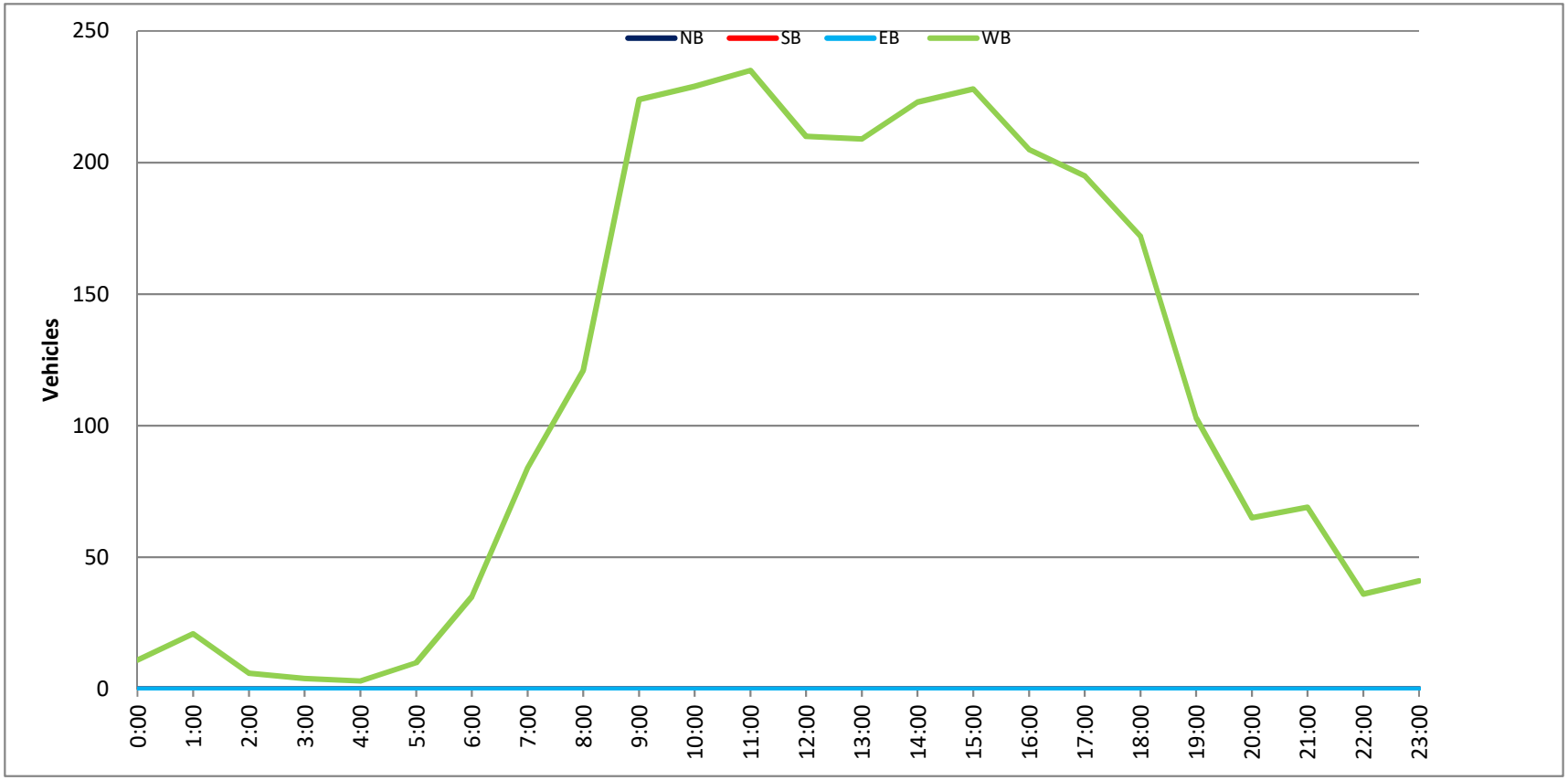
Location: Fiesta Island Rd W/O Fiesta Island Rd **Date:** 4/7/2017



Prepared by NDS/ATD

Project #: CA17_4104_006 **City:** Mission Bay

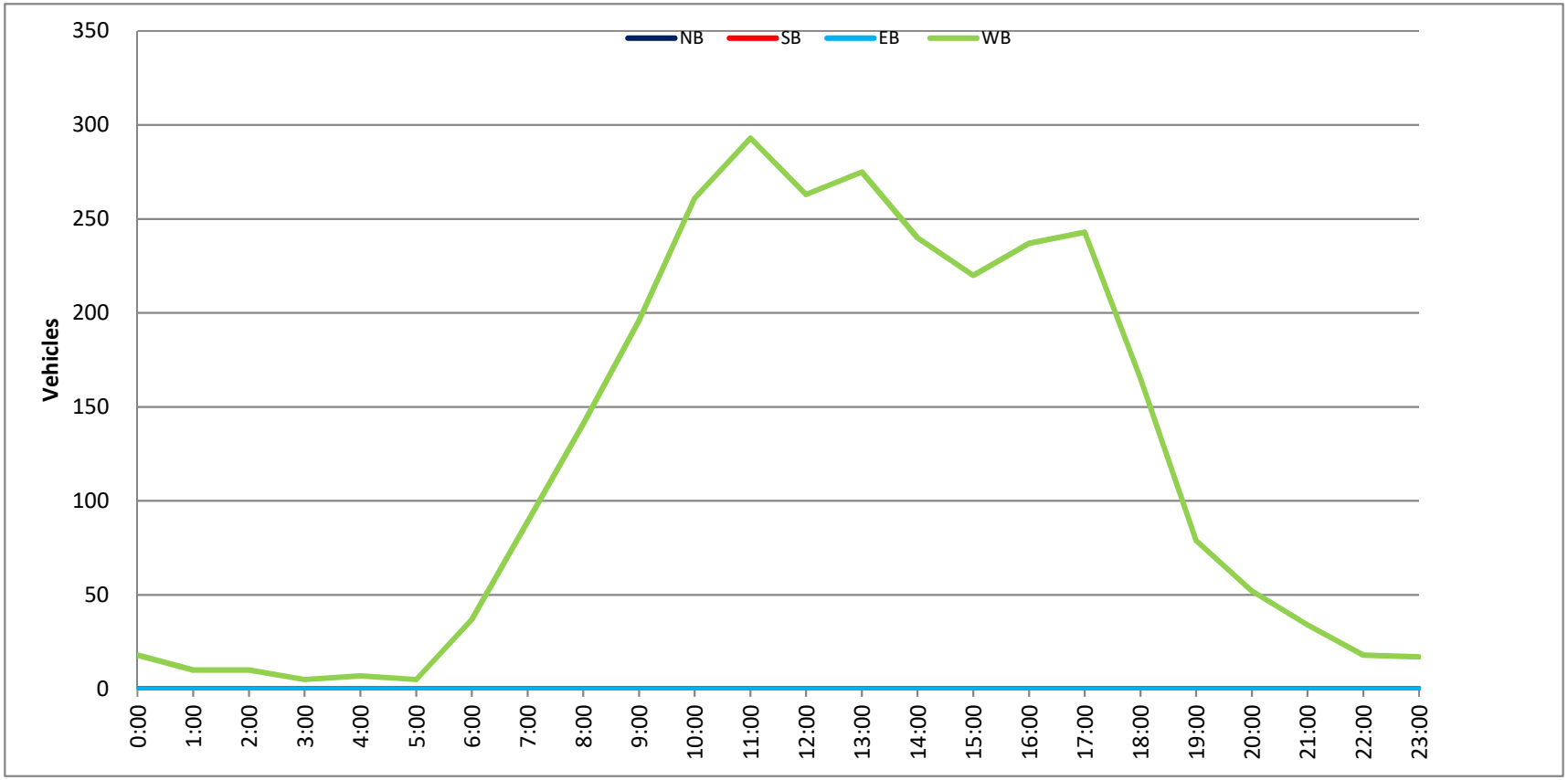
Location: Fiesta Island Rd W/O Fiesta Island Rd **Date:** 4/8/2017



Prepared by NDS/ATD

Project #: CA17_4104_006 **City:** Mission Bay

Location: Fiesta Island Rd W/O Fiesta Island Rd **Date:** 4/9/2017



Prepared by NDS/ATD

VOLUME

Fiesta Island Rd N/O Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_007

DAILY TOTALS	NB	SB	EB	WB	Total
	695	0	0	0	695

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	2		0			2		12:00	12		0			12	
0:15	1		0			1		12:15	14		0			14	
0:30	2		0			2		12:30	9		0			9	
0:45	1	6	0			1	6	12:45	13	48	0			13	48
1:00	3		0			3		13:00	27		0			27	
1:15	1		0			1		13:15	16		0			16	
1:30	2		0			2		13:30	16		0			16	
1:45	3	9	0			3	9	13:45	18	77	0			18	77
2:00	0		0			0		14:00	12		0			12	
2:15	1		0			1		14:15	12		0			12	
2:30	0		0			0		14:30	13		0			13	
2:45	1	2	0			1	2	14:45	14	51	0			14	51
3:00	0		0			0		15:00	14		0			14	
3:15	1		0			1		15:15	12		0			12	
3:30	0		0			0		15:30	15		0			15	
3:45	0	1	0			0	1	15:45	10	51	0			10	51
4:00	1		0			1		16:00	14		0			14	
4:15	0		0			0		16:15	8		0			8	
4:30	1		0			1		16:30	15		0			15	
4:45	3	5	0			3	5	16:45	10	47	0			10	47
5:00	0		0			0		17:00	15		0			15	
5:15	0		0			0		17:15	18		0			18	
5:30	2		0			2		17:30	15		0			15	
5:45	1	3	0			1	3	17:45	10	58	0			10	58
6:00	5		0			5		18:00	10		0			10	
6:15	1		0			1		18:15	11		0			11	
6:30	4		0			4		18:30	15		0			15	
6:45	5	15	0			5	15	18:45	13	49	0			13	49
7:00	7		0			7		19:00	12		0			12	
7:15	4		0			4		19:15	8		0			8	
7:30	3		0			3		19:30	4		0			4	
7:45	5	19	0			5	19	19:45	6	30	0			6	30
8:00	4		0			4		20:00	7		0			7	
8:15	5		0			5		20:15	6		0			6	
8:30	13		0			13		20:30	7		0			7	
8:45	9	31	0			9	31	20:45	8	28	0			8	28
9:00	7		0			7		21:00	2		0			2	
9:15	6		0			6		21:15	8		0			8	
9:30	4		0			4		21:30	6		0			6	
9:45	11	28	0			11	28	21:45	6	22	0			6	22
10:00	12		0			12		22:00	2		0			2	
10:15	13		0			13		22:15	2		0			2	
10:30	13		0			13		22:30	5		0			5	
10:45	12	50	0			12	50	22:45	1	10	0			1	10
11:00	11		0			11		23:00	1		0			1	
11:15	10		0			10		23:15	2		0			2	
11:30	14		0			14		23:30	3		0			3	
11:45	13	48	0			13	48	23:45	1	7	0			1	7
TOTALS	217					**217**		**TOTALS**	478					**478**	
SPLIT %	100.0%					**31.2%**		**SPLIT %**	100.0%					**68.8%**	

DAILY TOTALS	NB	SB	EB	WB	Total
	695	0	0	0	695

AM Peak Hour	11:30				**11:30**	**PM Peak Hour**	13:00				**13:00**
AM Pk Volume	53				**53**	**PM Pk Volume**	77				**77**
Pk Hr Factor	0.946				**0.946**	**Pk Hr Factor**	0.713				**0.713**
7 - 9 Volume	50	0	0	0	**50**	**4 - 6 Volume**	105	0	0	0	**105**
7 - 9 Peak Hour	8:00				**8:00**	**4 - 6 Peak Hour**	16:30				**16:30**
7 - 9 Pk Volume	31	0	0	0	**31**	**4 - 6 Pk Volume**	58	0	0	0	**58**
Pk Hr Factor	0.596	0.000	0.000	0.000	**0.596**	**Pk Hr Factor**	0.806	0.000	0.000	0.000	**0.806**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd N/O Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_007

DAILY TOTALS	NB	SB	EB	WB	Total
	880	0	0	0	880

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	0		0			0		12:00	13		0			13	
0:15	2		0			2		12:15	12		0			12	
0:30	1		0			1		12:30	21		0			21	
0:45	0	3	0			0	3	12:45	13	59	0			13	59
1:00	1		0			1		13:00	19		0			19	
1:15	1		0			1		13:15	11		0			11	
1:30	1		0			1		13:30	16		0			16	
1:45	0	3	0			0	3	13:45	15	61	0			15	61
2:00	0		0			0		14:00	25		0			25	
2:15	6		0			6		14:15	15		0			15	
2:30	0		0			0		14:30	13		0			13	
2:45	2	8	0			2	8	14:45	11	64	0			11	64
3:00	0		0			0		15:00	19		0			19	
3:15	0		0			0		15:15	16		0			16	
3:30	1		0			1		15:30	10		0			10	
3:45	0	1	0			0	1	15:45	19	64	0			19	64
4:00	0		0			0		16:00	14		0			14	
4:15	1		0			1		16:15	11		0			11	
4:30	0		0			0		16:30	13		0			13	
4:45	1	2	0			1	2	16:45	11	49	0			11	49
5:00	0		0			0		17:00	16		0			16	
5:15	1		0			1		17:15	12		0			12	
5:30	2		0			2		17:30	16		0			16	
5:45	4	7	0			4	7	17:45	13	57	0			13	57
6:00	2		0			2		18:00	14		0			14	
6:15	3		0			3		18:15	16		0			16	
6:30	7		0			7		18:30	20		0			20	
6:45	6	18	0			6	18	18:45	29	79	0			29	79
7:00	3		0			3		19:00	27		0			27	
7:15	5		0			5		19:15	14		0			14	
7:30	6		0			6		19:30	11		0			11	
7:45	2	16	0			2	16	19:45	17	69	0			17	69
8:00	6		0			6		20:00	15		0			15	
8:15	7		0			7		20:15	16		0			16	
8:30	6		0			6		20:30	20		0			20	
8:45	4	23	0			4	23	20:45	10	61	0			10	61
9:00	3		0			3		21:00	10		0			10	
9:15	6		0			6		21:15	16		0			16	
9:30	8		0			8		21:30	9		0			9	
9:45	13	30	0			13	30	21:45	11	46	0			11	46
10:00	10		0			10		22:00	6		0			6	
10:15	12		0			12		22:15	8		0			8	
10:30	11		0			11		22:30	5		0			5	
10:45	13	46	0			13	46	22:45	8	27	0			8	27
11:00	15		0			15		23:00	6		0			6	
11:15	19		0			19		23:15	5		0			5	
11:30	21		0			21		23:30	4		0			4	
11:45	13	68	0			13	68	23:45	4	19	0			4	19
TOTALS	225					**225**		**TOTALS**	655					**655**	
SPLIT %	100.0%					**25.6%**		**SPLIT %**	100.0%					**74.4%**	

DAILY TOTALS	NB	SB	EB	WB	Total
	880	0	0	0	880

AM Peak Hour	10:45				**10:45**	**PM Peak Hour**	18:15				**18:15**
AM Pk Volume	68				**68**	**PM Pk Volume**	92				**92**
Pk Hr Factor	0.810				**0.810**	**Pk Hr Factor**	0.793				**0.793**
7 - 9 Volume	39	0	0	0	**39**	**4 - 6 Volume**	106	0	0	0	**106**
7 - 9 Peak Hour	8:00				**8:00**	**4 - 6 Peak Hour**	17:00				**17:00**
7 - 9 Pk Volume	23	0	0	0	**23**	**4 - 6 Pk Volume**	57	0	0	0	**57**
Pk Hr Factor	0.821	0.000	0.000	0.000	**0.821**	**Pk Hr Factor**	0.891	0.000	0.000	0.000	**0.891**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd N/O Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_007

DAILY TOTALS	NB	SB	EB	WB	Total
	1,133	0	0	0	1,133

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	3		0			3		12:00	15		0			15	
0:15	1		0			1		12:15	24		0			24	
0:30	1		0			1		12:30	31		0			31	
0:45	1	6	0			1	6	12:45	21	91	0			21	91
1:00	1		0			1		13:00	23		0			23	
1:15	4		0			4		13:15	19		0			19	
1:30	1		0			1		13:30	15		0			15	
1:45	2	8	0			2	8	13:45	30	87	0			30	87
2:00	2		0			2		14:00	14		0			14	
2:15	2		0			2		14:15	16		0			16	
2:30	0		0			0		14:30	25		0			25	
2:45	0	4	0			0	4	14:45	20	75	0			20	75
3:00	2		0			2		15:00	28		0			28	
3:15	0		0			0		15:15	18		0			18	
3:30	1		0			1		15:30	20		0			20	
3:45	0	3	0			0	3	15:45	28	94	0			28	94
4:00	3		0			3		16:00	20		0			20	
4:15	2		0			2		16:15	18		0			18	
4:30	3		0			3		16:30	21		0			21	
4:45	5	13	0			5	13	16:45	34	93	0			34	93
5:00	3		0			3		17:00	18		0			18	
5:15	3		0			3		17:15	17		0			17	
5:30	0		0			0		17:30	30		0			30	
5:45	1	7	0			1	7	17:45	17	82	0			17	82
6:00	2		0			2		18:00	14		0			14	
6:15	2		0			2		18:15	28		0			28	
6:30	0		0			0		18:30	24		0			24	
6:45	2	6	0			2	6	18:45	25	91	0			25	91
7:00	4		0			4		19:00	20		0			20	
7:15	3		0			3		19:15	19		0			19	
7:30	6		0			6		19:30	19		0			19	
7:45	9	22	0			9	22	19:45	15	73	0			15	73
8:00	9		0			9		20:00	16		0			16	
8:15	6		0			6		20:15	13		0			13	
8:30	7		0			7		20:30	19		0			19	
8:45	4	26	0			4	26	20:45	12	60	0			12	60
9:00	9		0			9		21:00	19		0			19	
9:15	17		0			17		21:15	11		0			11	
9:30	9		0			9		21:30	13		0			13	
9:45	16	51	0			16	51	21:45	11	54	0			11	54
10:00	14		0			14		22:00	15		0			15	
10:15	14		0			14		22:15	11		0			11	
10:30	18		0			18		22:30	9		0			9	
10:45	10	56	0			10	56	22:45	8	43	0			8	43
11:00	21		0			21		23:00	3		0			3	
11:15	18		0			18		23:15	6		0			6	
11:30	16		0			16		23:30	5		0			5	
11:45	17	72	0			17	72	23:45	2	16	0			2	16
TOTALS	274					**274**		**TOTALS**	859					**859**	
SPLIT %	100.0%					**24.2%**		**SPLIT %**	100.0%					**75.8%**	

DAILY TOTALS	NB	SB	EB	WB	Total
	1,133	0	0	0	1,133

AM Peak Hour	11:45				**11:45**	**PM Peak Hour**	12:15				**12:15**
AM Pk Volume	87				**87**	**PM Pk Volume**	99				**99**
Pk Hr Factor	0.702				**0.702**	**Pk Hr Factor**	0.798				**0.798**
7 - 9 Volume	48	0	0	0	**48**	**4 - 6 Volume**	175	0	0	0	**175**
7 - 9 Peak Hour	7:45				**7:45**	**4 - 6 Peak Hour**	16:45				**16:45**
7 - 9 Pk Volume	31	0	0	0	**31**	**4 - 6 Pk Volume**	99	0	0	0	**99**
Pk Hr Factor	0.861	0.000	0.000	0.000	**0.861**	**Pk Hr Factor**	0.728	0.000	0.000	0.000	**0.728**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd N/O Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_007

DAILY TOTALS	NB	SB	EB	WB	Total
	1,199	0	0	0	1,199

AM Period	NB		SB	EB	WB	TOTAL	
0:00	3		0			3	
0:15	2		0			2	
0:30	6		0			6	
0:45	5	16	0			5	16
1:00	1		0			1	
1:15	1		0			1	
1:30	1		0			1	
1:45	1	4	0			1	4
2:00	0		0			0	
2:15	2		0			2	
2:30	1		0			1	
2:45	1	4	0			1	4
3:00	2		0			2	
3:15	1		0			1	
3:30	2		0			2	
3:45	2	7	0			2	7
4:00	1		0			1	
4:15	0		0			0	
4:30	2		0			2	
4:45	1	4	0			1	4
5:00	5		0			5	
5:15	1		0			1	
5:30	5		0			5	
5:45	1	12	0			1	12
6:00	7		0			7	
6:15	1		0			1	
6:30	3		0			3	
6:45	7	18	0			7	18
7:00	7		0			7	
7:15	7		0			7	
7:30	5		0			5	
7:45	4	23	0			4	23
8:00	8		0			8	
8:15	7		0			7	
8:30	4		0			4	
8:45	9	28	0			9	28
9:00	9		0			9	
9:15	7		0			7	
9:30	12		0			12	
9:45	18	46	0			18	46
10:00	18		0			18	
10:15	17		0			17	
10:30	10		0			10	
10:45	19	64	0			19	64
11:00	22		0			22	
11:15	18		0			18	
11:30	18		0			18	
11:45	18	76	0			18	76
TOTALS	302					**302**	
SPLIT %	100.0%					**25.2%**	

PM Period	NB		SB	EB	WB	TOTAL	
12:00	25		0			25	
12:15	17		0			17	
12:30	31		0			31	
12:45	36	109	0			36	109
13:00	21		0			21	
13:15	18		0			18	
13:30	42		0			42	
13:45	17	98	0			17	98
14:00	30		0			30	
14:15	30		0			30	
14:30	36		0			36	
14:45	24	120	0			24	120
15:00	37		0			37	
15:15	42		0			42	
15:30	22		0			22	
15:45	25	126	0			25	126
16:00	26		0			26	
16:15	18		0			18	
16:30	24		0			24	
16:45	24	92	0			24	92
17:00	32		0			32	
17:15	29		0			29	
17:30	31		0			31	
17:45	24	116	0			24	116
18:00	27		0			27	
18:15	14		0			14	
18:30	16		0			16	
18:45	20	77	0			20	77
19:00	16		0			16	
19:15	16		0			16	
19:30	12		0			12	
19:45	11	55	0			11	55
20:00	9		0			9	
20:15	10		0			10	
20:30	11		0			11	
20:45	11	41	0			11	41
21:00	17		0			17	
21:15	13		0			13	
21:30	9		0			9	
21:45	5	44	0			5	44
22:00	2		0			2	
22:15	2		0			2	
22:30	2		0			2	
22:45	2	8	0			2	8
23:00	1		0			1	
23:15	2		0			2	
23:30	5		0			5	
23:45	3	11	0			3	11
TOTALS	897					**897**	
SPLIT %	100.0%					**74.8%**	

DAILY TOTALS	NB	SB	EB	WB	Total
	1,199	0	0	0	1,199

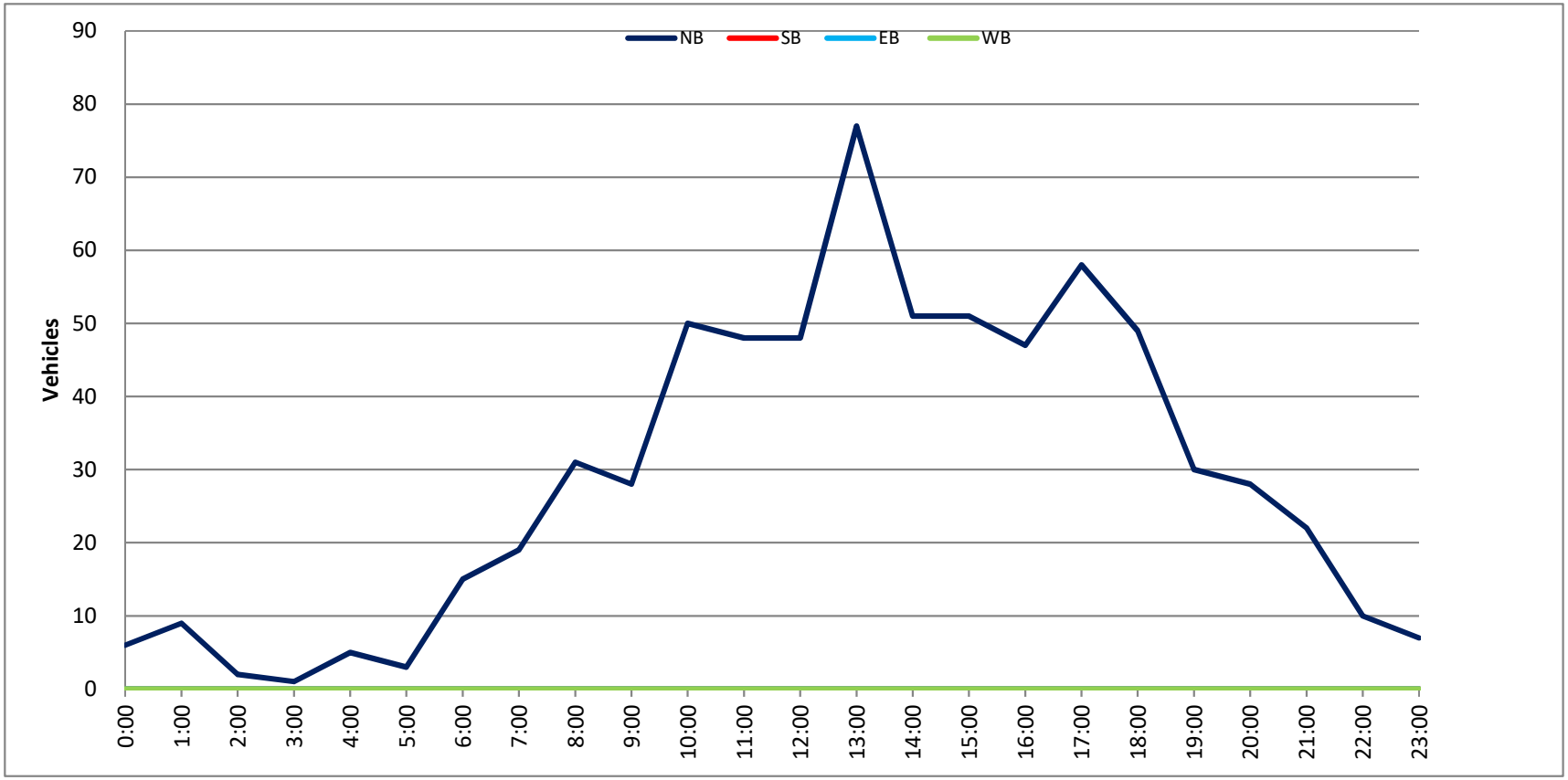
AM Peak Hour	11:45				**11:45**
AM Pk Volume	91				**91**
Pk Hr Factor	0.734				**0.734**
7 - 9 Volume	51	0	0	0	**51**
7 - 9 Peak Hour	8:00				**8:00**
7 - 9 Pk Volume	28	0	0	0	**28**
Pk Hr Factor	0.778	0.000	0.000	0.000	**0.778**

PM Peak Hour	14:30				**14:30**
PM Pk Volume	139				**139**
Pk Hr Factor	0.827				**0.827**
4 - 6 Volume	208	0	0	0	**208**
4 - 6 Peak Hour	16:45				**16:45**
4 - 6 Pk Volume	116	0	0	0	**116**
Pk Hr Factor	0.906	0.000	0.000	0.000	**0.906**

Prepared by NDS/ATD

Project #: CA17_4104_007 **City:** Mission Bay

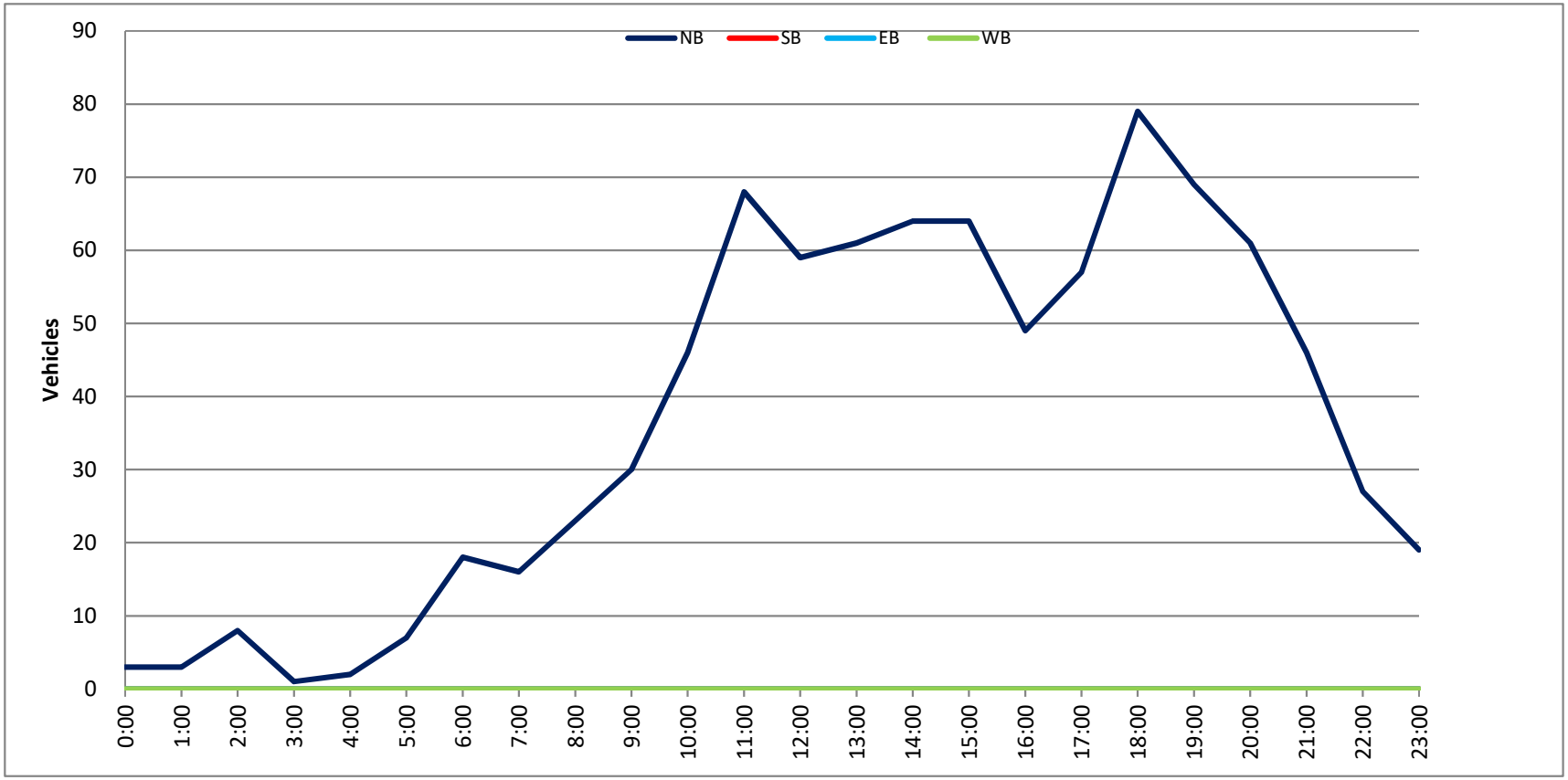
Location: Fiesta Island Rd N/O Fiesta Island Rd **Date:** 4/6/2017



Prepared by NDS/ATD

Project #: CA17_4104_007 **City:** Mission Bay

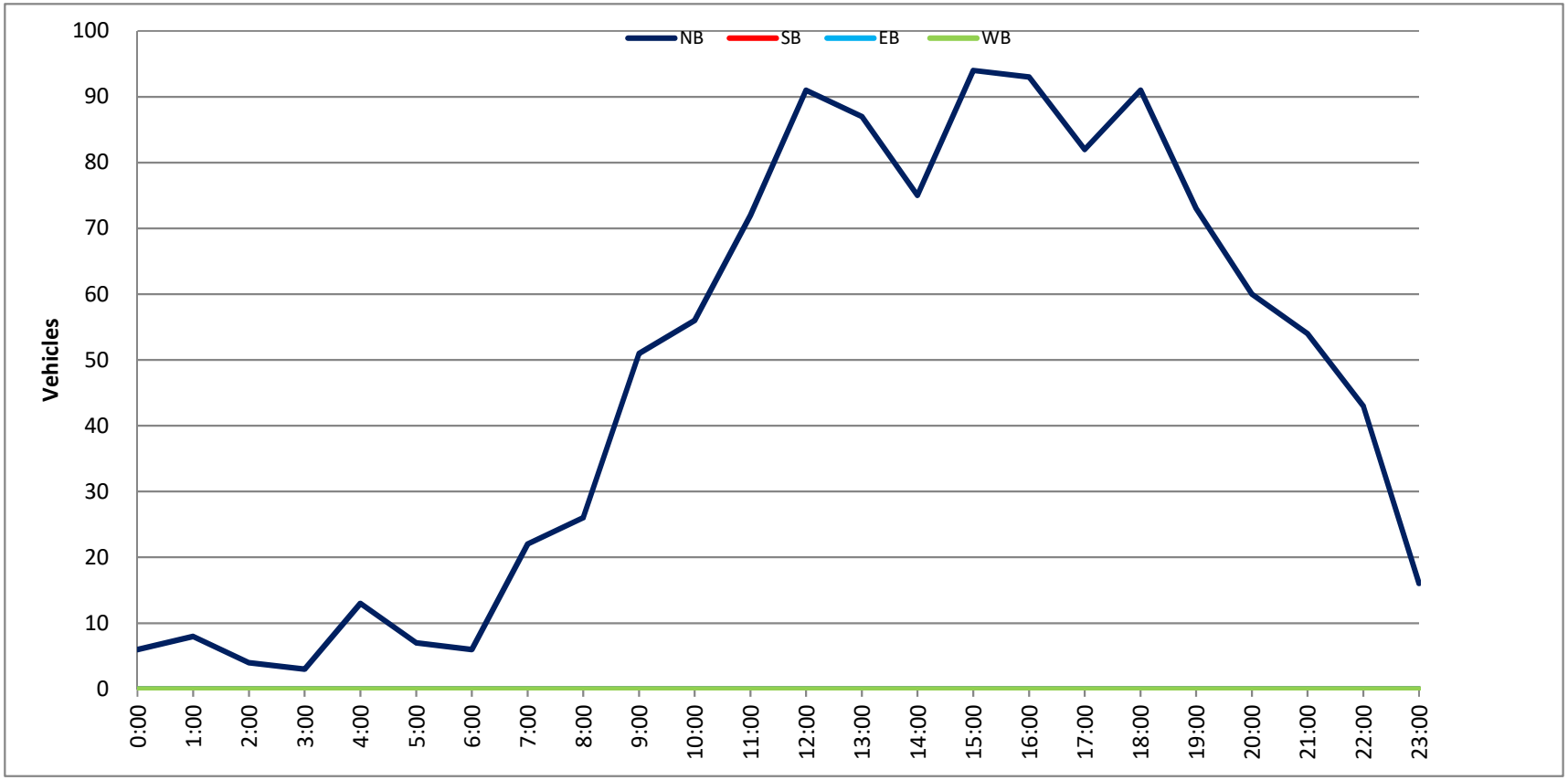
Location: Fiesta Island Rd N/O Fiesta Island Rd **Date:** 4/7/2017



Prepared by NDS/ATD

Project #: CA17_4104_007 **City:** Mission Bay

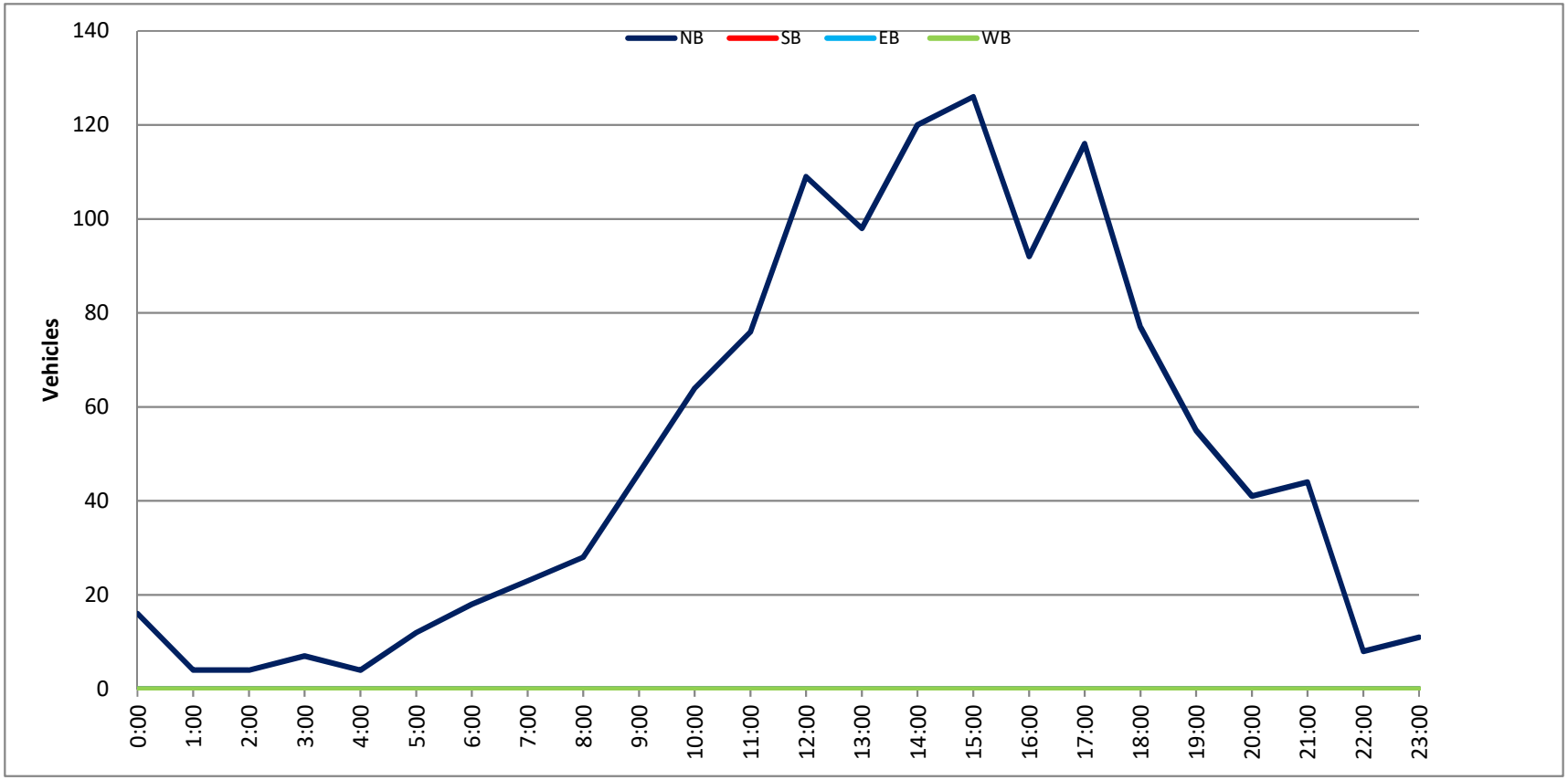
Location: Fiesta Island Rd N/O Fiesta Island Rd **Date:** 4/8/2017



Prepared by NDS/ATD

Project #: CA17_4104_007 **City:** Mission Bay

Location: Fiesta Island Rd N/O Fiesta Island Rd **Date:** 4/9/2017



Prepared by NDS/ATD

VOLUME

Fiesta Island Rd E/O Fiesta Island Rd

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	187	184	371

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			6	0	6
00:15			0	0	0	12:15			1	4	5
00:30			0	0	0	12:30			3	0	3
00:45			0	0	0	12:45			4	2	6
01:00			0	0	0	13:00			2	4	6
01:15			1	0	1	13:15			1	1	2
01:30			1	1	2	13:30			0	3	3
01:45			0	0	0	13:45			4	3	7
02:00			0	1	1	14:00			3	0	3
02:15			0	0	0	14:15			3	4	7
02:30			0	0	0	14:30			3	2	5
02:45			0	0	0	14:45			22	7	29
03:00			0	0	0	15:00			18	7	25
03:15			0	0	0	15:15			4	11	15
03:30			0	0	0	15:30			7	4	11
03:45			0	0	0	15:45			1	4	5
04:00			0	0	0	16:00			3	1	4
04:15			0	0	0	16:15			1	1	2
04:30			0	0	0	16:30			1	2	3
04:45			1	0	1	16:45			6	4	10
05:00			0	0	0	17:00			5	17	22
05:15			0	0	0	17:15			3	12	15
05:30			2	0	2	17:30			5	5	10
05:45			3	0	3	17:45			2	1	3
06:00			1	0	1	18:00			0	0	0
06:15			0	1	1	18:15			0	1	1
06:30			1	2	3	18:30			0	1	1
06:45			3	1	4	18:45			0	1	1
07:00			2	2	4	19:00			0	3	3
07:15			1	4	5	19:15			0	2	2
07:30			5	6	11	19:30			0	3	3
07:45			9	6	15	19:45			0	0	0
08:00			7	5	12	20:00			0	0	0
08:15			8	8	16	20:15			0	1	1
08:30			7	5	12	20:30			0	1	1
08:45			4	6	10	20:45			1	1	2
09:00			4	1	5	21:00			0	0	0
09:15			2	2	4	21:15			2	1	3
09:30			0	0	0	21:30			1	1	2
09:45			0	2	2	21:45			0	0	0
10:00			2	2	4	22:00			0	0	0
10:15			0	0	0	22:15			1	1	2
10:30			1	0	1	22:30			0	0	0
10:45			2	0	2	22:45			0	0	0
11:00			4	4	8	23:00			1	0	1
11:15			0	4	4	23:15			0	0	0
11:30			1	3	4	23:30			0	0	0
11:45			1	2	3	23:45			0	0	0
TOTALS			73	68	**141**	**TOTALS**			114	116	**230**
SPLIT %			51.8%	48.2%	**38.0%**	**SPLIT %**			49.6%	50.4%	**62.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	187	184	371

AM Peak Hour			07:45	07:30	**07:45**	**PM Peak Hour**			14:45	16:45	**14:45**
AM Pk Volume			31	25	**55**	**PM Pk Volume**			51	38	**80**
Pk Hr Factor			0.861	0.781	**0.859**	**Pk Hr Factor**			0.580	0.559	**0.690**
7 - 9 Volume	0	0	43	42	**85**	**4 - 6 Volume**	0	0	26	43	**69**
7 - 9 Peak Hour			07:45	07:30	**07:45**	**4 - 6 Peak Hour**			16:45	16:45	**16:45**
7 - 9 Pk Volume	0	0	31	25	**55**	**4 - 6 Pk Volume**	0	0	19	38	**57**
Pk Hr Factor	0.000	0.000	0.861	0.781	**0.859**	**Pk Hr Factor**	0.000	0.000	0.792	0.559	**0.648**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd E/O Fiesta Island Rd

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	153	147	300

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0		12:00					1		1		2	
00:15					0		0		0		12:15					2		0		2	
00:30					0		0		0		12:30					1		1		2	
00:45					0		0		0		12:45					4	8	1	3	5	11
01:00					0		0		0		13:00					4		2		6	
01:15					0		0		0		13:15					1		1		2	
01:30					0		0		0		13:30					1		4		5	
01:45					0		0		0		13:45					0	6	1	8	1	14
02:00					0		0		0		14:00					2		1		3	
02:15					0		0		0		14:15					3		2		5	
02:30					0		0		0		14:30					3		0		3	
02:45					0		0		0		14:45					9	17	4	7	13	24
03:00					0		0		0		15:00					7		7		14	
03:15					0		0		0		15:15					3		7		10	
03:30					0		0		0		15:30					6		5		11	
03:45					0		0		0		15:45					7	23	7	26	14	49
04:00					0		0		0		16:00					3		3		6	
04:15					0		0		0		16:15					6		2		8	
04:30					0		0		0		16:30					6		0		6	
04:45					0		0		0		16:45					3	18	0	5	3	23
05:00					0		0		0		17:00					6		4		10	
05:15					0		0		0		17:15					0		2		2	
05:30					1		0		1		17:30					2		1		3	
05:45					1	2	1	1	2	3	17:45					2	10	1	8	3	18
06:00					1		0		1		18:00					0		3		3	
06:15					0		1		1		18:15					3		11		14	
06:30					0		0		0		18:30					0		9		9	
06:45					3	4	0	1	3	5	18:45					2	5	2	25	4	30
07:00					0		2		2		19:00					0		0		0	
07:15					1		0		1		19:15					0		1		1	
07:30					5		2		7		19:30					0		0		0	
07:45					4	10	5	9	9	19	19:45					2	2	0	1	2	3
08:00					8		4		12		20:00					1		2		3	
08:15					5		5		10		20:15					1		1		2	
08:30					5		5		10		20:30					0		1		1	
08:45					4	22	2	16	6	38	20:45					0	2	1	5	1	7
09:00					2		1		3		21:00					1		0		1	
09:15					6		1		7		21:15					1		0		1	
09:30					4		2		6		21:30					0		0		0	
09:45					1	13	1	5	2	18	21:45					0	2	2	2	2	4
10:00					1		2		3		22:00					0		0		0	
10:15					1		2		3		22:15					0		0		0	
10:30					0		2		2		22:30					0		0		0	
10:45					0	2	0	6	0	8	22:45					0		0		0	
11:00					2		2		4		23:00					0		0		0	
11:15					4		1		5		23:15					0		0		0	
11:30					0		11		11		23:30					0		1		1	
11:45					1	7	4	18	5	25	23:45					0		0	1	0	1
TOTALS						60		56		116	TOTALS						93		91		184
SPLIT %						51.7%		48.3%		38.7%	SPLIT %						50.5%		49.5%		61.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	153	147	300

AM Peak Hour			07:30	07:45	07:45	PM Peak Hour			14:45	15:00	15:00
AM Pk Volume			22	19	41	PM Pk Volume			25	26	49
Pk Hr Factor			0.688	0.950	0.854	Pk Hr Factor			0.694	0.929	0.875
7 - 9 Volume	0	0	32	25	57	4 - 6 Volume	0	0	28	13	41
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	22	19	41	4 - 6 Pk Volume	0	0	21	8	27
Pk Hr Factor	0.000	0.000	0.688	0.950	0.854	Pk Hr Factor	0.000	0.000	0.875	0.500	0.675

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd E/O Fiesta Island Rd

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	201	200	401

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			4		0		4	
00:15			0		0		0		12:15			2		2		4	
00:30			0		0		0		12:30			3		10		13	
00:45			0		0		0		12:45			1	10	8	20	9	30
01:00			0		0		0		13:00			1		7		8	
01:15			0		0		0		13:15			0		3		3	
01:30			0		0		0		13:30			1		4		5	
01:45			0		0		0		13:45			2	4	2	16	4	20
02:00			0		0		0		14:00			1		3		4	
02:15			0		0		0		14:15			1		2		3	
02:30			0		0		0		14:30			1		3		4	
02:45			0		0		0		14:45			1	4	32	40	33	44
03:00			0		0		0		15:00			1		11		12	
03:15			0		0		0		15:15			1		6		7	
03:30			0		0		0		15:30			2		3		5	
03:45			0		0		0		15:45			3	7	3	23	6	30
04:00			0		0		0		16:00			0		0		0	
04:15			0		0		0		16:15			5		0		5	
04:30			0		0		0		16:30			4		7		11	
04:45			0		0		0		16:45			1	10	2	9	3	19
05:00			0		0		0		17:00			5		4		9	
05:15			0		0		0		17:15			4		5		9	
05:30			1		0		1		17:30			4		2		6	
05:45			0	1	0		0	1	17:45			0	13	0	11	0	24
06:00			5		1		6		18:00			1		1		2	
06:15			3		1		4		18:15			0		2		2	
06:30			7		0		7		18:30			1		2		3	
06:45			20	35	1	3	21	38	18:45			4	6	3	8	7	14
07:00			11		3		14		19:00			0		1		1	
07:15			9		4		13		19:15			0		0		0	
07:30			4		4		8		19:30			0		0		0	
07:45			4	28	0	11	4	39	19:45			0		0	1	0	1
08:00			8		2		10		20:00			0		0		0	
08:15			7		1		8		20:15			0		0		0	
08:30			6		3		9		20:30			1		1		2	
08:45			20	41	7	13	27	54	20:45			1	2	1	2	2	4
09:00			15		0		15		21:00			0		0		0	
09:15			3		1		4		21:15			0		2		2	
09:30			6		1		7		21:30			0		0		0	
09:45			1	25	2	4	3	29	21:45			0		0	2	0	2
10:00			1		1		2		22:00			0		0		0	
10:15			2		2		4		22:15			0		0		0	
10:30			0		1		1		22:30			0		0		0	
10:45			1	4	11	15	12	19	22:45			0		0		0	
11:00			2		5		7		23:00			0		0		0	
11:15			4		1		5		23:15			0		0		0	
11:30			3		10		13		23:30			0		0		0	
11:45			1	10	5	21	6	31	23:45			1	1	1	1	2	2
TOTALS				144		67		**211**	**TOTALS**				57		133		**190**
SPLIT %				68.2%		31.8%		**52.6%**	**SPLIT %**				30.0%		70.0%		**47.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	201	200	401

AM Peak Hour			08:15	10:45	**08:15**	**PM Peak Hour**			16:15	14:30	**14:45**
AM Pk Volume			48	27	**59**	**PM Pk Volume**			15	52	**57**
Pk Hr Factor			0.600	0.614	**0.546**	**Pk Hr Factor**			0.750	0.406	**0.432**
7 - 9 Volume	0	0	69	24	**93**	**4 - 6 Volume**	0	0	23	20	**43**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:15	16:30	**16:30**
7 - 9 Pk Volume	0	0	41	13	**54**	**4 - 6 Pk Volume**	0	0	15	18	**32**
Pk Hr Factor	0.000	0.000	0.513	0.464	**0.500**	**Pk Hr Factor**	0.000	0.000	0.750	0.643	**0.727**

Prepared by NDS/ATD

VOLUME

Fiesta Island Rd E/O Fiesta Island Rd

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	173	168	341

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			0		1		1	
00:15			0		0		0		12:15			4		4		8	
00:30			0		0		0		12:30			4		2		6	
00:45			0		0		0		12:45			5	13	0	7	5	20
01:00			0		0		0		13:00			2		3		5	
01:15			0		0		0		13:15			2		0		2	
01:30			0		0		0		13:30			3		0		3	
01:45			0		0		0		13:45			2	9	2	5	4	14
02:00			0		0		0		14:00			1		1		2	
02:15			0		0		0		14:15			3		2		5	
02:30			0		0		0		14:30			2		3		5	
02:45			0		0		0		14:45			8	14	7	13	15	27
03:00			0		0		0		15:00			13		1		14	
03:15			0		0		0		15:15			5		3		8	
03:30			0		0		0		15:30			5		3		8	
03:45			0		0		0		15:45			1	24	1	8	2	32
04:00			0		0		0		16:00			1		1		2	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			3		6		9	
04:45			0		0		0		16:45			1	6	5	12	6	18
05:00			0		0		0		17:00			3		2		5	
05:15			0		0		0		17:15			3		15		18	
05:30			0		0		0		17:30			2		3		5	
05:45			0		0		0		17:45			1	9	4	24	5	33
06:00			1		1		2		18:00			0		0		0	
06:15			0		0		0		18:15			1		1		2	
06:30			0		0		0		18:30			2		2		4	
06:45			2	3	1	2	3	5	18:45			1	4	0	3	1	7
07:00			1		1		2		19:00			1		1		2	
07:15			8		1		9		19:15			0		1		1	
07:30			12		0		12		19:30			0		0		0	
07:45			9	30	1	3	10	33	19:45			0	1	0	2	0	3
08:00			2		2		4		20:00			1		0		1	
08:15			3		1		4		20:15			0		1		1	
08:30			14		4		18		20:30			0		0		0	
08:45			15	34	2	9	17	43	20:45			0	1	1	2	1	3
09:00			5		1		6		21:00			1		0		1	
09:15			5		0		5		21:15			1		4		5	
09:30			2		0		2		21:30			0		1		1	
09:45			3	15	5	6	8	21	21:45			0	2	0	5	0	7
10:00			0		8		8		22:00			0		1		1	
10:15			1		8		9		22:15			0		0		0	
10:30			0		2		2		22:30			0		0		0	
10:45			2	3	1	19	3	22	22:45			0		0	1	0	1
11:00			2		11		13		23:00			0		0		0	
11:15			1		11		12		23:15			0		0		0	
11:30			1		21		22		23:30			0		0		0	
11:45			1	5	4	47	5	52	23:45			0		0		0	
TOTALS				90		86		**176**	**TOTALS**				83		82		**165**
SPLIT %				51.1%		48.9%		**51.6%**	**SPLIT %**				50.3%		49.7%		**48.4%**

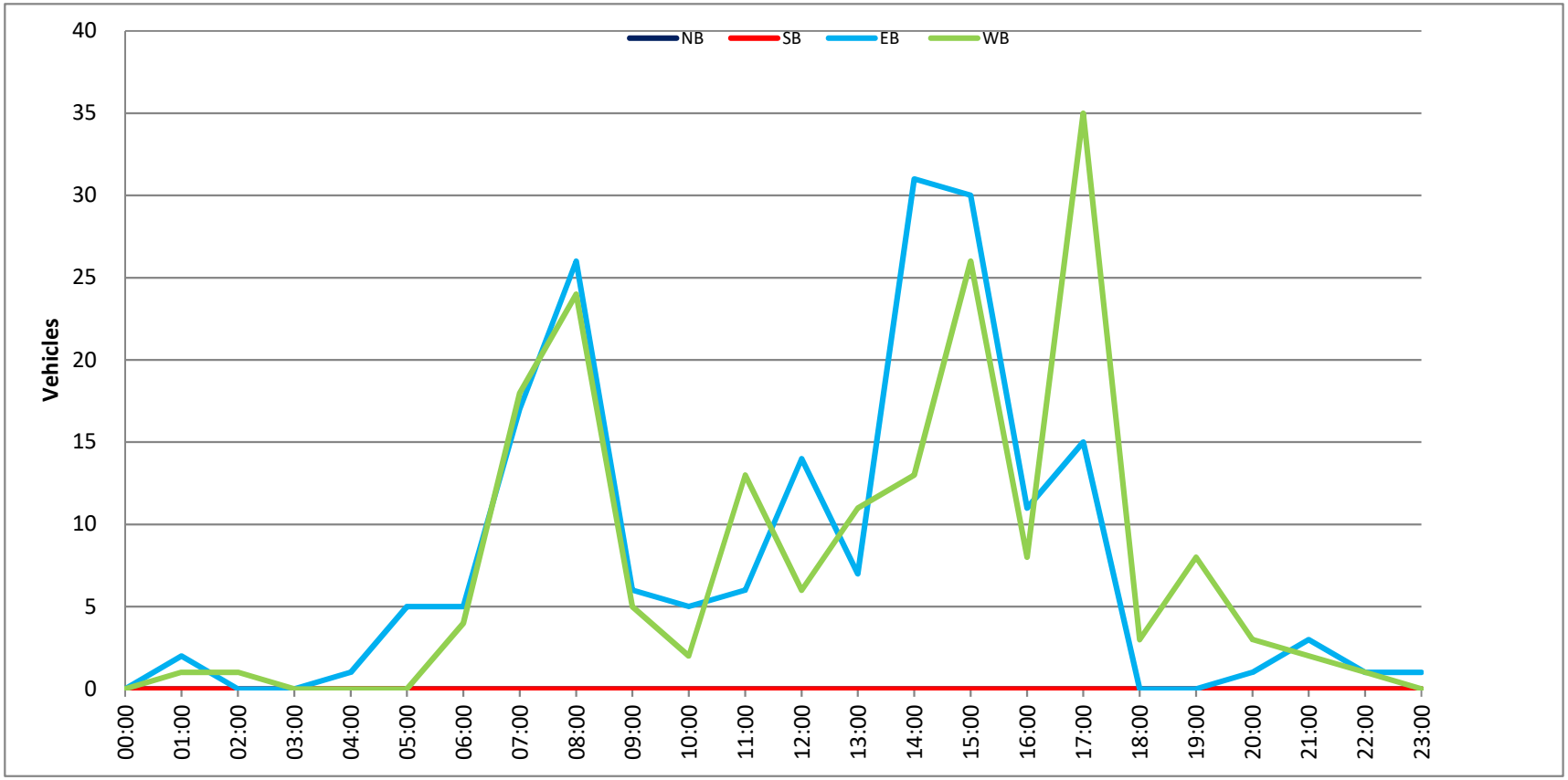
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	173	168	341

AM Peak Hour			08:30	11:00	**11:00**	**PM Peak Hour**			14:45	16:30	**14:45**
AM Pk Volume			39	47	**52**	**PM Pk Volume**			31	28	**45**
Pk Hr Factor			0.650	0.560	**0.591**	**Pk Hr Factor**			0.596	0.467	**0.750**
7 - 9 Volume	0	0	64	12	**76**	**4 - 6 Volume**	0	0	15	36	**51**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:30	16:30	**16:30**
7 - 9 Pk Volume	0	0	34	9	**43**	**4 - 6 Pk Volume**	0	0	10	28	**38**
Pk Hr Factor	0.000	0.000	0.567	0.563	**0.597**	**Pk Hr Factor**	0.000	0.000	0.833	0.467	**0.528**

Prepared by NDS/ATD

Project #: CA17_4104_008 **City:** Mission Bay

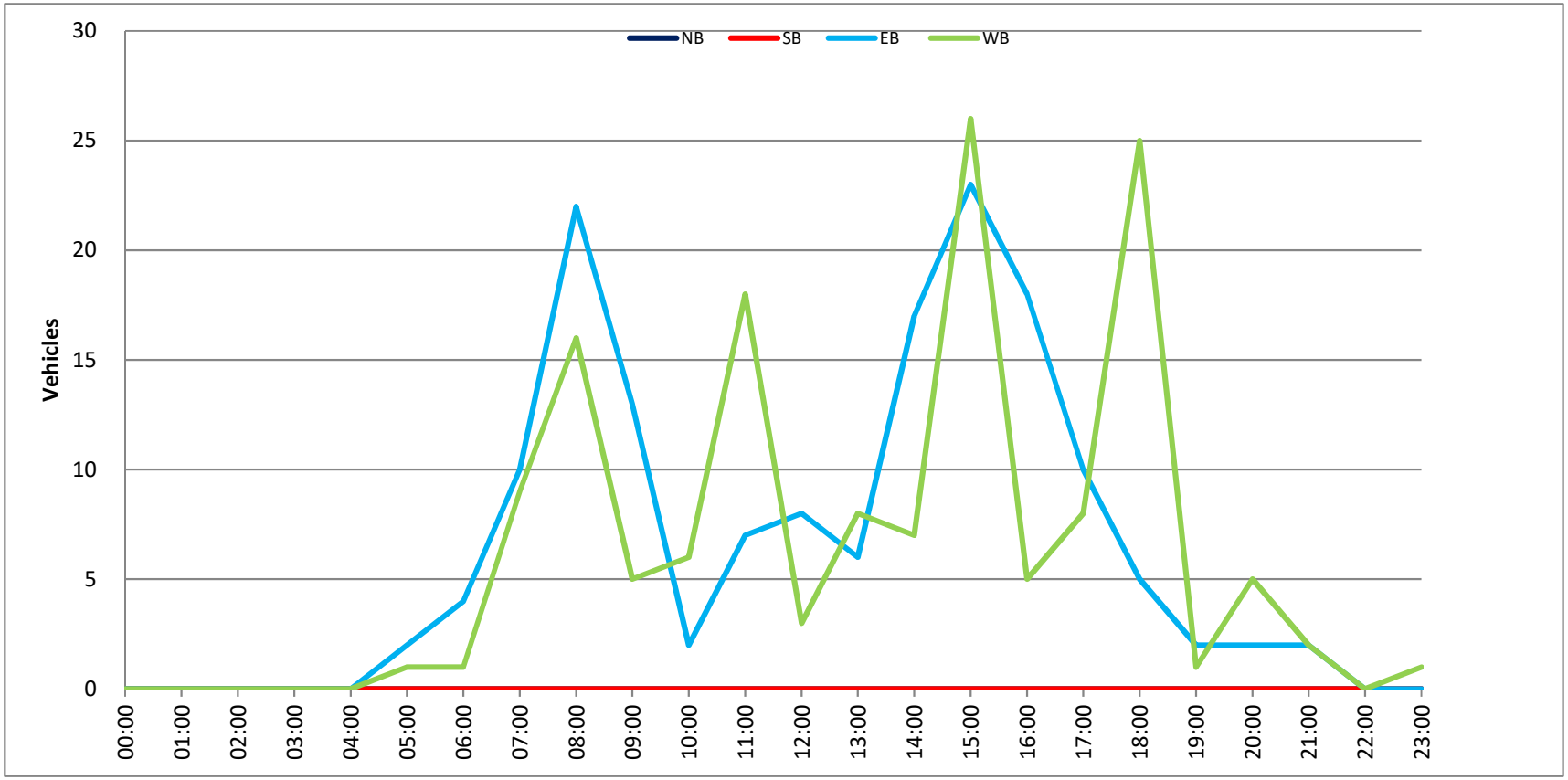
Location: Fiesta Island Rd E/O Fiesta Island Rd **Date:** 4/6/2017



Prepared by NDS/ATD

Project #: CA17_4104_008 **City:** Mission Bay

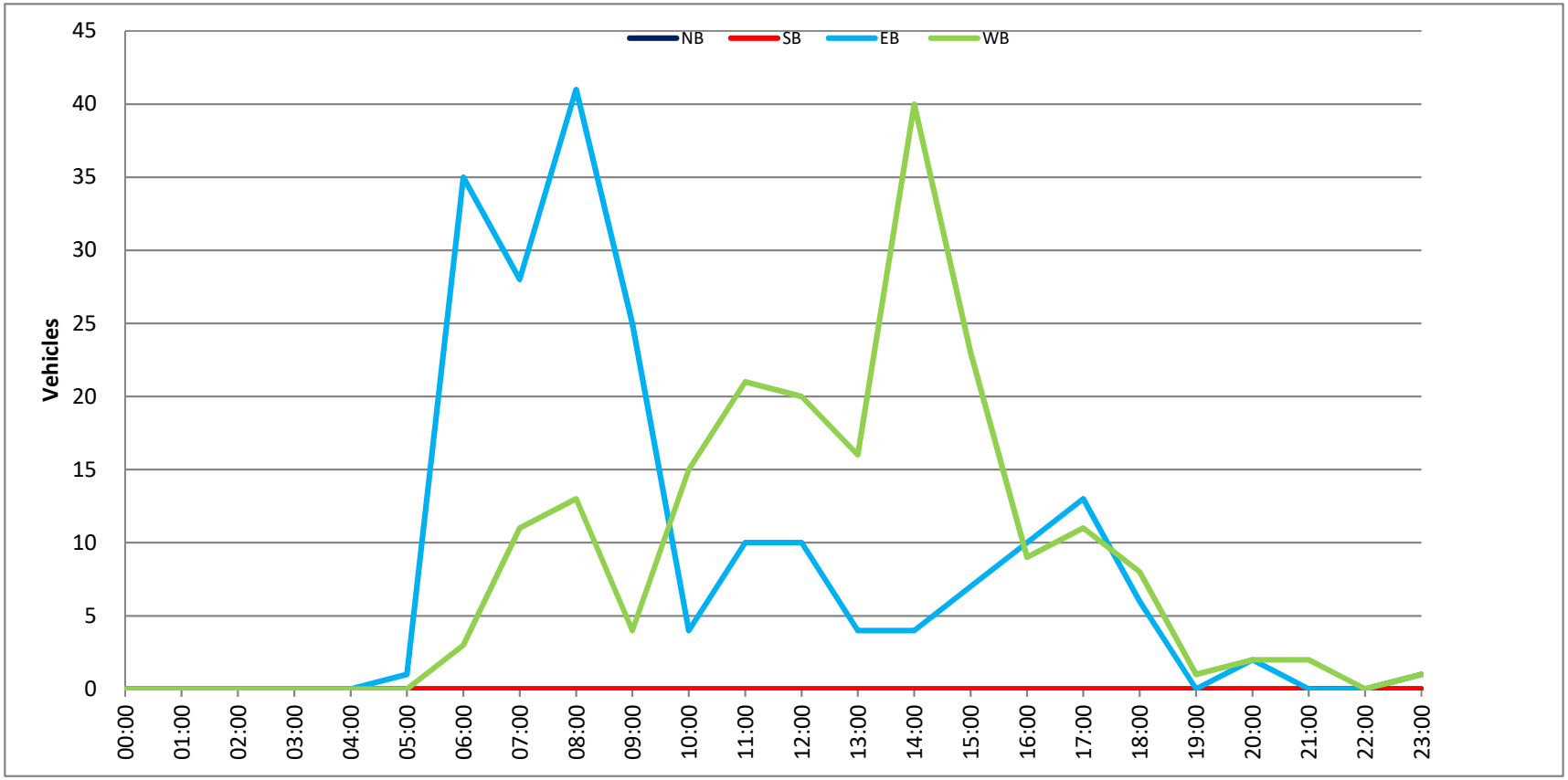
Location: Fiesta Island Rd E/O Fiesta Island Rd **Date:** 4/7/2017



Prepared by NDS/ATD

Project #: CA17_4104_008 **City:** Mission Bay

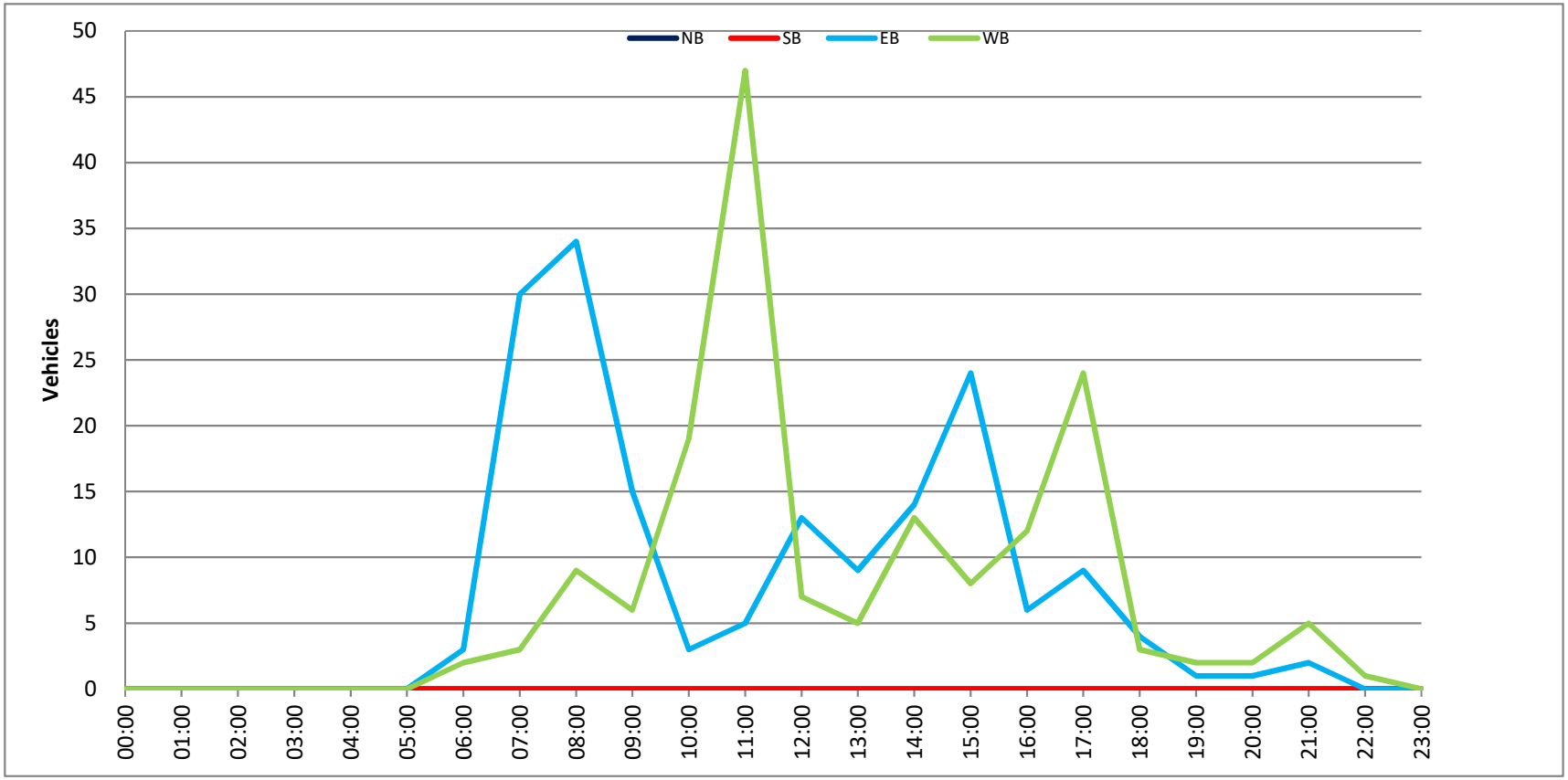
Location: Fiesta Island Rd E/O Fiesta Island Rd **Date:** 4/8/2017



Prepared by NDS/ATD

Project #: CA17_4104_008 **City:** Mission Bay

Location: Fiesta Island Rd E/O Fiesta Island Rd **Date:** 4/9/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_010n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	6	3	0	1	2	0	0	0	0	0	0	0	12
5:00	0	15	9	0	1	0	0	0	0	0	0	0	0	25
6:00	0	47	6	0	3	0	0	0	0	0	0	0	0	56
7:00	1	80	15	1	4	0	0	0	0	0	0	0	0	101
8:00	0	86	24	0	7	0	0	0	0	0	0	0	0	117
9:00	0	111	14	0	12	0	0	0	0	0	0	0	0	137
10:00	3	114	21	1	6	1	0	0	0	0	0	0	0	146
11:00	4	122	21	0	11	1	0	0	0	0	0	0	0	159
12:00 PM	0	149	30	0	9	0	0	0	0	0	0	0	0	188
13:00	2	131	26	0	16	0	0	0	0	0	0	0	0	175
14:00	2	154	17	0	13	1	0	0	0	0	0	0	0	187
15:00	1	141	30	0	1	1	0	0	0	0	0	0	0	174
16:00	1	140	12	0	10	0	0	0	0	0	0	0	0	163
17:00	12	195	21	0	14	2	0	0	0	0	0	0	0	244
18:00	8	269	40	2	22	0	0	0	0	0	0	0	0	341
19:00	0	83	12	0	8	1	0	0	0	0	0	0	0	104
20:00	2	52	13	0	4	0	0	0	0	0	0	0	0	71
21:00	0	42	5	0	8	0	0	0	0	0	0	0	0	55
22:00	0	22	2	0	3	0	0	0	0	0	0	0	0	27
23:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
Totals	36	1998	325	4	155	9								2527
% of Totals	1%	79%	13%	0%	6%	0%								100%
AM Volumes	8	607	117	2	46	4	0	0	0	0	0	0	0	784
% AM	0%	24%	5%	0%	2%	0%								31%
AM Peak Hour	11:00	11:00	8:00	7:00	9:00	4:00								11:00
Volume	4	122	24	1	12	2								159
PM Volumes	28	1391	208	2	109	5	0	0	0	0	0	0	0	1743
% PM	1%	55%	8%	0%	4%	0%								69%
PM Peak Hour	17:00	18:00	18:00	18:00	18:00	17:00								18:00
Volume	12	269	40	2	22	2								341

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	218	⟷	9%	363	⟷	14%	407	⟷	16%	1539	⟷	61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_010s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_010

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00	0	6	3	0	1	2	0	0	0	0	0	0	0	12
5:00	0	15	9	0	1	0	0	0	0	0	0	0	0	25
6:00	0	47	6	0	3	0	0	0	0	0	0	0	0	56
7:00	1	80	15	1	4	0	0	0	0	0	0	0	0	101
8:00	0	86	24	0	7	0	0	0	0	0	0	0	0	117
9:00	0	111	14	0	12	0	0	0	0	0	0	0	0	137
10:00	3	114	21	1	6	1	0	0	0	0	0	0	0	146
11:00	4	122	21	0	11	1	0	0	0	0	0	0	0	159
12:00 PM	0	149	30	0	9	0	0	0	0	0	0	0	0	188
13:00	2	131	26	0	16	0	0	0	0	0	0	0	0	175
14:00	2	154	17	0	13	1	0	0	0	0	0	0	0	187
15:00	1	141	30	0	1	1	0	0	0	0	0	0	0	174
16:00	1	140	12	0	10	0	0	0	0	0	0	0	0	163
17:00	12	195	21	0	14	2	0	0	0	0	0	0	0	244
18:00	8	269	40	2	22	0	0	0	0	0	0	0	0	341
19:00	0	83	12	0	8	1	0	0	0	0	0	0	0	104
20:00	2	52	13	0	4	0	0	0	0	0	0	0	0	71
21:00	0	42	5	0	8	0	0	0	0	0	0	0	0	55
22:00	0	22	2	0	3	0	0	0	0	0	0	0	0	27
23:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
Totals	36	1998	325	4	155	9								2527
% of Totals	1%	79%	13%	0%	6%	0%								100%
AM Volumes	8	607	117	2	46	4	0	0	0	0	0	0	0	784
% AM	0%	24%	5%	0%	2%	0%								31%
AM Peak Hour	11:00	11:00	8:00	7:00	9:00	4:00								11:00
Volume	4	122	24	1	12	2								159
PM Volumes	28	1391	208	2	109	5	0	0	0	0	0	0	0	1743
% PM	1%	55%	8%	0%	4%	0%								69%
PM Peak Hour	17:00	18:00	18:00	18:00	18:00	17:00								18:00
Volume	12	269	40	2	22	2								341

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	218		9%	363		14%	407		16%	1539		61%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd N/O Mission Bay Dr

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_010

DAILY TOTALS	NB	SB	EB	WB	Total
	2,527	0	0	0	2,527

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	6		0	0	0	6		12:00	49		0	0	0	49	
0:15	3		0	0	0	3		12:15	47		0	0	0	47	
0:30	4		0	0	0	4		12:30	51		0	0	0	51	
0:45	3	16	0	0	0	3	16	12:45	41	188	0	0	0	41	188
1:00	2		0	0	0	2		13:00	51		0	0	0	51	
1:15	5		0	0	0	5		13:15	30		0	0	0	30	
1:30	2		0	0	0	2		13:30	52		0	0	0	52	
1:45	2	11	0	0	0	2	11	13:45	42	175	0	0	0	42	175
2:00	1		0	0	0	1		14:00	37		0	0	0	37	
2:15	0		0	0	0			14:15	54		0	0	0	54	
2:30	0		0	0	0			14:30	32		0	0	0	32	
2:45	1	2	0	0	0	1	2	14:45	64	187	0	0	0	64	187
3:00	0		0	0	0			15:00	51		0	0	0	51	
3:15	0		0	0	0			15:15	43		0	0	0	43	
3:30	0		0	0	0			15:30	44		0	0	0	44	
3:45	2	2	0	0	0	2	2	15:45	36	174	0	0	0	36	174
4:00	3		0	0	0	3		16:00	36		0	0	0	36	
4:15	1		0	0	0	1		16:15	37		0	0	0	37	
4:30	2		0	0	0	2		16:30	41		0	0	0	41	
4:45	6	12	0	0	0	6	12	16:45	49	163	0	0	0	49	163
5:00	3		0	0	0	3		17:00	49		0	0	0	49	
5:15	6		0	0	0	6		17:15	62		0	0	0	62	
5:30	5		0	0	0	5		17:30	73		0	0	0	73	
5:45	11	25	0	0	0	11	25	17:45	60	244	0	0	0	60	244
6:00	15		0	0	0	15		18:00	94		0	0	0	94	
6:15	10		0	0	0	10		18:15	85		0	0	0	85	
6:30	16		0	0	0	16		18:30	102		0	0	0	102	
6:45	15	56	0	0	0	15	56	18:45	60	341	0	0	0	60	341
7:00	24		0	0	0	24		19:00	28		0	0	0	28	
7:15	17		0	0	0	17		19:15	24		0	0	0	24	
7:30	28		0	0	0	28		19:30	30		0	0	0	30	
7:45	32	101	0	0	0	32	101	19:45	22	104	0	0	0	22	104
8:00	33		0	0	0	33		20:00	25		0	0	0	25	
8:15	20		0	0	0	20		20:15	21		0	0	0	21	
8:30	40		0	0	0	40		20:30	11		0	0	0	11	
8:45	24	117	0	0	0	24	117	20:45	14	71	0	0	0	14	71
9:00	32		0	0	0	32		21:00	7		0	0	0	7	
9:15	33		0	0	0	33		21:15	19		0	0	0	19	
9:30	36		0	0	0	36		21:30	13		0	0	0	13	
9:45	36	137	0	0	0	36	137	21:45	16	55	0	0	0	16	55
10:00	43		0	0	0	43		22:00	7		0	0	0	7	
10:15	37		0	0	0	37		22:15	5		0	0	0	5	
10:30	30		0	0	0	30		22:30	6		0	0	0	6	
10:45	36	146	0	0	0	36	146	22:45	9	27	0	0	0	9	27
11:00	38		0	0	0	38		23:00	3		0	0	0	3	
11:15	31		0	0	0	31		23:15	4		0	0	0	4	
11:30	40		0	0	0	40		23:30	6		0	0	0	6	
11:45	50	159	0	0	0	50	159	23:45	1	14	0	0	0	1	14
TOTALS		784					**784**	**TOTALS**		1743					**1743**
SPLIT %		100.0%					**31.0%**	**SPLIT %**		100.0%					**69.0%**

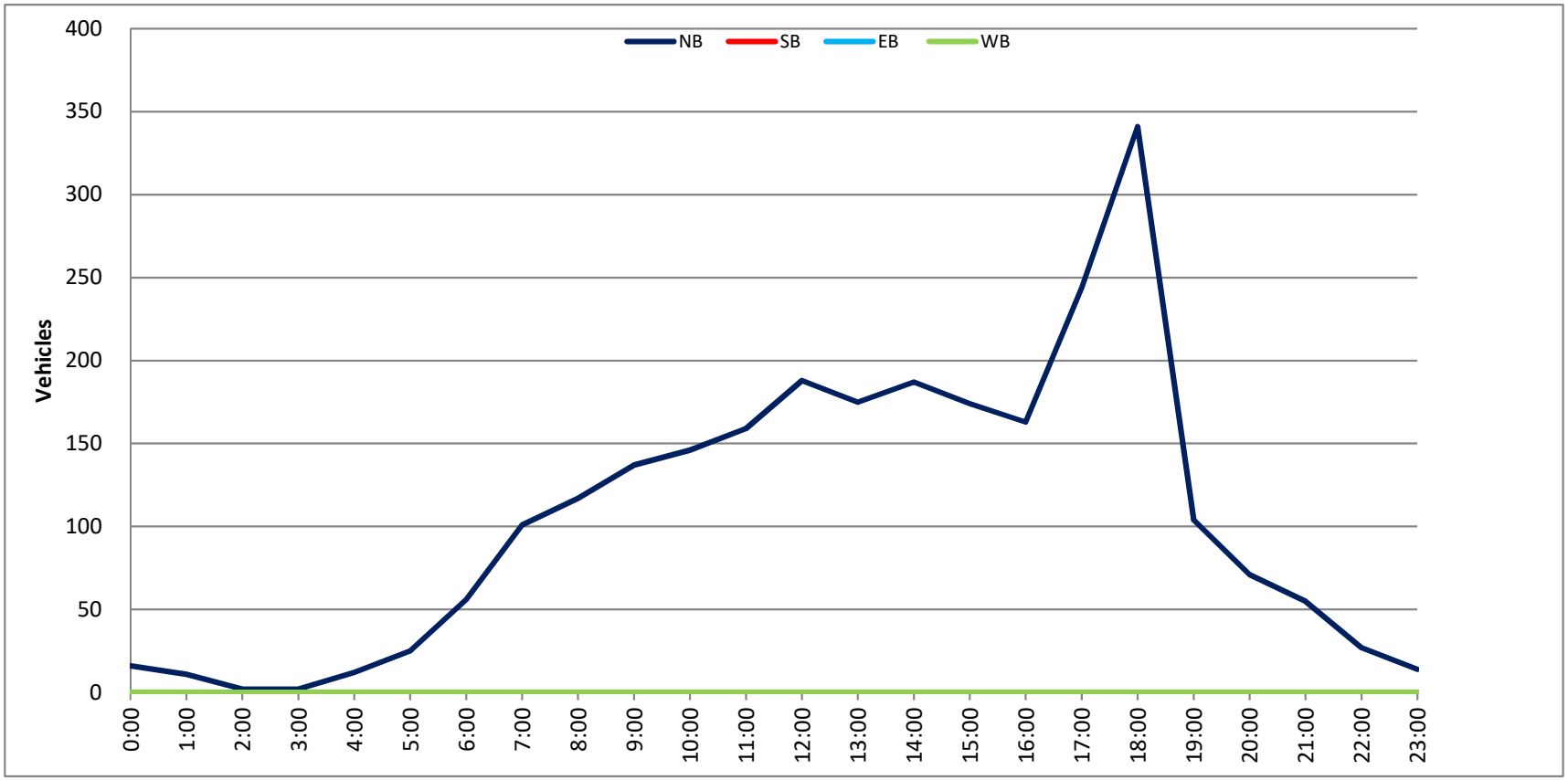
DAILY TOTALS	NB	SB	EB	WB	Total
	2,527	0	0	0	2,527

AM Peak Hour	11:45				**11:45**	**PM Peak Hour**	17:45				**17:45**
AM Pk Volume	197				**197**	**PM Pk Volume**	341				**341**
Pk Hr Factor	0.966				**0.966**	**Pk Hr Factor**	0.836				**0.836**
7 - 9 Volume	218	0	0	0	**218**	**4 - 6 Volume**	407	0	0	0	**407**
7 - 9 Peak Hour	7:45				**7:45**	**4 - 6 Peak Hour**	17:00				**17:00**
7 - 9 Pk Volume	125	0	0	0	**125**	**4 - 6 Pk Volume**	244	0	0	0	**244**
Pk Hr Factor	0.781	0.000	0.000	0.000	**0.781**	**Pk Hr Factor**	0.836	0.000	0.000	0.000	**0.836**

Prepared by NDS/ATD

Project #: CA17_4104_010 **City:** Mission Bay

Location: Fiesta Island Rd N/O Mission Bay Dr **Date:** 4/6/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_010n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	8	0	0	1	0	0	1	0	0	0	0	0	10
3:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00	0	3	0	1	0	0	0	1	0	0	0	0	0	5
5:00	0	18	5	0	4	0	0	1	0	0	0	0	0	28
6:00	0	49	7	0	4	0	0	0	0	0	0	0	0	60
7:00	0	67	15	0	6	0	0	1	0	0	0	0	0	89
8:00	2	90	28	0	18	0	0	0	0	0	0	0	0	138
9:00	3	135	26	0	12	0	0	0	0	0	0	0	0	176
10:00	2	148	19	1	8	0	0	0	0	0	0	0	0	178
11:00	3	144	26	0	18	0	0	0	0	0	0	0	0	191
12:00 PM	4	131	19	0	10	0	0	0	0	0	0	0	0	164
13:00	2	130	24	0	14	0	0	0	0	0	0	0	0	170
14:00	2	131	22	0	11	0	0	0	0	0	0	0	0	166
15:00	4	137	17	0	8	0	0	2	0	0	0	0	0	168
16:00	1	156	25	1	11	0	0	0	0	0	0	0	0	194
17:00	0	151	26	0	18	0	0	2	0	0	0	0	0	197
18:00	3	189	33	0	16	0	0	0	0	0	0	0	0	241
19:00	3	132	18	1	17	0	0	0	0	0	0	0	0	171
20:00	0	105	22	0	6	0	0	0	0	0	0	0	0	133
21:00	0	75	7	0	9	0	0	0	0	0	0	0	0	91
22:00	0	48	9	0	7	0	0	0	0	0	0	0	0	64
23:00	0	25	4	0	4	0	0	0	0	0	0	0	0	33
Totals	**29**	**2092**	**354**	**4**	**203**			**8**						**2690**
% of Totals	1%	78%	13%	0%	8%			0%						100%

AM Volumes	10	682	128	2	72	0	0	4	0	0	0	0	0	898
% AM	0%	25%	5%	0%	3%			0%						33%
AM Peak Hour	9:00	10:00	8:00	4:00	8:00			2:00						11:00
Volume	3	148	28	1	18			1						191
PM Volumes	19	1410	226	2	131	0	0	4	0	0	0	0	0	1792
% PM	1%	52%	8%	0%	5%			0%						67%
PM Peak Hour	12:00	18:00	18:00	16:00	17:00			15:00						18:00
Volume	4	189	33	1	18			2						241

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	227		8%	334		12%	391		15%	1738		65%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_010s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_010

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	8	0	0	1	0	0	1	0	0	0	0	0	10
3:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00	0	3	0	1	0	0	0	1	0	0	0	0	0	5
5:00	0	18	5	0	4	0	0	1	0	0	0	0	0	28
6:00	0	49	7	0	4	0	0	0	0	0	0	0	0	60
7:00	0	67	15	0	6	0	0	1	0	0	0	0	0	89
8:00	2	90	28	0	18	0	0	0	0	0	0	0	0	138
9:00	3	135	26	0	12	0	0	0	0	0	0	0	0	176
10:00	2	148	19	1	8	0	0	0	0	0	0	0	0	178
11:00	3	144	26	0	18	0	0	0	0	0	0	0	0	191
12:00 PM	4	131	19	0	10	0	0	0	0	0	0	0	0	164
13:00	2	130	24	0	14	0	0	0	0	0	0	0	0	170
14:00	2	131	22	0	11	0	0	0	0	0	0	0	0	166
15:00	4	137	17	0	8	0	0	2	0	0	0	0	0	168
16:00	1	156	25	1	11	0	0	0	0	0	0	0	0	194
17:00	0	151	26	0	18	0	0	2	0	0	0	0	0	197
18:00	3	189	33	0	16	0	0	0	0	0	0	0	0	241
19:00	3	132	18	1	17	0	0	0	0	0	0	0	0	171
20:00	0	105	22	0	6	0	0	0	0	0	0	0	0	133
21:00	0	75	7	0	9	0	0	0	0	0	0	0	0	91
22:00	0	48	9	0	7	0	0	0	0	0	0	0	0	64
23:00	0	25	4	0	4	0	0	0	0	0	0	0	0	33
Totals	29	2092	354	4	203			8						2690
% of Totals	1%	78%	13%	0%	8%			0%						100%
AM Volumes	10	682	128	2	72	0	0	4	0	0	0	0	0	898
% AM	0%	25%	5%	0%	3%			0%						33%
AM Peak Hour	9:00	10:00	8:00	4:00	8:00			2:00						11:00
Volume	3	148	28	1	18			1						191
PM Volumes	19	1410	226	2	131	0	0	4	0	0	0	0	0	1792
% PM	1%	52%	8%	0%	5%			0%						67%
PM Peak Hour	12:00	18:00	18:00	16:00	17:00			15:00						18:00
Volume	4	189	33	1	18			2						241

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	227		8%	334		12%	391		15%	1738		65%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd N/O Mission Bay Dr

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_010

DAILY TOTALS	NB	SB	EB	WB	Total
	2,690	0	0	0	2,690

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	2		0	0	0	2		12:00	33		0	0	0	33	
0:15	3		0	0	0	3		12:15	40		0	0	0	40	
0:30	6		0	0	0	6		12:30	46		0	0	0	46	
0:45	1	12	0	0	0	1	12	12:45	45	164	0	0	0	45	164
1:00	2		0	0	0	2		13:00	49		0	0	0	49	
1:15	2		0	0	0	2		13:15	27		0	0	0	27	
1:30	2		0	0	0	2		13:30	44		0	0	0	44	
1:45	0	6	0	0	0		6	13:45	50	170	0	0	0	50	170
2:00	2		0	0	0	2		14:00	53		0	0	0	53	
2:15	5		0	0	0	5		14:15	36		0	0	0	36	
2:30	0		0	0	0			14:30	35		0	0	0	35	
2:45	3	10	0	0	0	3	10	14:45	42	166	0	0	0	42	166
3:00	0		0	0	0			15:00	42		0	0	0	42	
3:15	0		0	0	0			15:15	41		0	0	0	41	
3:30	0		0	0	0			15:30	38		0	0	0	38	
3:45	5	5	0	0	0	5	5	15:45	47	168	0	0	0	47	168
4:00	0		0	0	0			16:00	53		0	0	0	53	
4:15	0		0	0	0			16:15	51		0	0	0	51	
4:30	5		0	0	0	5		16:30	41		0	0	0	41	
4:45	0	5	0	0	0		5	16:45	49	194	0	0	0	49	194
5:00	5		0	0	0	5		17:00	48		0	0	0	48	
5:15	5		0	0	0	5		17:15	43		0	0	0	43	
5:30	8		0	0	0	8		17:30	46		0	0	0	46	
5:45	10	28	0	0	0	10	28	17:45	60	197	0	0	0	60	197
6:00	9		0	0	0	9		18:00	49		0	0	0	49	
6:15	13		0	0	0	13		18:15	58		0	0	0	58	
6:30	21		0	0	0	21		18:30	63		0	0	0	63	
6:45	17	60	0	0	0	17	60	18:45	71	241	0	0	0	71	241
7:00	18		0	0	0	18		19:00	64		0	0	0	64	
7:15	29		0	0	0	29		19:15	33		0	0	0	33	
7:30	26		0	0	0	26		19:30	37		0	0	0	37	
7:45	16	89	0	0	0	16	89	19:45	37	171	0	0	0	37	171
8:00	42		0	0	0	42		20:00	40		0	0	0	40	
8:15	32		0	0	0	32		20:15	38		0	0	0	38	
8:30	30		0	0	0	30		20:30	30		0	0	0	30	
8:45	34	138	0	0	0	34	138	20:45	25	133	0	0	0	25	133
9:00	41		0	0	0	41		21:00	21		0	0	0	21	
9:15	46		0	0	0	46		21:15	31		0	0	0	31	
9:30	48		0	0	0	48		21:30	22		0	0	0	22	
9:45	41	176	0	0	0	41	176	21:45	17	91	0	0	0	17	91
10:00	42		0	0	0	42		22:00	18		0	0	0	18	
10:15	55		0	0	0	55		22:15	19		0	0	0	19	
10:30	40		0	0	0	40		22:30	9		0	0	0	9	
10:45	41	178	0	0	0	41	178	22:45	18	64	0	0	0	18	64
11:00	43		0	0	0	43		23:00	12		0	0	0	12	
11:15	46		0	0	0	46		23:15	6		0	0	0	6	
11:30	52		0	0	0	52		23:30	11		0	0	0	11	
11:45	50	191	0	0	0	50	191	23:45	4	33	0	0	0	4	33
TOTALS		898					**898**	**TOTALS**		1792					**1792**
SPLIT %		100.0%					**33.4%**	**SPLIT %**		100.0%					**66.6%**

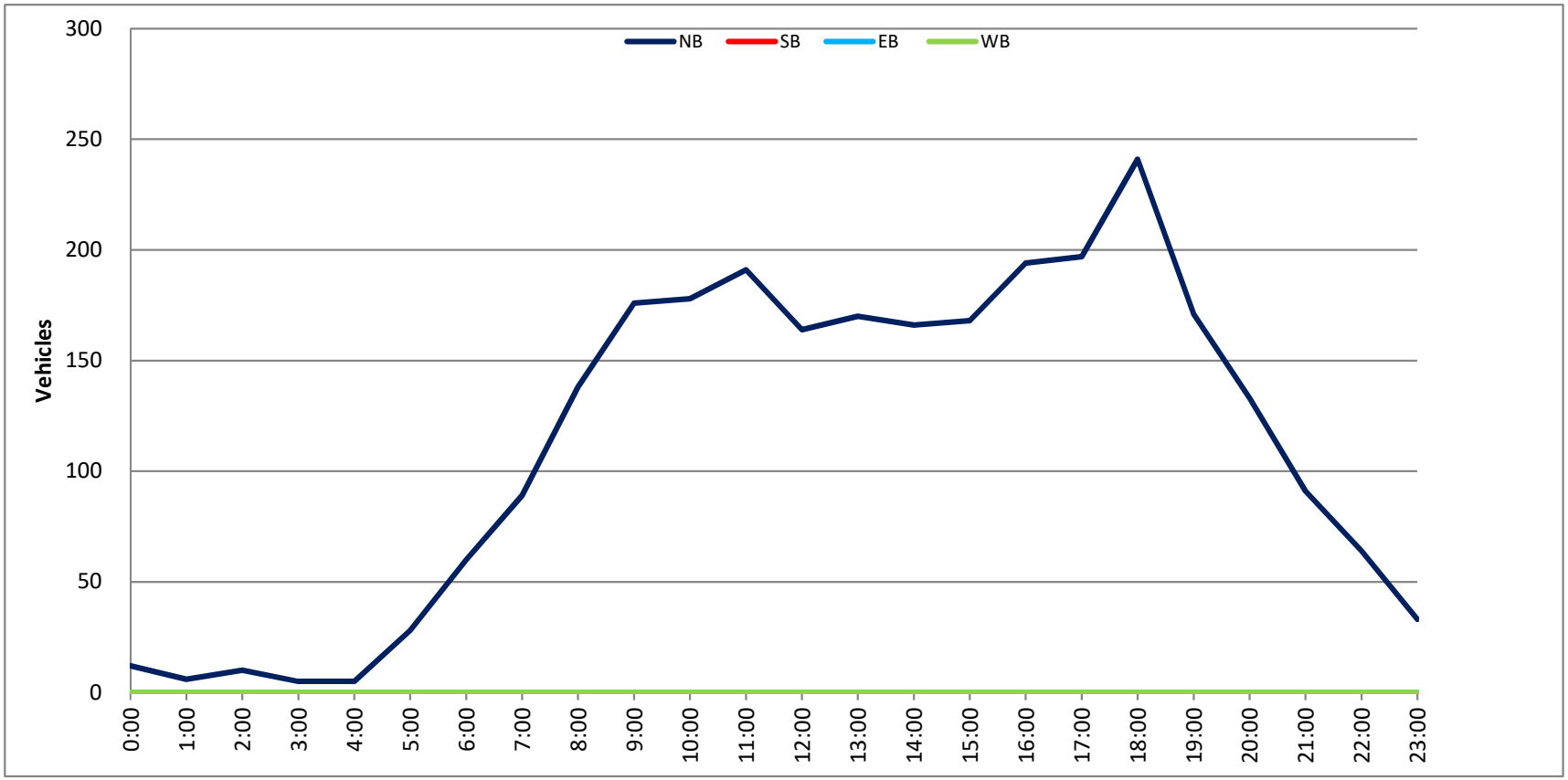
DAILY TOTALS	NB	SB	EB	WB	Total
	2,690	0	0	0	2,690

AM Peak Hour	11:00				**11:00**	**PM Peak Hour**	18:15				**18:15**
AM Pk Volume	191				**191**	**PM Pk Volume**	256				**256**
Pk Hr Factor	0.918				**0.918**	**Pk Hr Factor**	0.901				**0.901**
7 - 9 Volume	227	0	0	0	**227**	**4 - 6 Volume**	391	0	0	0	**391**
7 - 9 Peak Hour	8:00				**8:00**	**4 - 6 Peak Hour**	17:00				**17:00**
7 - 9 Pk Volume	138	0	0	0	**138**	**4 - 6 Pk Volume**	197	0	0	0	**197**
Pk Hr Factor	0.821	0.000	0.000	0.000	**0.821**	**Pk Hr Factor**	0.821	0.000	0.000	0.000	**0.821**

Prepared by NDS/ATD

Project #: CA17_4104_010 **City:** Mission Bay

Location: Fiesta Island Rd N/O Mission Bay Dr **Date:** 4/7/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_010n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
1:00	0	24	1	0	3	0	0	0	0	0	0	0	0	28
2:00	0	8	0	1	0	0	0	0	0	0	0	0	0	9
3:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
4:00	0	8	2	0	3	0	0	2	0	0	0	0	0	15
5:00	0	10	6	0	3	0	0	0	0	0	0	0	0	19
6:00	0	64	13	0	5	0	0	1	0	0	0	0	0	83
7:00	0	93	17	0	9	0	0	1	0	0	0	0	0	120
8:00	1	149	26	1	14	0	0	0	0	0	0	0	0	191
9:00	8	235	41	0	16	0	0	2	0	0	0	0	0	302
10:00	5	206	35	0	13	0	0	1	0	0	0	0	0	260
11:00	6	227	41	0	18	0	1	1	0	0	0	0	0	294
12:00 PM	1	234	19	0	26	1	0	1	0	0	0	0	0	282
13:00	1	248	37	0	9	0	0	2	0	0	0	0	0	297
14:00	5	213	31	0	19	1	0	1	0	0	0	0	0	270
15:00	6	243	31	0	28	1	0	0	0	0	0	0	0	309
16:00	2	234	31	0	23	0	1	0	0	0	0	0	0	291
17:00	2	210	29	0	11	0	0	0	0	0	0	0	0	252
18:00	2	201	27	0	21	0	0	1	0	0	0	0	0	252
19:00	0	127	19	0	15	0	0	0	0	0	0	0	0	161
20:00	0	94	19	0	6	0	0	0	0	0	0	0	0	119
21:00	0	101	11	1	9	0	0	0	0	0	0	0	0	122
22:00	3	52	4	1	4	0	0	0	0	0	0	0	0	64
23:00	0	43	9	0	2	0	0	0	0	0	0	0	0	54
Totals	42	3043	453	4	258	3	2	13						3818
% of Totals	1%	80%	12%	0%	7%	0%	0%	0%						100%

AM Volumes	20	1043	186	2	85	0	1	8	0	0	0	0	0	1345
% AM	1%	27%	5%	0%	2%		0%	0%						35%
AM Peak Hour	9:00	9:00	9:00	2:00	11:00		11:00	4:00						9:00
Volume	8	235	41	1	18		1	2						302
PM Volumes	22	2000	267	2	173	3	1	5	0	0	0	0	0	2473
% PM	1%	52%	7%	0%	5%	0%	0%	0%						65%
PM Peak Hour	15:00	13:00	13:00	21:00	15:00	12:00	16:00	13:00						15:00
Volume	6	248	37	1	28	1	1	2						309

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	311		8%	579		15%	543		14%	2385		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_010s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_010

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
1:00	0	24	1	0	3	0	0	0	0	0	0	0	0	28
2:00	0	8	0	1	0	0	0	0	0	0	0	0	0	9
3:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
4:00	0	8	2	0	3	0	0	2	0	0	0	0	0	15
5:00	0	10	6	0	3	0	0	0	0	0	0	0	0	19
6:00	0	64	13	0	5	0	0	1	0	0	0	0	0	83
7:00	0	93	17	0	9	0	0	1	0	0	0	0	0	120
8:00	1	149	26	1	14	0	0	0	0	0	0	0	0	191
9:00	8	235	41	0	16	0	0	2	0	0	0	0	0	302
10:00	5	206	35	0	13	0	0	1	0	0	0	0	0	260
11:00	6	227	41	0	18	0	1	1	0	0	0	0	0	294
12:00 PM	1	234	19	0	26	1	0	1	0	0	0	0	0	282
13:00	1	248	37	0	9	0	0	2	0	0	0	0	0	297
14:00	5	213	31	0	19	1	0	1	0	0	0	0	0	270
15:00	6	243	31	0	28	1	0	0	0	0	0	0	0	309
16:00	2	234	31	0	23	0	1	0	0	0	0	0	0	291
17:00	2	210	29	0	11	0	0	0	0	0	0	0	0	252
18:00	2	201	27	0	21	0	0	1	0	0	0	0	0	252
19:00	0	127	19	0	15	0	0	0	0	0	0	0	0	161
20:00	0	94	19	0	6	0	0	0	0	0	0	0	0	119
21:00	0	101	11	1	9	0	0	0	0	0	0	0	0	122
22:00	3	52	4	1	4	0	0	0	0	0	0	0	0	64
23:00	0	43	9	0	2	0	0	0	0	0	0	0	0	54
Totals	42	3043	453	4	258	3	2	13						3818
% of Totals	1%	80%	12%	0%	7%	0%	0%	0%						100%

AM Volumes	20	1043	186	2	85	0	1	8	0	0	0	0	0	1345
% AM	1%	27%	5%	0%	2%		0%	0%						35%
AM Peak Hour	9:00	9:00	9:00	2:00	11:00		11:00	4:00						9:00
Volume	8	235	41	1	18		1	2						302
PM Volumes	22	2000	267	2	173	3	1	5	0	0	0	0	0	2473
% PM	1%	52%	7%	0%	5%	0%	0%	0%						65%
PM Peak Hour	15:00	13:00	13:00	21:00	15:00	12:00	16:00	13:00						15:00
Volume	6	248	37	1	28	1	1	2						309

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	311		8%	579		15%	543		14%	2385		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd N/O Mission Bay Dr

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_010

DAILY TOTALS	NB	SB	EB	WB	Total
	3,818	0	0	0	3,818

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	8		0	0	0	8		12:00	65		0	0	0	65	
0:15	5		0	0	0	5		12:15	79		0	0	0	79	
0:30	2		0	0	0	2		12:30	73		0	0	0	73	
0:45	1	16	0	0	0	1	16	12:45	65	282	0	0	0	65	282
1:00	8		0	0	0	8		13:00	85		0	0	0	85	
1:15	9		0	0	0	9		13:15	74		0	0	0	74	
1:30	5		0	0	0	5		13:30	67		0	0	0	67	
1:45	6	28	0	0	0	6	28	13:45	71	297	0	0	0	71	297
2:00	3		0	0	0	3		14:00	73		0	0	0	73	
2:15	2		0	0	0	2		14:15	65		0	0	0	65	
2:30	2		0	0	0	2		14:30	52		0	0	0	52	
2:45	2	9	0	0	0	2	9	14:45	80	270	0	0	0	80	270
3:00	3		0	0	0	3		15:00	89		0	0	0	89	
3:15	1		0	0	0	1		15:15	63		0	0	0	63	
3:30	1		0	0	0	1		15:30	84		0	0	0	84	
3:45	3	8	0	0	0	3	8	15:45	73	309	0	0	0	73	309
4:00	3		0	0	0	3		16:00	68		0	0	0	68	
4:15	2		0	0	0	2		16:15	75		0	0	0	75	
4:30	4		0	0	0	4		16:30	71		0	0	0	71	
4:45	6	15	0	0	0	6	15	16:45	77	291	0	0	0	77	291
5:00	4		0	0	0	4		17:00	65		0	0	0	65	
5:15	8		0	0	0	8		17:15	62		0	0	0	62	
5:30	5		0	0	0	5		17:30	63		0	0	0	63	
5:45	2	19	0	0	0	2	19	17:45	62	252	0	0	0	62	252
6:00	9		0	0	0	9		18:00	55		0	0	0	55	
6:15	18		0	0	0	18		18:15	71		0	0	0	71	
6:30	19		0	0	0	19		18:30	77		0	0	0	77	
6:45	37	83	0	0	0	37	83	18:45	49	252	0	0	0	49	252
7:00	30		0	0	0	30		19:00	60		0	0	0	60	
7:15	35		0	0	0	35		19:15	35		0	0	0	35	
7:30	17		0	0	0	17		19:30	37		0	0	0	37	
7:45	38	120	0	0	0	38	120	19:45	29	161	0	0	0	29	161
8:00	40		0	0	0	40		20:00	36		0	0	0	36	
8:15	47		0	0	0	47		20:15	20		0	0	0	20	
8:30	41		0	0	0	41		20:30	40		0	0	0	40	
8:45	63	191	0	0	0	63	191	20:45	23	119	0	0	0	23	119
9:00	74		0	0	0	74		21:00	40		0	0	0	40	
9:15	81		0	0	0	81		21:15	29		0	0	0	29	
9:30	69		0	0	0	69		21:30	28		0	0	0	28	
9:45	78	302	0	0	0	78	302	21:45	25	122	0	0	0	25	122
10:00	74		0	0	0	74		22:00	26		0	0	0	26	
10:15	54		0	0	0	54		22:15	18		0	0	0	18	
10:30	77		0	0	0	77		22:30	7		0	0	0	7	
10:45	55	260	0	0	0	55	260	22:45	13	64	0	0	0	13	64
11:00	76		0	0	0	76		23:00	19		0	0	0	19	
11:15	66		0	0	0	66		23:15	15		0	0	0	15	
11:30	78		0	0	0	78		23:30	12		0	0	0	12	
11:45	74	294	0	0	0	74	294	23:45	8	54	0	0	0	8	54
TOTALS		1345					**1345**	**TOTALS**		2473					**2473**
SPLIT %		100.0%					**35.2%**	**SPLIT %**		100.0%					**64.8%**

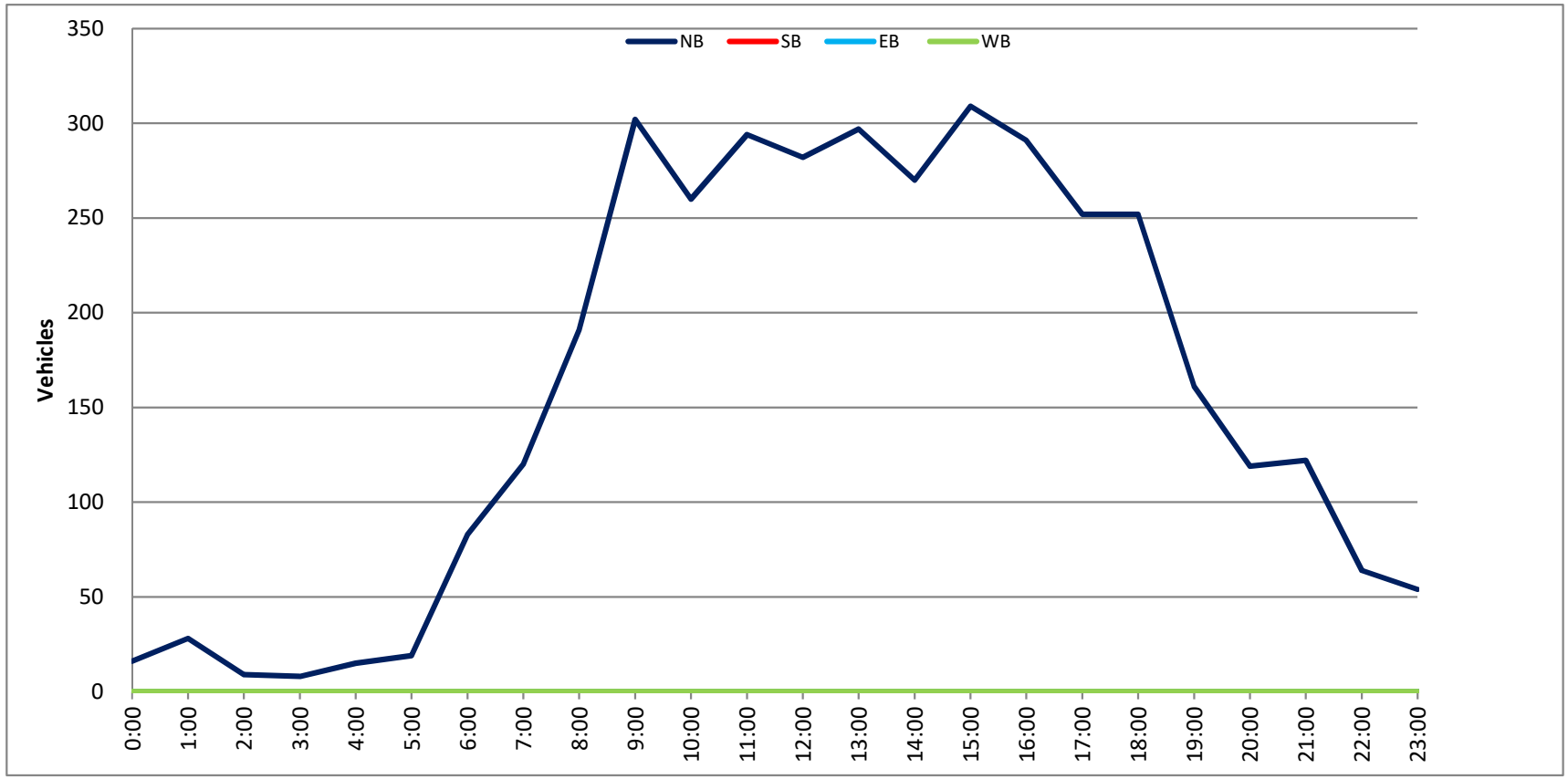
DAILY TOTALS	NB	SB	EB	WB	Total
	3,818	0	0	0	3,818

AM Peak Hour	9:00				**9:00**	**PM Peak Hour**	14:45				**14:45**
AM Pk Volume	302				**302**	**PM Pk Volume**	316				**316**
Pk Hr Factor	0.932				**0.932**	**Pk Hr Factor**	0.888				**0.888**
7 - 9 Volume	311	0	0	0	**311**	**4 - 6 Volume**	543	0	0	0	**543**
7 - 9 Peak Hour	8:00				**8:00**	**4 - 6 Peak Hour**	16:00				**16:00**
7 - 9 Pk Volume	191	0	0	0	**191**	**4 - 6 Pk Volume**	291	0	0	0	**291**
Pk Hr Factor	0.758	0.000	0.000	0.000	**0.758**	**Pk Hr Factor**	0.945	0.000	0.000	0.000	**0.945**

Prepared by NDS/ATD

Project #: CA17_4104_010 **City:** Mission Bay

Location: Fiesta Island Rd N/O Mission Bay Dr **Date:** 4/8/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_010n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	29	1	0	2	0	0	1	0	0	0	0	0	33
1:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
2:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
3:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
4:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
5:00	0	10	2	1	3	0	0	0	0	0	0	0	0	16
6:00	0	44	9	0	6	0	0	0	0	0	0	0	0	59
7:00	0	114	16	0	16	0	0	1	0	0	0	0	0	147
8:00	0	161	23	0	11	0	0	1	0	0	0	0	0	196
9:00	2	204	27	0	24	0	0	1	0	0	0	0	0	258
10:00	1	246	38	0	21	0	0	1	0	0	0	0	0	307
11:00	2	234	56	0	21	0	0	3	0	0	0	0	0	316
12:00 PM	1	324	59	1	22	0	1	3	0	0	0	0	0	411
13:00	8	309	44	1	24	0	1	0	0	0	0	0	0	387
14:00	6	265	57	0	21	0	0	3	0	0	0	0	0	352
15:00	5	276	43	1	24	0	0	0	0	0	0	0	0	349
16:00	4	276	30	0	16	0	0	0	0	0	0	0	0	326
17:00	1	259	46	0	17	0	0	0	0	0	0	0	0	323
18:00	1	177	30	0	12	0	1	1	0	0	0	0	0	222
19:00	2	96	25	0	10	0	0	1	0	0	0	0	0	134
20:00	0	58	20	0	12	0	0	1	0	0	0	0	0	91
21:00	0	46	5	0	5	0	0	0	0	0	0	0	0	56
22:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
23:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
Totals	33	3204	546	4	270		3	17						4077
% of Totals	1%	79%	13%	0%	7%		0%	0%						100%

AM Volumes	5	1077	182	1	106	0	0	8	0	0	0	0	0	1379
% AM	0%	26%	4%	0%	3%			0%						34%
AM Peak Hour	9:00	10:00	11:00	5:00	9:00			11:00						11:00
Volume	2	246	56	1	24			3						316
PM Volumes	28	2127	364	3	164	0	3	9	0	0	0	0	0	2698
% PM	1%	52%	9%	0%	4%		0%	0%						66%
PM Peak Hour	13:00	12:00	12:00	12:00	13:00		12:00	12:00						12:00
Volume	8	324	59	1	24		1	3						411

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	343	↔	8%	798	↔	20%	649	↔	16%	2287	↔	56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_010s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd N/O Mission Bay Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_010

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	29	1	0	2	0	0	1	0	0	0	0	0	33
1:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
2:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
3:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
4:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
5:00	0	10	2	1	3	0	0	0	0	0	0	0	0	16
6:00	0	44	9	0	6	0	0	0	0	0	0	0	0	59
7:00	0	114	16	0	16	0	0	1	0	0	0	0	0	147
8:00	0	161	23	0	11	0	0	1	0	0	0	0	0	196
9:00	2	204	27	0	24	0	0	1	0	0	0	0	0	258
10:00	1	246	38	0	21	0	0	1	0	0	0	0	0	307
11:00	2	234	56	0	21	0	0	3	0	0	0	0	0	316
12:00 PM	1	324	59	1	22	0	1	3	0	0	0	0	0	411
13:00	8	309	44	1	24	0	1	0	0	0	0	0	0	387
14:00	6	265	57	0	21	0	0	3	0	0	0	0	0	352
15:00	5	276	43	1	24	0	0	0	0	0	0	0	0	349
16:00	4	276	30	0	16	0	0	0	0	0	0	0	0	326
17:00	1	259	46	0	17	0	0	0	0	0	0	0	0	323
18:00	1	177	30	0	12	0	1	1	0	0	0	0	0	222
19:00	2	96	25	0	10	0	0	1	0	0	0	0	0	134
20:00	0	58	20	0	12	0	0	1	0	0	0	0	0	91
21:00	0	46	5	0	5	0	0	0	0	0	0	0	0	56
22:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
23:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
Totals	33	3204	546	4	270		3	17						4077
% of Totals	1%	79%	13%	0%	7%		0%	0%						100%
AM Volumes	5	1077	182	1	106	0	0	8	0	0	0	0	0	1379
% AM	0%	26%	4%	0%	3%			0%						34%
AM Peak Hour	9:00	10:00	11:00	5:00	9:00			11:00						11:00
Volume	2	246	56	1	24			3						316
PM Volumes	28	2127	364	3	164	0	3	9	0	0	0	0	0	2698
% PM	1%	52%	9%	0%	4%		0%	0%						66%
PM Peak Hour	13:00	12:00	12:00	12:00	13:00		12:00	12:00						12:00
Volume	8	324	59	1	24		1	3						411

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	343		8%	798		20%	649		16%	2287		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd N/O Mission Bay Dr

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_010

DAILY TOTALS	NB	SB	EB	WB	Total
	4,077	0	0	0	4,077

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
0:00	12		0	0	0	12		12:00	84		0	0	0	84	
0:15	6		0	0	0	6		12:15	76		0	0	0	76	
0:30	7		0	0	0	7		12:30	131		0	0	0	131	
0:45	8	33	0	0	0	8	33	12:45	120	411	0	0	0	120	411
1:00	2		0	0	0	2		13:00	95		0	0	0	95	
1:15	5		0	0	0	5		13:15	98		0	0	0	98	
1:30	3		0	0	0	3		13:30	102		0	0	0	102	
1:45	2	12	0	0	0	2	12	13:45	92	387	0	0	0	92	387
2:00	5		0	0	0	5		14:00	98		0	0	0	98	
2:15	2		0	0	0	2		14:15	86		0	0	0	86	
2:30	1		0	0	0	1		14:30	89		0	0	0	89	
2:45	4	12	0	0	0	4	12	14:45	79	352	0	0	0	79	352
3:00	2		0	0	0	2		15:00	101		0	0	0	101	
3:15	2		0	0	0	2		15:15	100		0	0	0	100	
3:30	2		0	0	0	2		15:30	62		0	0	0	62	
3:45	5	11	0	0	0	5	11	15:45	86	349	0	0	0	86	349
4:00	1		0	0	0	1		16:00	81		0	0	0	81	
4:15	4		0	0	0	4		16:15	63		0	0	0	63	
4:30	3		0	0	0	3		16:30	83		0	0	0	83	
4:45	4	12	0	0	0	4	12	16:45	99	326	0	0	0	99	326
5:00	5		0	0	0	5		17:00	93		0	0	0	93	
5:15	4		0	0	0	4		17:15	80		0	0	0	80	
5:30	4		0	0	0	4		17:30	88		0	0	0	88	
5:45	3	16	0	0	0	3	16	17:45	62	323	0	0	0	62	323
6:00	16		0	0	0	16		18:00	59		0	0	0	59	
6:15	12		0	0	0	12		18:15	53		0	0	0	53	
6:30	16		0	0	0	16		18:30	57		0	0	0	57	
6:45	15	59	0	0	0	15	59	18:45	53	222	0	0	0	53	222
7:00	34		0	0	0	34		19:00	41		0	0	0	41	
7:15	30		0	0	0	30		19:15	41		0	0	0	41	
7:30	49		0	0	0	49		19:30	27		0	0	0	27	
7:45	34	147	0	0	0	34	147	19:45	25	134	0	0	0	25	134
8:00	36		0	0	0	36		20:00	28		0	0	0	28	
8:15	42		0	0	0	42		20:15	22		0	0	0	22	
8:30	53		0	0	0	53		20:30	22		0	0	0	22	
8:45	65	196	0	0	0	65	196	20:45	19	91	0	0	0	19	91
9:00	57		0	0	0	57		21:00	20		0	0	0	20	
9:15	58		0	0	0	58		21:15	16		0	0	0	16	
9:30	74		0	0	0	74		21:30	9		0	0	0	9	
9:45	69	258	0	0	0	69	258	21:45	11	56	0	0	0	11	56
10:00	90		0	0	0	90		22:00	12		0	0	0	12	
10:15	57		0	0	0	57		22:15	4		0	0	0	4	
10:30	79		0	0	0	79		22:30	4		0	0	0	4	
10:45	81	307	0	0	0	81	307	22:45	4	24	0	0	0	4	24
11:00	68		0	0	0	68		23:00	4		0	0	0	4	
11:15	93		0	0	0	93		23:15	5		0	0	0	5	
11:30	83		0	0	0	83		23:30	8		0	0	0	8	
11:45	72	316	0	0	0	72	316	23:45	6	23	0	0	0	6	23
TOTALS		1379					**1379**	**TOTALS**		2698					**2698**
SPLIT %		100.0%					**33.8%**	**SPLIT %**		100.0%					**66.2%**

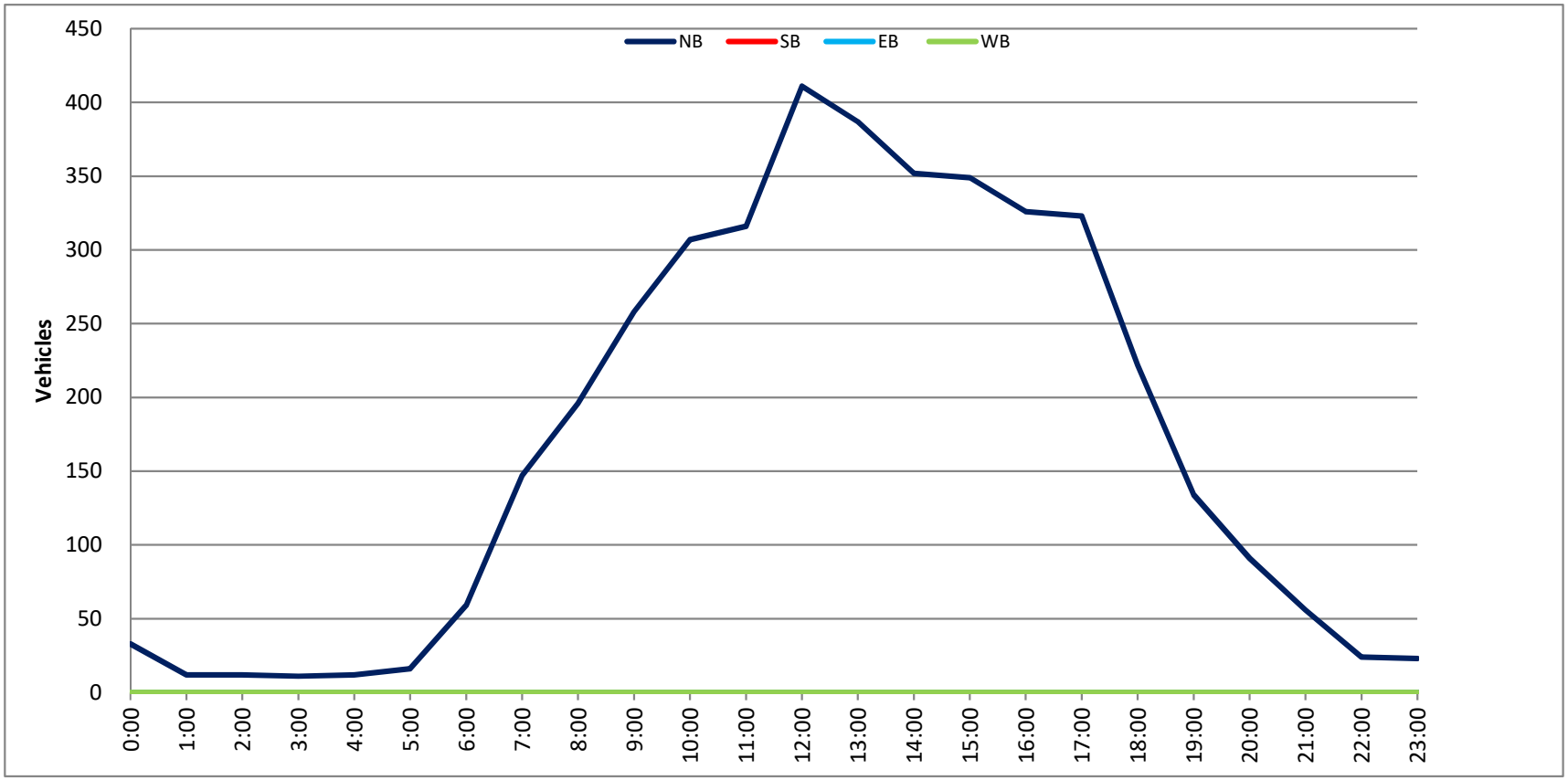
DAILY TOTALS	NB	SB	EB	WB	Total
	4,077	0	0	0	4,077

AM Peak Hour	11:45				**11:45**	**PM Peak Hour**	12:30				**12:30**
AM Pk Volume	363				**363**	**PM Pk Volume**	444				**444**
Pk Hr Factor	0.693				**0.693**	**Pk Hr Factor**	0.847				**0.847**
7 - 9 Volume	343	0	0	0	**343**	**4 - 6 Volume**	649	0	0	0	**649**
7 - 9 Peak Hour	8:00				**8:00**	**4 - 6 Peak Hour**	16:45				**16:45**
7 - 9 Pk Volume	196	0	0	0	**196**	**4 - 6 Pk Volume**	360	0	0	0	**360**
Pk Hr Factor	0.754	0.000	0.000	0.000	**0.754**	**Pk Hr Factor**	0.909	0.000	0.000	0.000	**0.909**

Prepared by NDS/ATD

Project #: CA17_4104_010 **City:** Mission Bay

Location: Fiesta Island Rd N/O Mission Bay Dr **Date:** 4/9/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_009n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_009s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
1:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
5:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:00	0	33	5	0	2	0	0	0	0	0	0	0	0	40
7:00	0	60	15	0	3	0	0	0	0	0	0	0	0	78
8:00	1	73	16	0	4	0	0	0	0	0	0	0	0	94
9:00	0	88	20	0	5	0	0	0	0	0	0	0	0	113
10:00	1	104	13	1	8	0	0	0	0	0	0	0	0	127
11:00	0	132	19	0	7	0	0	0	0	0	0	0	0	158
12:00 PM	0	128	26	0	8	0	0	0	0	0	0	0	0	162
13:00	0	144	27	1	6	0	0	2	0	0	0	0	0	180
14:00	1	122	23	0	7	0	0	0	0	0	0	0	0	153
15:00	1	145	18	0	3	0	0	1	0	0	0	0	0	168
16:00	0	113	23	0	4	1	1	0	0	0	0	0	0	142
17:00	2	149	19	0	3	0	0	1	0	0	0	0	0	174
18:00	2	160	23	1	8	1	0	1	0	0	0	0	0	196
19:00	0	128	22	0	2	0	0	1	0	0	0	0	0	153
20:00	0	55	7	0	7	0	0	0	0	0	0	0	0	69
21:00	0	49	8	0	5	0	0	1	0	0	0	0	0	63
22:00	0	35	3	0	6	0	0	0	0	0	0	0	0	44
23:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
Totals	**8**	**1769**	**298**	**3**	**89**	**3**	**1**	**7**						**2178**
% of Totals	0%	81%	14%	0%	4%	0%	0%	0%						100%

AM Volumes	2	530	95	1	29	1	0	0	0	0	0	0	0	658
% AM	0%	24%	4%	0%	1%	0%								30%
AM Peak Hour	8:00	11:00	9:00	10:00	10:00	4:00								11:00
Volume	1	132	20	1	8	1								158
PM Volumes	6	1239	203	2	60	2	1	7	0	0	0	0	0	1520
% PM	0%	57%	9%	0%	3%	0%	0%	0%						70%
PM Peak Hour	17:00	18:00	13:00	13:00	12:00	16:00	16:00	13:00						18:00
Volume	2	160	27	1	8	1	1	2						196

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	172		8%	342		16%	316		15%	1348		62%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd S/O Fiesta Island Park

Day: Thursday
Date: 4/6/2017

City: Mission Bay
Project #: CA17_4104_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	2,178	0	0	2,178

AM Period	NB	SB		EB	WB	TOTAL		PM Period	NB	SB		EB	WB	TOTAL	
0:00	0	5		0	0	5		12:00	0	38		0	0	38	
0:15	0	6		0	0	6		12:15	0	42		0	0	42	
0:30	0	2		0	0	2		12:30	0	42		0	0	42	
0:45	0	2	15	0	0	2	15	12:45	0	40	162	0	0	40	162
1:00	0	3		0	0	3		13:00	0	51		0	0	51	
1:15	0	6		0	0	6		13:15	0	42		0	0	42	
1:30	0	2		0	0	2		13:30	0	44		0	0	44	
1:45	0	1	12	0	0	1	12	13:45	0	43	180	0	0	43	180
2:00	0	2		0	0	2		14:00	0	35		0	0	35	
2:15	0	1		0	0	1		14:15	0	46		0	0	46	
2:30	0	0		0	0			14:30	0	28		0	0	28	
2:45	0	1	4	0	0	1	4	14:45	0	44	153	0	0	44	153
3:00	0	0		0	0			15:00	0	45		0	0	45	
3:15	0	0		0	0			15:15	0	53		0	0	53	
3:30	0	3		0	0	3		15:30	0	38		0	0	38	
3:45	0	1	4	0	0	1	4	15:45	0	32	168	0	0	32	168
4:00	0	1		0	0	1		16:00	0	35		0	0	35	
4:15	0	0		0	0			16:15	0	38		0	0	38	
4:30	0	2		0	0	2		16:30	0	35		0	0	35	
4:45	0	2	5	0	0	2	5	16:45	0	34	142	0	0	34	142
5:00	0	2		0	0	2		17:00	0	52		0	0	52	
5:15	0	3		0	0	3		17:15	0	53		0	0	53	
5:30	0	0		0	0			17:30	0	37		0	0	37	
5:45	0	3	8	0	0	3	8	17:45	0	32	174	0	0	32	174
6:00	0	5		0	0	5		18:00	0	52		0	0	52	
6:15	0	9		0	0	9		18:15	0	49		0	0	49	
6:30	0	11		0	0	11		18:30	0	54		0	0	54	
6:45	0	15	40	0	0	15	40	18:45	0	41	196	0	0	41	196
7:00	0	14		0	0	14		19:00	0	35		0	0	35	
7:15	0	24		0	0	24		19:15	0	36		0	0	36	
7:30	0	23		0	0	23		19:30	0	52		0	0	52	
7:45	0	17	78	0	0	17	78	19:45	0	30	153	0	0	30	153
8:00	0	25		0	0	25		20:00	0	31		0	0	31	
8:15	0	27		0	0	27		20:15	0	12		0	0	12	
8:30	0	25		0	0	25		20:30	0	9		0	0	9	
8:45	0	17	94	0	0	17	94	20:45	0	17	69	0	0	17	69
9:00	0	29		0	0	29		21:00	0	11		0	0	11	
9:15	0	25		0	0	25		21:15	0	16		0	0	16	
9:30	0	27		0	0	27		21:30	0	20		0	0	20	
9:45	0	32	113	0	0	32	113	21:45	0	16	63	0	0	16	63
10:00	0	31		0	0	31		22:00	0	9		0	0	9	
10:15	0	35		0	0	35		22:15	0	13		0	0	13	
10:30	0	30		0	0	30		22:30	0	9		0	0	9	
10:45	0	31	127	0	0	31	127	22:45	0	13	44	0	0	13	44
11:00	0	41		0	0	41		23:00	0	5		0	0	5	
11:15	0	32		0	0	32		23:15	0	6		0	0	6	
11:30	0	44		0	0	44		23:30	0	2		0	0	2	
11:45	0	41	158	0	0	41	158	23:45	0	3	16	0	0	3	16
TOTALS		658					**658**	**TOTALS**		1520					**1520**
SPLIT %		100.0%					**30.2%**	**SPLIT %**		100.0%					**69.8%**

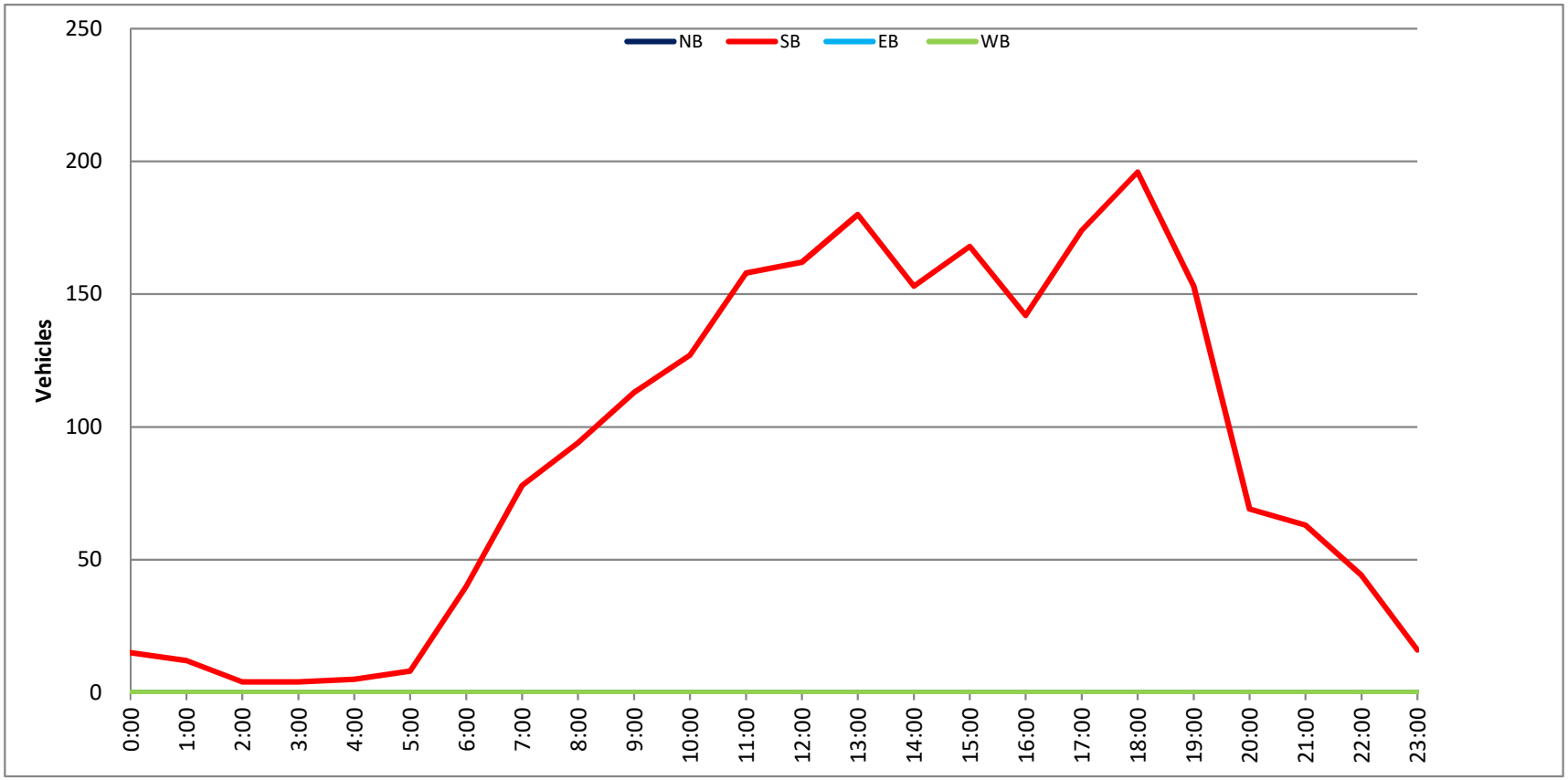
DAILY TOTALS	NB	SB	EB	WB	Total
	0	2,178	0	0	2,178

AM Peak Hour		11:30			**11:30**	**PM Peak Hour**		18:00			**18:00**
AM Pk Volume		165			**165**	**PM Pk Volume**		196			**196**
Pk Hr Factor		0.938			**0.938**	**Pk Hr Factor**		0.907			**0.907**
7 - 9 Volume	0	172	0	0	**172**	**4 - 6 Volume**	0	316	0	0	**316**
7 - 9 Peak Hour		7:45			**7:45**	**4 - 6 Peak Hour**		16:45			**16:45**
7 - 9 Pk Volume	0	94	0	0	**94**	**4 - 6 Pk Volume**	0	176	0	0	**176**
Pk Hr Factor	0.000	0.870	0.000	0.000	**0.870**	**Pk Hr Factor**	0.000	0.830	0.000	0.000	**0.830**

Prepared by NDS/ATD

Project #: CA17_4104_009 **City:** Mission Bay

Location: Fiesta Island Rd S/O Fiesta Island Park **Date:** 4/6/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_009n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_009s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
6:00	0	30	5	0	2	0	0	0	0	0	0	0	0	37
7:00	0	60	10	0	4	0	0	0	0	0	0	0	0	74
8:00	0	72	14	0	9	0	0	0	0	0	0	0	0	95
9:00	4	100	22	1	10	0	0	0	0	0	0	0	0	137
10:00	1	134	24	2	5	0	0	0	0	0	0	0	0	166
11:00	1	152	29	0	9	0	0	0	0	0	0	0	0	191
12:00 PM	2	142	15	0	8	0	0	1	0	0	0	0	0	168
13:00	0	124	23	0	15	1	0	1	0	0	0	0	0	164
14:00	3	131	19	0	9	0	0	0	0	0	0	0	0	162
15:00	0	133	27	0	6	0	0	0	0	0	0	0	0	166
16:00	0	116	22	0	8	0	0	0	0	0	0	0	0	146
17:00	0	144	26	0	5	0	0	0	0	0	0	0	0	175
18:00	1	186	30	0	5	0	0	0	0	0	0	0	0	222
19:00	1	152	28	0	10	0	0	1	0	0	0	0	0	192
20:00	0	123	26	0	7	0	0	0	0	0	0	0	0	156
21:00	0	92	10	0	7	1	0	1	0	0	0	0	0	111
22:00	0	60	12	1	7	0	0	1	0	0	0	0	0	81
23:00	0	44	9	0	4	0	0	1	0	0	0	0	0	58
Totals	13	2023	357	4	132	2		6						2537
% of Totals	1%	80%	14%	0%	5%	0%		0%						100%
AM Volumes	6	576	110	3	41	0	0	0	0	0	0	0	0	736
% AM	0%	23%	4%	0%	2%									29%
AM Peak Hour	9:00	11:00	11:00	10:00	9:00									11:00
Volume	4	152	29	2	10									191
PM Volumes	7	1447	247	1	91	2	0	6	0	0	0	0	0	1801
% PM	0%	57%	10%	0%	4%	0%		0%						71%
PM Peak Hour	14:00	18:00	18:00	22:00	13:00	13:00		12:00						18:00
Volume	3	186	30	1	15	1		1						222

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	169		7%	332		13%	321		13%	1715		68%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_009

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
6:00	0	30	5	0	2	0	0	0	0	0	0	0	0	37
7:00	0	60	10	0	4	0	0	0	0	0	0	0	0	74
8:00	0	72	14	0	9	0	0	0	0	0	0	0	0	95
9:00	4	100	22	1	10	0	0	0	0	0	0	0	0	137
10:00	1	134	24	2	5	0	0	0	0	0	0	0	0	166
11:00	1	152	29	0	9	0	0	0	0	0	0	0	0	191
12:00 PM	2	142	15	0	8	0	0	1	0	0	0	0	0	168
13:00	0	124	23	0	15	1	0	1	0	0	0	0	0	164
14:00	3	131	19	0	9	0	0	0	0	0	0	0	0	162
15:00	0	133	27	0	6	0	0	0	0	0	0	0	0	166
16:00	0	116	22	0	8	0	0	0	0	0	0	0	0	146
17:00	0	144	26	0	5	0	0	0	0	0	0	0	0	175
18:00	1	186	30	0	5	0	0	0	0	0	0	0	0	222
19:00	1	152	28	0	10	0	0	1	0	0	0	0	0	192
20:00	0	123	26	0	7	0	0	0	0	0	0	0	0	156
21:00	0	92	10	0	7	1	0	1	0	0	0	0	0	111
22:00	0	60	12	1	7	0	0	1	0	0	0	0	0	81
23:00	0	44	9	0	4	0	0	1	0	0	0	0	0	58
Totals	**13**	**2023**	**357**	**4**	**132**	**2**		**6**						**2537**
% of Totals	1%	80%	14%	0%	5%	0%		0%						100%

AM Volumes	6	576	110	3	41	0	0	0	0	0	0	0	0	736
% AM	0%	23%	4%	0%	2%									29%
AM Peak Hour	9:00	11:00	11:00	10:00	9:00									11:00
Volume	4	152	29	2	10									191
PM Volumes	7	1447	247	1	91	2	0	6	0	0	0	0	0	1801
% PM	0%	57%	10%	0%	4%	0%		0%						71%
PM Peak Hour	14:00	18:00	18:00	22:00	13:00	13:00		12:00						18:00
Volume	3	186	30	1	15	1		1						222

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	169		7%	332		13%	321		13%	1715		68%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd S/O Fiesta Island Park

Day: Friday
Date: 4/7/2017

City: Mission Bay
Project #: CA17_4104_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	2,537	0	0	2,537

AM Period	NB	SB		EB	WB	TOTAL		PM Period	NB	SB		EB	WB	TOTAL	
0:00	0	1		0	0	1		12:00	0	47		0	0	47	
0:15	0	4		0	0	4		12:15	0	49		0	0	49	
0:30	0	2		0	0	2		12:30	0	36		0	0	36	
0:45	0	3	10	0	0	3	10	12:45	0	36	168	0	0	36	168
1:00	0	2		0	0	2		13:00	0	42		0	0	42	
1:15	0	1		0	0	1		13:15	0	31		0	0	31	
1:30	0	0		0	0			13:30	0	42		0	0	42	
1:45	0	2	5	0	0	2	5	13:45	0	49	164	0	0	49	164
2:00	0	3		0	0	3		14:00	0	44		0	0	44	
2:15	0	1		0	0	1		14:15	0	44		0	0	44	
2:30	0	0		0	0			14:30	0	32		0	0	32	
2:45	0	1	5	0	0	1	5	14:45	0	42	162	0	0	42	162
3:00	0	0		0	0			15:00	0	36		0	0	36	
3:15	0	1		0	0	1		15:15	0	45		0	0	45	
3:30	0	1		0	0	1		15:30	0	48		0	0	48	
3:45	0	1	3	0	0	1	3	15:45	0	37	166	0	0	37	166
4:00	0	1		0	0	1		16:00	0	44		0	0	44	
4:15	0	0		0	0			16:15	0	37		0	0	37	
4:30	0	2		0	0	2		16:30	0	24		0	0	24	
4:45	0	0	3	0	0		3	16:45	0	41	146	0	0	41	146
5:00	0	1		0	0	1		17:00	0	44		0	0	44	
5:15	0	4		0	0	4		17:15	0	38		0	0	38	
5:30	0	0		0	0			17:30	0	45		0	0	45	
5:45	0	5	10	0	0	5	10	17:45	0	48	175	0	0	48	175
6:00	0	4		0	0	4		18:00	0	53		0	0	53	
6:15	0	7		0	0	7		18:15	0	54		0	0	54	
6:30	0	14		0	0	14		18:30	0	58		0	0	58	
6:45	0	12	37	0	0	12	37	18:45	0	57	222	0	0	57	222
7:00	0	14		0	0	14		19:00	0	65		0	0	65	
7:15	0	20		0	0	20		19:15	0	37		0	0	37	
7:30	0	18		0	0	18		19:30	0	52		0	0	52	
7:45	0	22	74	0	0	22	74	19:45	0	38	192	0	0	38	192
8:00	0	24		0	0	24		20:00	0	56		0	0	56	
8:15	0	21		0	0	21		20:15	0	31		0	0	31	
8:30	0	20		0	0	20		20:30	0	32		0	0	32	
8:45	0	30	95	0	0	30	95	20:45	0	37	156	0	0	37	156
9:00	0	32		0	0	32		21:00	0	21		0	0	21	
9:15	0	26		0	0	26		21:15	0	34		0	0	34	
9:30	0	30		0	0	30		21:30	0	28		0	0	28	
9:45	0	49	137	0	0	49	137	21:45	0	28	111	0	0	28	111
10:00	0	34		0	0	34		22:00	0	31		0	0	31	
10:15	0	45		0	0	45		22:15	0	15		0	0	15	
10:30	0	43		0	0	43		22:30	0	22		0	0	22	
10:45	0	44	166	0	0	44	166	22:45	0	13	81	0	0	13	81
11:00	0	42		0	0	42		23:00	0	16		0	0	16	
11:15	0	46		0	0	46		23:15	0	16		0	0	16	
11:30	0	57		0	0	57		23:30	0	8		0	0	8	
11:45	0	46	191	0	0	46	191	23:45	0	18	58	0	0	18	58
TOTALS		736					**736**	**TOTALS**		1801					**1801**
SPLIT %		100.0%					**29.0%**	**SPLIT %**		100.0%					**71.0%**

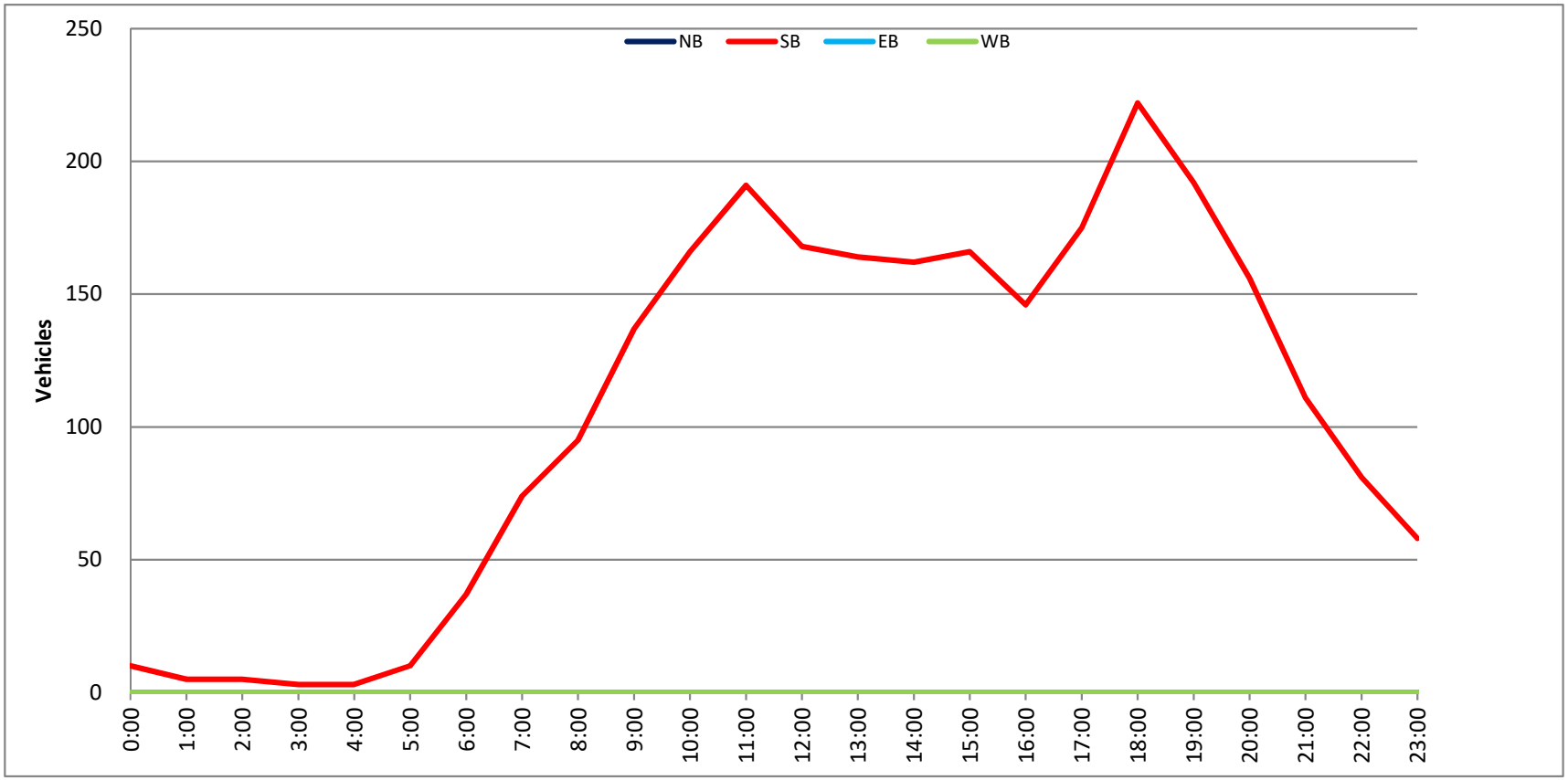
DAILY TOTALS	NB	SB	EB	WB	Total
	0	2,537	0	0	2,537

AM Peak Hour		11:30			**11:30**	**PM Peak Hour**		18:15			**18:15**
AM Pk Volume		199			**199**	**PM Pk Volume**		234			**234**
Pk Hr Factor		0.873			**0.873**	**Pk Hr Factor**		0.900			**0.900**
7 - 9 Volume	0	169	0	0	**169**	**4 - 6 Volume**	0	321	0	0	**321**
7 - 9 Peak Hour		8:00			**8:00**	**4 - 6 Peak Hour**		17:00			**17:00**
7 - 9 Pk Volume	0	95	0	0	**95**	**4 - 6 Pk Volume**	0	175	0	0	**175**
Pk Hr Factor	0.000	0.792	0.000	0.000	**0.792**	**Pk Hr Factor**	0.000	0.911	0.000	0.000	**0.911**

Prepared by NDS/ATD

Project #: CA17_4104_009 **City:** Mission Bay

Location: Fiesta Island Rd S/O Fiesta Island Park **Date:** 4/7/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_009n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_009s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	5	0	5	0	0	0	0	0	0	0	0	29
1:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
2:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
5:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:00	0	12	7	0	2	0	0	0	0	0	0	0	0	21
7:00	1	49	9	0	6	0	0	0	0	0	0	0	0	65
8:00	1	92	24	0	10	0	0	0	0	0	0	0	0	127
9:00	1	144	29	0	3	0	0	0	0	0	0	0	0	177
10:00	2	205	32	1	8	0	0	1	0	0	0	0	0	249
11:00	3	196	29	3	8	1	0	1	0	0	0	0	0	241
12:00 PM	2	259	37	2	12	1	0	0	0	0	0	0	0	313
13:00	3	217	38	0	9	1	0	2	0	0	0	0	0	270
14:00	2	265	40	0	10	0	0	1	0	0	0	0	0	318
15:00	1	240	38	1	14	0	0	2	0	0	0	0	0	296
16:00	1	229	32	0	10	0	0	2	0	0	0	0	0	274
17:00	1	235	33	0	4	0	0	0	0	0	0	0	0	273
18:00	1	245	39	0	11	0	0	0	0	0	0	0	0	296
19:00	0	161	26	0	12	0	0	0	0	0	0	0	0	199
20:00	0	95	29	0	8	0	0	1	0	0	0	0	0	133
21:00	0	119	16	1	8	0	0	1	0	0	0	0	0	145
22:00	0	64	12	0	8	0	0	1	0	0	0	0	0	85
23:00	0	32	8	1	4	0	0	3	0	0	0	0	0	48
Totals	19	2933	489	9	153	3		15						3621
% of Totals	1%	81%	14%	0%	4%	0%		0%						100%

AM Volumes	8	772	141	4	43	1	0	2	0	0	0	0	0	971
% AM	0%	21%	4%	0%	1%	0%		0%						27%
AM Peak Hour	11:00	10:00	10:00	11:00	8:00	11:00		10:00						10:00
Volume	3	205	32	3	10	1		1						249
PM Volumes	11	2161	348	5	110	2	0	13	0	0	0	0	0	2650
% PM	0%	60%	10%	0%	3%	0%		0%						73%
PM Peak Hour	13:00	14:00	14:00	12:00	15:00	12:00		23:00						14:00
Volume	3	265	40	2	14	1		3						318

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	192		5%	583		16%	547		15%	2299		63%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_009

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	5	0	5	0	0	0	0	0	0	0	0	29
1:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
2:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
5:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:00	0	12	7	0	2	0	0	0	0	0	0	0	0	21
7:00	1	49	9	0	6	0	0	0	0	0	0	0	0	65
8:00	1	92	24	0	10	0	0	0	0	0	0	0	0	127
9:00	1	144	29	0	3	0	0	0	0	0	0	0	0	177
10:00	2	205	32	1	8	0	0	1	0	0	0	0	0	249
11:00	3	196	29	3	8	1	0	1	0	0	0	0	0	241
12:00 PM	2	259	37	2	12	1	0	0	0	0	0	0	0	313
13:00	3	217	38	0	9	1	0	2	0	0	0	0	0	270
14:00	2	265	40	0	10	0	0	1	0	0	0	0	0	318
15:00	1	240	38	1	14	0	0	2	0	0	0	0	0	296
16:00	1	229	32	0	10	0	0	2	0	0	0	0	0	274
17:00	1	235	33	0	4	0	0	0	0	0	0	0	0	273
18:00	1	245	39	0	11	0	0	0	0	0	0	0	0	296
19:00	0	161	26	0	12	0	0	0	0	0	0	0	0	199
20:00	0	95	29	0	8	0	0	1	0	0	0	0	0	133
21:00	0	119	16	1	8	0	0	1	0	0	0	0	0	145
22:00	0	64	12	0	8	0	0	1	0	0	0	0	0	85
23:00	0	32	8	1	4	0	0	3	0	0	0	0	0	48
Totals	19	2933	489	9	153	3		15						3621
% of Totals	1%	81%	14%	0%	4%	0%		0%						100%
AM Volumes	8	772	141	4	43	1	0	2	0	0	0	0	0	971
% AM	0%	21%	4%	0%	1%	0%		0%						27%
AM Peak Hour	11:00	10:00	10:00	11:00	8:00	11:00		10:00						10:00
Volume	3	205	32	3	10	1		1						249
PM Volumes	11	2161	348	5	110	2	0	13	0	0	0	0	0	2650
% PM	0%	60%	10%	0%	3%	0%		0%						73%
PM Peak Hour	13:00	14:00	14:00	12:00	15:00	12:00		23:00						14:00
Volume	3	265	40	2	14	1		3						318

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	192		5%	583		16%	547		15%	2299		63%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd S/O Fiesta Island Park

Day: Saturday
Date: 4/8/2017

City: Mission Bay
Project #: CA17_4104_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	3,621	0	0	3,621

AM Period	NB	SB		EB	WB	TOTAL		PM Period	NB	SB		EB	WB	TOTAL	
0:00	0	11		0	0	11		12:00	0	66		0	0	66	
0:15	0	8		0	0	8		12:15	0	77		0	0	77	
0:30	0	4		0	0	4		12:30	0	86		0	0	86	
0:45	0	6	29	0	0	6	29	12:45	0	84	313	0	0	84	313
1:00	0	7		0	0	7		13:00	0	71		0	0	71	
1:15	0	7		0	0	7		13:15	0	69		0	0	69	
1:30	0	4		0	0	4		13:30	0	77		0	0	77	
1:45	0	5	23	0	0	5	23	13:45	0	53	270	0	0	53	270
2:00	0	3		0	0	3		14:00	0	75		0	0	75	
2:15	0	3		0	0	3		14:15	0	74		0	0	74	
2:30	0	4		0	0	4		14:30	0	64		0	0	64	
2:45	0	3	13	0	0	3	13	14:45	0	105	318	0	0	105	318
3:00	0	2		0	0	2		15:00	0	72		0	0	72	
3:15	0	2		0	0	2		15:15	0	69		0	0	69	
3:30	0	0		0	0			15:30	0	77		0	0	77	
3:45	0	1	5	0	0	1	5	15:45	0	78	296	0	0	78	296
4:00	0	1		0	0	1		16:00	0	60		0	0	60	
4:15	0	2		0	0	2		16:15	0	72		0	0	72	
4:30	0	1		0	0	1		16:30	0	76		0	0	76	
4:45	0	7	11	0	0	7	11	16:45	0	66	274	0	0	66	274
5:00	0	3		0	0	3		17:00	0	78		0	0	78	
5:15	0	0		0	0			17:15	0	66		0	0	66	
5:30	0	1		0	0	1		17:30	0	65		0	0	65	
5:45	0	6	10	0	0	6	10	17:45	0	64	273	0	0	64	273
6:00	0	0		0	0			18:00	0	76		0	0	76	
6:15	0	6		0	0	6		18:15	0	70		0	0	70	
6:30	0	10		0	0	10		18:30	0	91		0	0	91	
6:45	0	5	21	0	0	5	21	18:45	0	59	296	0	0	59	296
7:00	0	9		0	0	9		19:00	0	59		0	0	59	
7:15	0	19		0	0	19		19:15	0	43		0	0	43	
7:30	0	20		0	0	20		19:30	0	60		0	0	60	
7:45	0	17	65	0	0	17	65	19:45	0	37	199	0	0	37	199
8:00	0	26		0	0	26		20:00	0	40		0	0	40	
8:15	0	32		0	0	32		20:15	0	27		0	0	27	
8:30	0	24		0	0	24		20:30	0	32		0	0	32	
8:45	0	45	127	0	0	45	127	20:45	0	34	133	0	0	34	133
9:00	0	40		0	0	40		21:00	0	32		0	0	32	
9:15	0	36		0	0	36		21:15	0	30		0	0	30	
9:30	0	53		0	0	53		21:30	0	49		0	0	49	
9:45	0	48	177	0	0	48	177	21:45	0	34	145	0	0	34	145
10:00	0	47		0	0	47		22:00	0	30		0	0	30	
10:15	0	63		0	0	63		22:15	0	19		0	0	19	
10:30	0	67		0	0	67		22:30	0	21		0	0	21	
10:45	0	72	249	0	0	72	249	22:45	0	15	85	0	0	15	85
11:00	0	53		0	0	53		23:00	0	14		0	0	14	
11:15	0	63		0	0	63		23:15	0	11		0	0	11	
11:30	0	64		0	0	64		23:30	0	15		0	0	15	
11:45	0	61	241	0	0	61	241	23:45	0	8	48	0	0	8	48
TOTALS		971				**971**		**TOTALS**		2650				**2650**	
SPLIT %		100.0%				**26.8%**		**SPLIT %**		100.0%				**73.2%**	

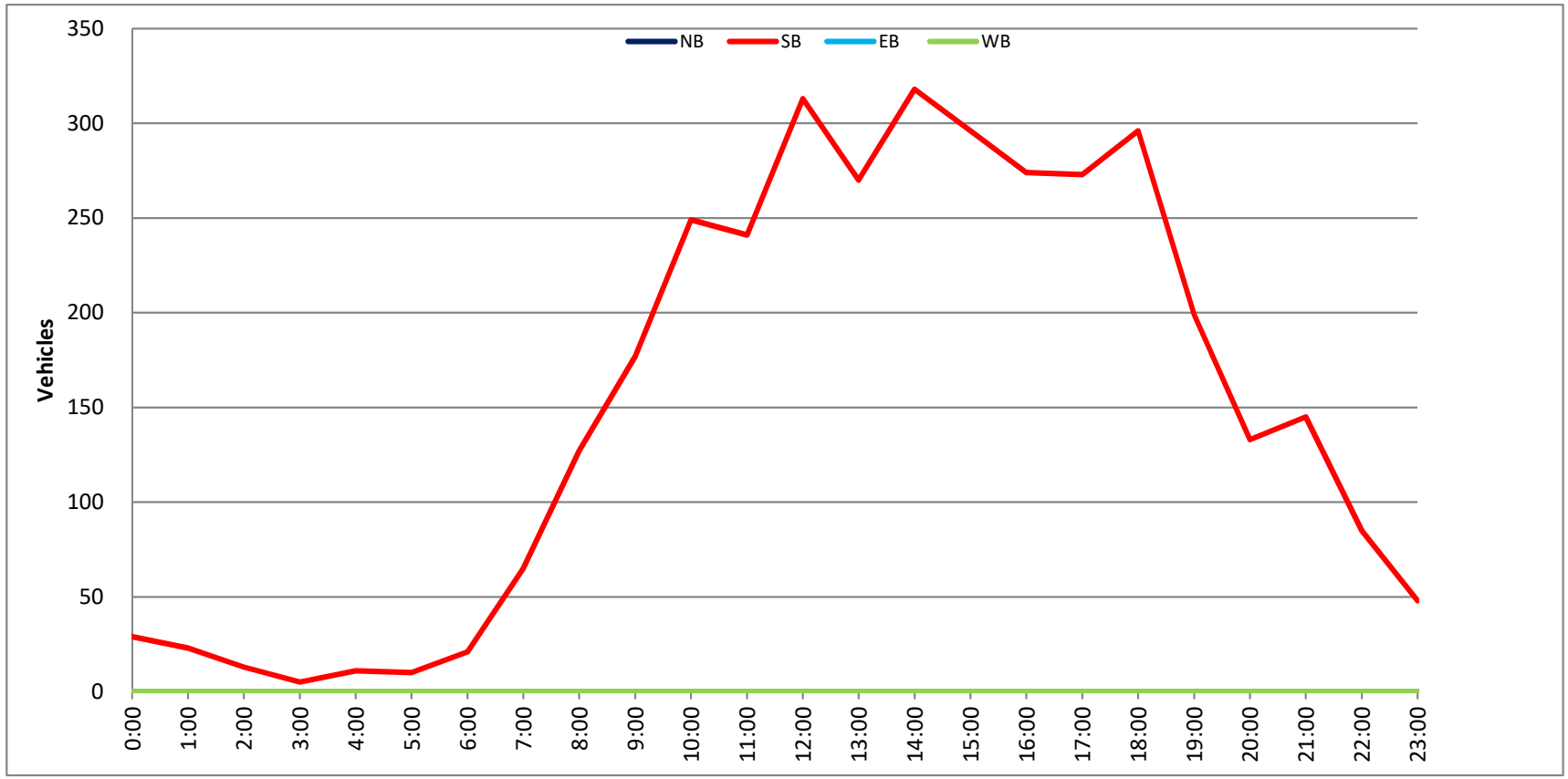
DAILY TOTALS	NB	SB	EB	WB	Total
	0	3,621	0	0	3,621

AM Peak Hour		11:45			**11:45**	**PM Peak Hour**		14:45			**14:45**
AM Pk Volume		290			**290**	**PM Pk Volume**		323			**323**
Pk Hr Factor		0.843			**0.843**	**Pk Hr Factor**		0.769			**0.769**
7 - 9 Volume	0	192	0	0	**192**	**4 - 6 Volume**	0	547	0	0	**547**
7 - 9 Peak Hour		8:00			**8:00**	**4 - 6 Peak Hour**		16:15			**16:15**
7 - 9 Pk Volume	0	127	0	0	**127**	**4 - 6 Pk Volume**	0	292	0	0	**292**
Pk Hr Factor	0.000	0.706	0.000	0.000	**0.706**	**Pk Hr Factor**	0.000	0.936	0.000	0.000	**0.936**

Prepared by NDS/ATD

Project #: CA17_4104_009 **City:** Mission Bay

Location: Fiesta Island Rd S/O Fiesta Island Park **Date:** 4/8/2017



Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_009n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
% of Totals														

AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% AM														
AM Peak Hour														
Volume														
PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% PM														
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	0		#VALUE!	0		#VALUE!	0		#VALUE!	#VALUE!		#VALUE!

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_009s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	27	4	0	5	0	0	1	0	0	0	0	0	37
1:00	0	21	3	0	1	0	0	0	0	0	0	0	0	25
2:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
3:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
5:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00	0	27	7	0	5	1	0	0	0	0	0	0	0	40
7:00	0	54	13	0	9	0	0	0	0	0	0	0	0	76
8:00	0	109	19	0	7	0	0	0	0	0	0	0	0	135
9:00	0	147	29	1	8	1	0	1	0	0	0	0	0	187
10:00	4	214	35	1	9	0	0	1	0	0	0	0	0	264
11:00	8	287	44	1	12	0	0	3	0	0	0	0	0	355
12:00 PM	1	274	51	0	13	0	0	2	0	0	0	0	0	341
13:00	3	271	46	1	10	1	0	1	0	0	0	0	0	333
14:00	1	295	51	0	14	0	0	2	0	0	0	0	0	363
15:00	3	63	10	0	3	0	0	0	0	0	0	0	0	79
16:00	0	172	25	0	6	1	0	1	0	0	0	0	0	205
17:00	1	290	40	1	7	0	0	2	0	0	0	0	0	341
18:00	0	197	41	0	11	1	0	3	0	0	0	0	0	253
19:00	0	171	33	0	6	0	0	2	0	0	0	0	0	212
20:00	0	86	25	0	13	0	0	2	0	0	0	0	0	126
21:00	0	78	17	0	5	0	0	1	0	0	0	0	0	101
22:00	0	29	12	0	10	0	0	1	0	0	0	0	0	52
23:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
Totals	21	2857	516	5	158	5		23						3585
% of Totals	1%	80%	14%	0%	4%	0%		1%						100%
AM Volumes	12	915	162	3	59	2	0	6	0	0	0	0	0	1159
% AM	0%	26%	5%	0%	2%	0%		0%						32%
AM Peak Hour	11:00	11:00	11:00	9:00	11:00	6:00		11:00						11:00
Volume	8	287	44	1	12	1		3						355
PM Volumes	9	1942	354	2	99	3	0	17	0	0	0	0	0	2426
% PM	0%	54%	10%	0%	3%	0%		0%						68%
PM Peak Hour	13:00	14:00	12:00	13:00	14:00	13:00		18:00						14:00
Volume	3	295	51	1	14	1		3						363

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	211		6%	674		19%	546		15%	2154		60%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Fiesta Island Rd S/O Fiesta Island Park

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_009

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	27	4	0	5	0	0	1	0	0	0	0	0	37
1:00	0	21	3	0	1	0	0	0	0	0	0	0	0	25
2:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
3:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
5:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:00	0	27	7	0	5	1	0	0	0	0	0	0	0	40
7:00	0	54	13	0	9	0	0	0	0	0	0	0	0	76
8:00	0	109	19	0	7	0	0	0	0	0	0	0	0	135
9:00	0	147	29	1	8	1	0	1	0	0	0	0	0	187
10:00	4	214	35	1	9	0	0	1	0	0	0	0	0	264
11:00	8	287	44	1	12	0	0	3	0	0	0	0	0	355
12:00 PM	1	274	51	0	13	0	0	2	0	0	0	0	0	341
13:00	3	271	46	1	10	1	0	1	0	0	0	0	0	333
14:00	1	295	51	0	14	0	0	2	0	0	0	0	0	363
15:00	3	63	10	0	3	0	0	0	0	0	0	0	0	79
16:00	0	172	25	0	6	1	0	1	0	0	0	0	0	205
17:00	1	290	40	1	7	0	0	2	0	0	0	0	0	341
18:00	0	197	41	0	11	1	0	3	0	0	0	0	0	253
19:00	0	171	33	0	6	0	0	2	0	0	0	0	0	212
20:00	0	86	25	0	13	0	0	2	0	0	0	0	0	126
21:00	0	78	17	0	5	0	0	1	0	0	0	0	0	101
22:00	0	29	12	0	10	0	0	1	0	0	0	0	0	52
23:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
Totals	21	2857	516	5	158	5		23						3585
% of Totals	1%	80%	14%	0%	4%	0%		1%						100%
AM Volumes	12	915	162	3	59	2	0	6	0	0	0	0	0	1159
% AM	0%	26%	5%	0%	2%	0%		0%						32%
AM Peak Hour	11:00	11:00	11:00	9:00	11:00	6:00		11:00						11:00
Volume	8	287	44	1	12	1		3						355
PM Volumes	9	1942	354	2	99	3	0	17	0	0	0	0	0	2426
% PM	0%	54%	10%	0%	3%	0%		0%						68%
PM Peak Hour	13:00	14:00	12:00	13:00	14:00	13:00		18:00						14:00
Volume	3	295	51	1	14	1		3						363

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	211	↔	6%	674	↔	19%	546	↔	15%	2154	↔	60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Fiesta Island Rd S/O Fiesta Island Park

Day: Sunday
Date: 4/9/2017

City: Mission Bay
Project #: CA17_4104_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	3,585	0	0	3,585

AM Period	NB	SB		EB	WB	TOTAL		PM Period	NB	SB		EB	WB	TOTAL	
0:00	0	10		0	0	10		12:00	0	78		0	0	78	
0:15	0	9		0	0	9		12:15	0	87		0	0	87	
0:30	0	9		0	0	9		12:30	0	85		0	0	85	
0:45	0	9	37	0	0	9	37	12:45	0	91	341	0	0	91	341
1:00	0	10		0	0	10		13:00	0	88		0	0	88	
1:15	0	4		0	0	4		13:15	0	73		0	0	73	
1:30	0	6		0	0	6		13:30	0	88		0	0	88	
1:45	0	5	25	0	0	5	25	13:45	0	84	333	0	0	84	333
2:00	0	2		0	0	2		14:00	0	89		0	0	89	
2:15	0	6		0	0	6		14:15	0	95		0	0	95	
2:30	0	3		0	0	3		14:30	0	93		0	0	93	
2:45	0	2	13	0	0	2	13	14:45	0	86	363	0	0	86	363
3:00	0	0		0	0			15:00	0	79		0	0	79	
3:15	0	5		0	0	5		15:15	0	0		0	0		
3:30	0	6		0	0	6		15:30	0	0		0	0		
3:45	0	2	13	0	0	2	13	15:45	0	0	79	0	0		79
4:00	0	2		0	0	2		16:00	0	0		0	0		
4:15	0	2		0	0	2		16:15	0	38		0	0	38	
4:30	0	1		0	0	1		16:30	0	82		0	0	82	
4:45	0	4	9	0	0	4	9	16:45	0	85	205	0	0	85	205
5:00	0	1		0	0	1		17:00	0	87		0	0	87	
5:15	0	2		0	0	2		17:15	0	86		0	0	86	
5:30	0	2		0	0	2		17:30	0	85		0	0	85	
5:45	0	0	5	0	0		5	17:45	0	83	341	0	0	83	341
6:00	0	8		0	0	8		18:00	0	77		0	0	77	
6:15	0	5		0	0	5		18:15	0	64		0	0	64	
6:30	0	13		0	0	13		18:30	0	63		0	0	63	
6:45	0	14	40	0	0	14	40	18:45	0	49	253	0	0	49	253
7:00	0	18		0	0	18		19:00	0	60		0	0	60	
7:15	0	20		0	0	20		19:15	0	65		0	0	65	
7:30	0	19		0	0	19		19:30	0	40		0	0	40	
7:45	0	19	76	0	0	19	76	19:45	0	47	212	0	0	47	212
8:00	0	34		0	0	34		20:00	0	37		0	0	37	
8:15	0	26		0	0	26		20:15	0	27		0	0	27	
8:30	0	38		0	0	38		20:30	0	38		0	0	38	
8:45	0	37	135	0	0	37	135	20:45	0	24	126	0	0	24	126
9:00	0	37		0	0	37		21:00	0	28		0	0	28	
9:15	0	37		0	0	37		21:15	0	38		0	0	38	
9:30	0	63		0	0	63		21:30	0	19		0	0	19	
9:45	0	50	187	0	0	50	187	21:45	0	16	101	0	0	16	101
10:00	0	55		0	0	55		22:00	0	29		0	0	29	
10:15	0	64		0	0	64		22:15	0	12		0	0	12	
10:30	0	77		0	0	77		22:30	0	6		0	0	6	
10:45	0	68	264	0	0	68	264	22:45	0	5	52	0	0	5	52
11:00	0	76		0	0	76		23:00	0	6		0	0	6	
11:15	0	88		0	0	88		23:15	0	0		0	0		
11:30	0	108		0	0	108		23:30	0	9		0	0	9	
11:45	0	83	355	0	0	83	355	23:45	0	5	20	0	0	5	20
TOTALS		1159				**1159**		**TOTALS**		2426				**2426**	
SPLIT %		100.0%				**32.3%**		**SPLIT %**		100.0%				**67.7%**	

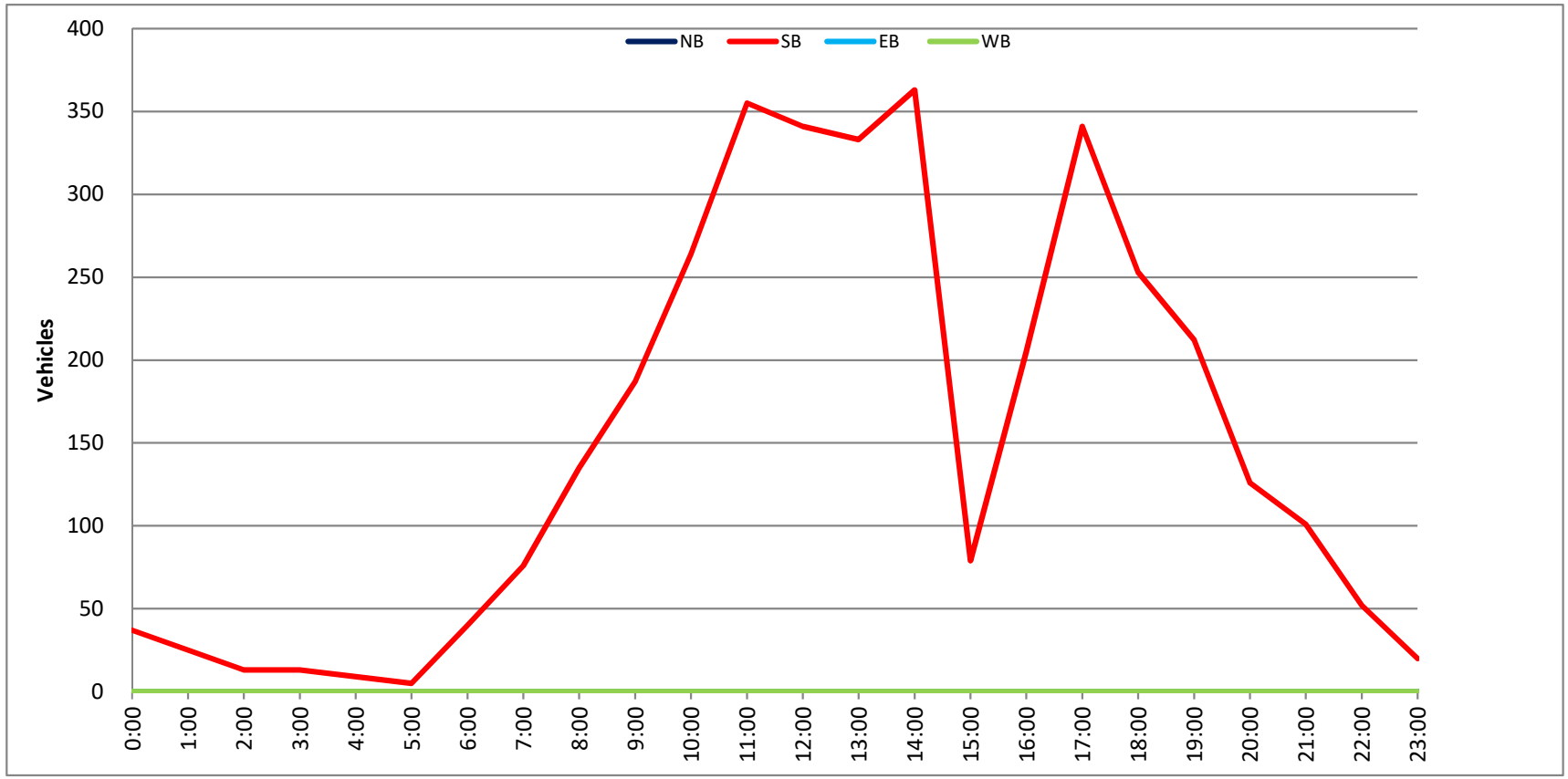
DAILY TOTALS	NB	SB	EB	WB	Total
	0	3,585	0	0	3,585

AM Peak Hour		11:15			**11:15**	**PM Peak Hour**		14:00			**14:00**
AM Pk Volume		357			**357**	**PM Pk Volume**		363			**363**
Pk Hr Factor		0.826			**0.826**	**Pk Hr Factor**		0.955			**0.955**
7 - 9 Volume	0	211	0	0	**211**	**4 - 6 Volume**	0	546	0	0	**546**
7 - 9 Peak Hour		8:00			**8:00**	**4 - 6 Peak Hour**		16:45			**16:45**
7 - 9 Pk Volume	0	135	0	0	**135**	**4 - 6 Pk Volume**	0	343	0	0	**343**
Pk Hr Factor	0.000	0.888	0.000	0.000	**0.888**	**Pk Hr Factor**	0.000	0.986	0.000	0.000	**0.986**

Prepared by NDS/ATD

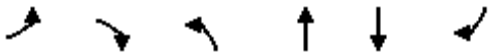
Project #: CA17_4104_009 **City:** Mission Bay

Location: Fiesta Island Rd S/O Fiesta Island Park **Date:** 4/9/2017



APPENDIX E

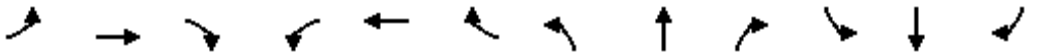
EXISTING CONDITIONS LOS WORKSHEETS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	69	100	324	118	31
Future Volume (Veh/h)	26	69	100	324	118	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	30	78	127	410	136	36
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	874	210	200			
vC1, stage 1 conf vol	182					
vC2, stage 2 conf vol	692					
vCu, unblocked vol	874	210	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	90	91			
cM capacity (veh/h)	365	788	1339			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	108	127	410	172
Volume Left	30	127	0	0
Volume Right	78	0	0	36
cSH	596	1339	1700	1700
Volume to Capacity	0.18	0.09	0.24	0.10
Queue Length 95th (ft)	16	8	0	0
Control Delay (s)	12.4	8.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.4	1.9		0.0
Approach LOS	B			

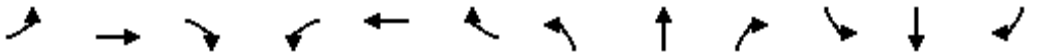
Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	36	75	24	104	91	173	1086	64	148	650	171
Future Volume (vph)	62	36	75	24	104	91	173	1086	64	148	650	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.4
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Peak-hour factor, PHF	0.83	0.83	0.83	0.63	0.63	0.63	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	75	43	90	38	165	144	186	1168	69	157	691	182
RTOR Reduction (vph)	0	0	72	0	0	119	0	4	0	0	0	89
Lane Group Flow (vph)	75	43	18	38	165	25	186	1233	0	157	691	93
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	5.0	15.6	15.6	3.0	13.2	13.2	5.1	33.3		5.1	34.1	43.6
Effective Green, g (s)	5.0	15.6	15.6	3.0	13.2	13.2	5.1	33.3		5.1	34.1	39.1
Actuated g/C Ratio	0.07	0.20	0.20	0.04	0.17	0.17	0.07	0.44		0.07	0.45	0.51
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.4
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	2.0
Lane Grp Cap (vph)	232	356	302	65	301	256	214	1633		110	1478	866
v/s Ratio Prot	0.02	0.02		c0.02	c0.09		0.06	c0.33		c0.10	0.21	0.06
v/s Ratio Perm			0.01			0.02						
v/c Ratio	0.32	0.12	0.06	0.58	0.55	0.10	0.87	0.76		1.43	0.47	0.11
Uniform Delay, d1	34.0	24.7	24.4	36.0	28.8	26.5	35.2	18.0		35.6	14.7	9.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.1	8.4	1.1	0.1	28.2	3.3		236.7	1.1	0.0
Delay (s)	34.3	24.9	24.5	44.3	29.9	26.6	63.5	21.3		272.2	15.8	9.6
Level of Service	C	C	C	D	C	C	E	C		F	B	A
Approach Delay (s)		28.1			30.1			26.8			53.8	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	76.2	Sum of lost time (s)	19.6
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

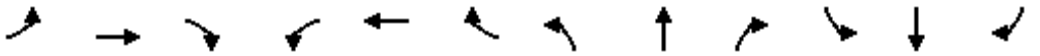
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1139	78	345	310	0	0	0	0	277	0	660
Future Volume (vph)	0	1139	78	345	310	0	0	0	0	277	0	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1720	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1720	3433	3657					1829		1636
Peak-hour factor, PHF	0.91	0.91	0.91	0.87	0.87	0.87	0.25	0.25	0.25	0.89	0.89	0.89
Adj. Flow (vph)	0	1252	86	397	356	0	0	0	0	311	0	742
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1252	35	397	356	0	0	0	0	311	0	742
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		2		1	6					4		
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		30.8	30.8	12.1	47.6					17.9		75.0
Effective Green, g (s)		30.8	30.8	12.1	47.6					17.9		75.0
Actuated g/C Ratio		0.41	0.41	0.16	0.63					0.24		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1453	706	553	2320					436		1636
v/s Ratio Prot		c0.35		c0.12	0.10					c0.17		
v/s Ratio Perm			0.02									0.45
v/c Ratio		0.86	0.05	0.72	0.15					0.71		0.45
Uniform Delay, d1		20.2	13.3	29.8	5.5					26.2		0.0
Progression Factor		1.00	1.00	1.05	1.06					1.00		1.00
Incremental Delay, d2		6.9	0.1	2.6	0.1					5.5		0.9
Delay (s)		27.1	13.4	33.8	6.0					31.7		0.9
Level of Service		C	B	C	A					C		A
Approach Delay (s)		26.2			20.7			0.0			10.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	858	563	0	0	492	332	172	5	348	0	0	0
Future Volume (vph)	858	563	0	0	492	332	172	5	348	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3547			1895	1662			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3547			1895	1662			
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.25	0.25	0.25
Adj. Flow (vph)	923	605	0	0	566	382	195	6	395	0	0	0
RTOR Reduction (vph)	0	0	0	0	152	0	0	0	331	0	0	0
Lane Group Flow (vph)	923	605	0	0	796	0	0	201	64	0	0	0
Confl. Bikes (#/hr)									2			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	22.7	55.0			27.6			9.0	9.0			
Effective Green, g (s)	22.7	55.0			27.6			9.0	9.0			
Actuated g/C Ratio	0.30	0.73			0.37			0.12	0.12			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1039	2595			1305			227	199			
v/s Ratio Prot	c0.27	0.17			c0.22							
v/s Ratio Perm								0.11	0.04			
v/c Ratio	0.89	0.23			0.61			0.89	0.32			
Uniform Delay, d1	24.9	3.2			19.3			32.5	30.2			
Progression Factor	1.31	1.29			1.00			1.00	1.00			
Incremental Delay, d2	5.6	0.1			2.1			36.1	4.2			
Delay (s)	38.4	4.3			21.4			68.6	34.4			
Level of Service	D	A			C			E	C			
Approach Delay (s)		24.9			21.4			46.0			0.0	
Approach LOS		C			C			D			A	

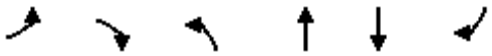
Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	251	129	1203	367	139	625
Future Volume (vph)	251	129	1203	367	139	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3306	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3306	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.90	0.90	0.88	0.88	0.91	0.91
Adj. Flow (vph)	279	143	1367	417	153	687
RTOR Reduction (vph)	5	110	0	74	0	0
Lane Group Flow (vph)	288	19	1367	343	153	687
Confl. Peds. (#/hr)		3		1		
Confl. Bikes (#/hr)		2		2		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	11.2	11.2	36.3	53.7	13.2	54.7
Effective Green, g (s)	11.2	11.2	36.3	53.7	13.2	54.7
Actuated g/C Ratio	0.14	0.14	0.47	0.69	0.17	0.71
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	477	215	1657	1096	545	2497
v/s Ratio Prot	c0.09	0.01	c0.39	0.22	0.05	c0.19
v/s Ratio Perm						
v/c Ratio	0.60	0.09	0.82	0.31	0.28	0.28
Uniform Delay, d1	31.1	28.7	17.8	4.7	28.0	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.1	4.8	0.1	1.3	0.3
Delay (s)	32.5	28.8	22.7	4.7	29.3	4.4
Level of Service	C	C	C	A	C	A
Approach Delay (s)	31.4		18.5			9.0
Approach LOS	C		B			A

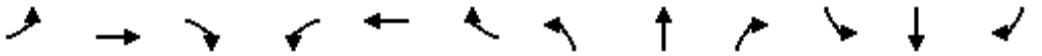
Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	16.8
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	151	178	221	452	52
Future Volume (Veh/h)	44	151	178	221	452	52
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.89	0.89	0.98	0.98
Hourly flow rate (vph)	53	182	200	248	461	53
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1216	568	554			
vC1, stage 1 conf vol	528					
vC2, stage 2 conf vol	688					
vCu, unblocked vol	1216	568	554			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	62	80			
cM capacity (veh/h)	272	485	981			

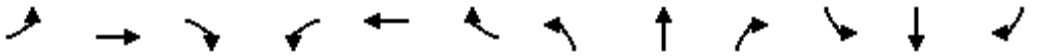
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	235	200	248	514
Volume Left	53	200	0	0
Volume Right	182	0	0	53
cSH	412	981	1700	1700
Volume to Capacity	0.57	0.20	0.15	0.30
Queue Length 95th (ft)	86	19	0	0
Control Delay (s)	24.7	9.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	24.7	4.3		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	163	253	80	71	156	155	1090	140	139	1121	171
Future Volume (vph)	192	163	253	80	71	156	155	1090	140	139	1121	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1456	1652	1739	1458	3204	3702		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1456	1652	1739	1458	3204	3702		1652	3303	1689
Peak-hour factor, PHF	0.89	0.89	0.89	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	216	183	284	98	87	190	167	1172	151	145	1168	178
RTOR Reduction (vph)	0	0	122	0	0	113	0	10	0	0	0	77
Lane Group Flow (vph)	216	183	162	98	87	77	167	1313	0	145	1168	101
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	14.4	14.4	5.1	14.0	14.0	5.1	33.4		5.1	34.2	43.8
Effective Green, g (s)	5.1	14.4	14.4	5.1	14.0	14.0	5.1	33.4		5.1	34.2	43.8
Actuated g/C Ratio	0.07	0.19	0.19	0.07	0.18	0.18	0.07	0.43		0.07	0.44	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	234	324	271	109	315	264	211	1601		109	1463	958
v/s Ratio Prot	c0.06	0.11		0.06	0.05		0.05	c0.35		c0.09	0.35	0.06
v/s Ratio Perm			c0.11			0.05						
v/c Ratio	0.92	0.56	0.60	0.90	0.28	0.29	0.79	0.82		1.33	0.80	0.11
Uniform Delay, d1	35.9	28.6	28.7	35.8	27.2	27.3	35.5	19.3		36.1	18.5	7.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	37.8	2.3	3.5	53.9	0.2	0.2	17.0	4.8		198.4	4.6	0.0
Delay (s)	73.6	30.8	32.3	89.7	27.4	27.5	52.5	24.1		234.5	23.2	7.7
Level of Service	E	C	C	F	C	C	D	C		F	C	A
Approach Delay (s)		45.0			43.8			27.3			41.9	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	77.2	Sum of lost time (s)	19.6
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1095	334	258	491	0	0	0	0	176	0	952
Future Volume (vph)	0	1095	334	258	491	0	0	0	0	176	0	952
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.98	0.98	0.98	0.89	0.89	0.89	0.25	0.25	0.25	0.97	0.97	0.97
Adj. Flow (vph)	0	1117	341	290	552	0	0	0	0	181	0	981
RTOR Reduction (vph)	0	0	144	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1117	197	290	552	0	0	0	0	181	0	981
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		57.9	57.9	12.8	75.4					15.1		100.0
Effective Green, g (s)		57.9	57.9	12.8	75.4					15.1		100.0
Actuated g/C Ratio		0.58	0.58	0.13	0.75					0.15		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		2049	1008	439	2757					276		1636
v/s Ratio Prot		0.32		0.08	0.15							
v/s Ratio Perm			0.11							0.10		c0.60
v/c Ratio		0.55	0.20	0.66	0.20					0.66		0.60
Uniform Delay, d1		12.9	10.0	41.5	3.6					40.0		0.0
Progression Factor		1.00	1.00	0.89	1.15					1.00		1.00
Incremental Delay, d2		1.0	0.4	2.1	0.1					5.5		1.6
Delay (s)		14.0	10.4	39.0	4.2					45.5		1.6
Level of Service		B	B	D	A					D		A
Approach Delay (s)		13.2			16.2			0.0			8.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	819	456	0	0	504	361	238	3	470	0	0	0
Future Volume (vph)	819	456	0	0	504	361	238	3	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3515			1893	1658			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3515			1893	1658			
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.91	0.91	0.91	0.25	0.25	0.25
Adj. Flow (vph)	853	475	0	0	554	397	262	3	516	0	0	0
RTOR Reduction (vph)	0	0	0	0	123	0	0	0	388	0	0	0
Lane Group Flow (vph)	853	475	0	0	828	0	0	265	128	0	0	0
Confl. Peds. (#/hr)						3			3			
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	28.4	72.0			38.9			17.0	17.0			
Effective Green, g (s)	28.4	72.0			38.9			17.0	17.0			
Actuated g/C Ratio	0.28	0.72			0.39			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	974	2548			1367			321	281			
v/s Ratio Prot	c0.25	0.13			c0.24							
v/s Ratio Perm								0.14	0.08			
v/c Ratio	0.88	0.19			0.61			0.83	0.46			
Uniform Delay, d1	34.1	4.5			24.4			40.1	37.3			
Progression Factor	1.53	0.76			1.00			1.00	1.00			
Incremental Delay, d2	7.6	0.1			2.0			20.9	5.3			
Delay (s)	59.8	3.6			26.4			61.0	42.6			
Level of Service	E	A			C			E	D			
Approach Delay (s)		39.7			26.4			48.9			0.0	
Approach LOS		D			C			D			A	

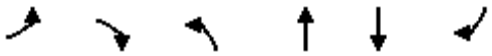
Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	429	153	1217	942	350	1102
Future Volume (vph)	429	153	1217	942	350	1102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3312	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3312	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.80	0.80	0.96	0.96	0.95	0.95
Adj. Flow (vph)	536	191	1268	981	368	1160
RTOR Reduction (vph)	3	127	0	7	0	0
Lane Group Flow (vph)	552	45	1268	974	368	1160
Confl. Bikes (#/hr)		4		4		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	23.6	23.6	36.6	66.4	13.3	55.1
Effective Green, g (s)	23.6	23.6	36.6	66.4	13.3	55.1
Actuated g/C Ratio	0.26	0.26	0.41	0.74	0.15	0.61
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	865	389	1434	1164	471	2159
v/s Ratio Prot	0.17	0.03	0.36	c0.62	c0.11	0.33
v/s Ratio Perm						
v/c Ratio	0.64	0.12	0.88	0.84	0.78	0.54
Uniform Delay, d1	29.6	25.4	24.9	8.2	37.1	10.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.0	8.3	5.2	12.2	1.0
Delay (s)	30.7	25.4	33.2	13.4	49.3	11.2
Level of Service	C	C	C	B	D	B
Approach Delay (s)	29.5		24.5			20.3
Approach LOS	C		C			C

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.3	Sum of lost time (s)	16.8
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

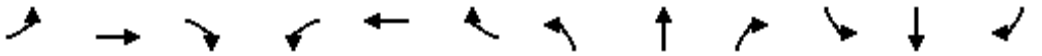
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	230	244	222	228	56
Future Volume (Veh/h)	74	230	244	222	228	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	86	267	265	241	296	73
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1196	424	415			
vC1, stage 1 conf vol	378					
vC2, stage 2 conf vol	817					
vCu, unblocked vol	1196	424	415			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	54	76			
cM capacity (veh/h)	248	578	1098			

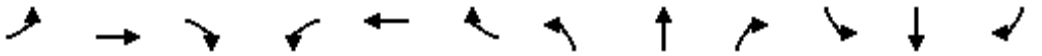
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	353	265	241	369
Volume Left	86	265	0	0
Volume Right	267	0	0	73
cSH	436	1098	1700	1700
Volume to Capacity	0.81	0.24	0.14	0.22
Queue Length 95th (ft)	186	24	0	0
Control Delay (s)	39.9	9.3	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	39.9	4.9		0.0
Approach LOS	E			

Intersection Summary			
Average Delay	13.5		
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	38	172	61	37	106	146	877	43	88	1221	260
Future Volume (vph)	235	38	172	61	37	106	146	877	43	88	1221	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1457	1652	1739	1456	3204	3740		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1457	1652	1739	1456	3204	3740		1652	3303	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Adj. Flow (vph)	242	39	177	65	39	113	152	914	45	97	1342	286
RTOR Reduction (vph)	0	0	141	0	0	103	0	3	0	0	0	105
Lane Group Flow (vph)	242	39	36	65	39	10	152	956	0	97	1342	181
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.4	8.1	8.1	3.9	6.2	6.2	5.1	33.4		5.1	34.2	44.1
Effective Green, g (s)	5.4	8.1	8.1	3.9	6.2	6.2	5.1	33.4		5.1	34.2	44.1
Actuated g/C Ratio	0.08	0.12	0.12	0.06	0.09	0.09	0.07	0.48		0.07	0.49	0.63
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	274	202	169	92	154	129	234	1792		120	1620	1068
v/s Ratio Prot	c0.07	0.02		0.04	0.02		0.05	0.26		c0.06	c0.41	0.11
v/s Ratio Perm			c0.02			0.01						
v/c Ratio	0.88	0.19	0.21	0.71	0.25	0.08	0.65	0.53		0.81	0.83	0.17
Uniform Delay, d1	31.8	27.8	27.9	32.3	29.6	29.1	31.4	12.7		31.8	15.2	5.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	26.0	0.5	0.6	18.2	0.3	0.1	4.6	1.1		30.0	5.0	0.0
Delay (s)	57.9	28.3	28.5	50.6	29.9	29.2	36.0	13.8		61.8	20.3	5.3
Level of Service	E	C	C	D	C	C	D	B		E	C	A
Approach Delay (s)		44.0			35.7			16.9			20.1	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	69.7	Sum of lost time (s)	19.6
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	951	265	295	532	0	0	0	0	211	0	1071
Future Volume (vph)	0	951	265	295	532	0	0	0	0	211	0	1071
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.25	0.25	0.25	0.94	0.94	0.94
Adj. Flow (vph)	0	980	273	304	548	0	0	0	0	224	0	1139
RTOR Reduction (vph)	0	0	122	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	980	151	304	548	0	0	0	0	224	0	1139
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		55.3	55.3	13.2	73.2					17.3		100.0
Effective Green, g (s)		55.3	55.3	13.2	73.2					17.3		100.0
Actuated g/C Ratio		0.55	0.55	0.13	0.73					0.17		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1957	963	453	2676					316		1636
v/s Ratio Prot		0.28		0.09	0.15							
v/s Ratio Perm			0.09							0.12		c0.70
v/c Ratio		0.50	0.16	0.67	0.20					0.71		0.70
Uniform Delay, d1		13.8	10.9	41.3	4.2					39.0		0.0
Progression Factor		1.00	1.00	0.83	1.47					1.00		1.00
Incremental Delay, d2		0.9	0.3	1.7	0.1					7.1		2.5
Delay (s)		14.7	11.3	36.2	6.3					46.1		2.5
Level of Service		B	B	D	A					D		A
Approach Delay (s)		14.0			17.0			0.0			9.6	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	752	419	0	0	445	352	353	0	323	0	0	0
Future Volume (vph)	752	419	0	0	445	352	353	0	323	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3497			1888	1659			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3497			1888	1659			
Peak-hour factor, PHF	0.93	0.93	0.93	0.97	0.97	0.97	0.94	0.94	0.94	0.25	0.25	0.25
Adj. Flow (vph)	809	451	0	0	459	363	376	0	344	0	0	0
RTOR Reduction (vph)	0	0	0	0	134	0	0	0	286	0	0	0
Lane Group Flow (vph)	809	451	0	0	688	0	0	376	58	0	0	0
Confl. Peds. (#/hr)						3			1			
Confl. Bikes (#/hr)						4			3			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	27.5	72.0			39.8			17.0	17.0			
Effective Green, g (s)	27.5	72.0			39.8			17.0	17.0			
Actuated g/C Ratio	0.28	0.72			0.40			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	944	2548			1391			320	282			
v/s Ratio Prot	c0.24	0.13			c0.20							
v/s Ratio Perm								0.20	0.04			
v/c Ratio	0.86	0.18			0.49			1.18	0.21			
Uniform Delay, d1	34.4	4.5			22.6			41.5	35.7			
Progression Factor	1.49	0.76			1.00			1.00	1.00			
Incremental Delay, d2	6.7	0.1			1.3			106.6	1.7			
Delay (s)	57.8	3.5			23.8			148.1	37.4			
Level of Service	E	A			C			F	D			
Approach Delay (s)		38.4			23.8			95.2			0.0	
Approach LOS		D			C			F			A	

Intersection Summary			
HCM 2000 Control Delay	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	274	107	974	282	197	1267
Future Volume (vph)	274	107	974	282	197	1267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3310	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3310	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.86	0.86	0.97	0.97	0.87	0.87
Adj. Flow (vph)	319	124	1004	291	226	1456
RTOR Reduction (vph)	3	95	0	34	0	0
Lane Group Flow (vph)	328	17	1004	257	226	1456
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		8				
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	12.2	12.2	36.3	54.7	13.2	54.7
Effective Green, g (s)	12.2	12.2	36.3	54.7	13.2	54.7
Actuated g/C Ratio	0.16	0.16	0.46	0.70	0.17	0.70
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	514	231	1636	1103	538	2466
v/s Ratio Prot	c0.10	0.01	0.28	0.16	0.07	c0.41
v/s Ratio Perm						
v/c Ratio	0.64	0.08	0.61	0.23	0.42	0.59
Uniform Delay, d1	31.1	28.3	15.8	4.3	29.2	6.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.1	1.7	0.0	2.4	1.0
Delay (s)	33.0	28.4	17.6	4.3	31.6	7.2
Level of Service	C	C	B	A	C	A
Approach Delay (s)	31.8		14.6			10.5
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	16.8
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX F

PEQE ANALYSIS WORKSHEETS

Summary of Results

	Intersection	Score	Ranking
1	Fiesta Island & E. Mission Bay Drive	4	Medium
2	E.Mission Bay Drive & Sea World Drive	5	Medium
3	Sea World Drive & Friars Road	3	Low
4	San Diego Freeway Ramp (I-5N)	4	Medium
5	San Diego Freeway Ramp (I-5S)	4	Medium

PEQE Intersection Analysis Data (up to 8 points)

Intersection: **Fiesta Island & E. Mission Bay Drive**

Physical Features	Points	Intersection Conditions	Intersection Score
• Crosswalks	1	X	
• Raised Crosswalks	1		
• Advanced Stop Bar	1		
• Bulbout / Curb Extension	1		
		Physical Features Score	1
Operational Features			
• Pedestrian Countdown Signal	1		
• Pedestrian Lead Interval	1		
• No-Turn on Red/Signal	1		
• Additional Signage	1		
		Operational Features Score	0
ADA Curb Ramps			
• Meets Standard Requirements	2	X	2
		ADA Curb Ramp Score	2
Traffic Control			
• Traffic Signal	2		
• Roundabout	1		
• Stop Sign	1	X	1
		Traffic Control Score	1
TOTAL			**4**

Final Pedestrian Ranking Scores

<4 points = Low

4-6 points = Medium

>6 points = High

PEQE Intersection Analysis Data (up to 8 points) Intersection: E.Mission Bay Drive & Sea World Drive			
Physical Features	**Points**	**Intersection Conditions**	**Intersection Score**
• Crosswalks	1	X	
• Raised Crosswalks	1		
• Advanced Stop Bar	1		
• Bulbout / Curb Extension	1		
		Physical Features Score	1
Operational Features			
• Pedestrian Countdown Signal	1		
• Pedestrian Lead Interval	1		
• No-Turn on Red/Signal	1		
• Additional Signage	1		
		Operational Features Score	0
ADA Curb Ramps			
• Meets Standard Requirements	2	X	2
		ADA Curb Ramp Score	2
Traffic Control			
• Traffic Signal	2	X	2
• Roundabout	1		
• Stop Sign	1		
		Traffic Control Score	2
TOTAL			**5**

Final Pedestrian Ranking Scores
<4 points = Low
4-6 points = Medium
>6 points = High

PEQE Intersection Analysis Data (up to 8 points)

Intersection: **Sea World Drive & Friars Road**

Physical Features	Points	Intersection Conditions	Intersection Score
• Crosswalks	1	X	
• Raised Crosswalks	1		
• Advanced Stop Bar	1		
• Bulbout / Curb Extension	1		
		Physical Features Score	1
Operational Features			
• Pedestrian Countdown Signal	1		
• Pedestrian Lead Interval	1		
• No-Turn on Red/Signal	1		
• Additional Signage	1		
		Operational Features Score	0
ADA Curb Ramps			
• Meets Standard Requirements	2		
		ADA Curb Ramp Score	0
Traffic Control			
• Traffic Signal	2	X	2
• Roundabout	1		
• Stop Sign	1		
		Traffic Control Score	2
TOTAL			**3**

Final Pedestrian Ranking Scores

<4 points = Low

4-6 points = Medium

>6 points = High

PEQE Intersection Analysis Data (up to 8 points)

Intersection: San Diego Freeway Ramp (I-5N)

Physical Features	Points	Intersection Conditions	Intersection Score
• Crosswalks	1	X	
• Raised Crosswalks	1		
• Advanced Stop Bar	1		
• Bulbout / Curb Extension	1		
		Physical Features Score	1
Operational Features			
• Pedestrian Countdown Signal	1		
• Pedestrian Lead Interval	1		
• No-Turn on Red/Signal	1		
• Additional Signage	1	X	1
		Operational Features Score	1
ADA Curb Ramps			
• Meets Standard Requirements	2		
		ADA Curb Ramp Score	0
Traffic Control			
• Traffic Signal	2	X	2
• Roundabout	1		
• Stop Sign	1		
		Traffic Control Score	2
TOTAL			**4**

Final Pedestrian Ranking Scores

<4 points = Low

4-6 points = Medium

>6 points = High

PEQE Intersection Analysis Data (up to 8 points)

Intersection: San Diego Freeway Ramp (I-5S)

Physical Features	Points	Intersection Conditions	Intersection Score
• Crosswalks	1	X	
• Raised Crosswalks	1		
• Advanced Stop Bar	1		
• Bulbout / Curb Extension	1		
		Physical Features Score	1
Operational Features			
• Pedestrian Countdown Signal	1		
• Pedestrian Lead Interval	1		
• No-Turn on Red/Signal	1	X	1
• Additional Signage	1	X	1
		Operational Features Score	1
ADA Curb Ramps			
• Meets Standard Requirements	2		
		ADA Curb Ramp Score	0
Traffic Control			
• Traffic Signal	2	X	2
• Roundabout	1		
• Stop Sign	1		
		Traffic Control Score	2
TOTAL			**4**

Final Pedestrian Ranking Scores

<4 points = Low

4-6 points = Medium

>6 points = High

Summary of Results

Segment			Score	Ranking
#	Street	Between		
1	E Mission Bay Dr	E Mission Bay and Sea World Dr	5	Medium
2	Pacific Hwy	Sea World Dr and Pacific Hwy	0	Low
3	Sea World Dr	E Mission Bay Dr and Friars Rd	3	Low
4	Friars Rd	Sea World Dr and Friars Rd	0	Low
5	Sea World Dr	Friars Rd and S Shores Rd	2	Low
6	Sea World Dr	I-5 NB and I-5 SB Ramps	4	Medium

PEQE Roadway Segment Analysis Data (up to 8 points)			
Segment E Mission Bay Dr **between** E Mission Bay and Sea World Dr			
Horizontal Buffer - Distance from edge of travel way to edge of pedestrian walkway/clear pedestrian zone	**Points**	**Existing Conditions**	**Segment Score**
<6 feet	0		
6-14 feet	1		
>14 feet	2	X	
		Horizontal Buffer Score	2
Lighting			
Below Standards	0	X	
Meets Standards	1		
Exceeds Standards	2		
Lighting Score			0
Clear Pedestrian Zone			
Without Obstructions	2	X	
With Obstructions	0		
Clear Pedestrian Zone Score			2
Posted Speed Limit			
< 30 mph	2		
30-40 mph	1	X	
>40 mph	0		
		Posted Speed Limit Score	1
TOTAL			**5**

PEQE Roadway Segment Analysis Data (up to 8 points)			
Segment **Pacific Highway** **between** **East of Sea World Dr**			
Horizontal Buffer - Distance from edge of travel way to edge of pedestrian walkway/clear pedestrian zone	**Points**	**Existing Conditions**	**Segment Score**
<6 feet	0	X	
6-14 feet	1		
>14 feet	2		
		Horizontal Buffer Score	0
Lighting			
Below Standards	0	X	
Meets Standards	1		
Exceeds Standards	2		
Lighting Score			0
Clear Pedestrian Zone			
Without Obstructions	2		
With Obstructions	0	X	
Clear Pedestrian Zone Score			0
Posted Speed Limit			
< 30 mph	2		
30-40 mph	1		
>40 mph	0	X	
		Posted Speed Limit Score	0
TOTAL			**0**

PEQE Roadway Segment Analysis Data (up to 8 points)			
Segment **Sea World Dr** **between** **E Mission Bay Dr and Friars Rd**			
Horizontal Buffer - Distance from edge of travel way to edge of pedestrian walkway/clear pedestrian zone	**Points**	**Existing Conditions**	**Segment Score**
<6 feet	0	X	
6-14 feet	1		
>14 feet	2		
		Horizontal Buffer Score	0
Lighting			
Below Standards	0	X	
Meets Standards	1		
Exceeds Standards	2		
Lighting Score			0
Clear Pedestrian Zone			
Without Obstructions	2	X	
With Obstructions	0		
Clear Pedestrian Zone Score			2
Posted Speed Limit			
< 30 mph	2		
30-40 mph	1	X	
>40 mph	0		
		Posted Speed Limit Score	1
TOTAL			**3**

PEQE Roadway Segment Analysis Data (up to 8 points)			
Segment **Friars Rd** **between** **Sea World Dr and Friars Rd**			
Horizontal Buffer - Distance from edge of travel way to edge of pedestrian walkway/clear pedestrian zone	**Points**	**Existing Conditions**	**Segment Score**
<6 feet	0	X	
6-14 feet	1		
>14 feet	2		
		Horizontal Buffer Score	0
Lighting			
Below Standards	0	X	
Meets Standards	1		
Exceeds Standards	2		
Lighting Score			0
Clear Pedestrian Zone			
Without Obstructions	2		
With Obstructions	0	X	
Clear Pedestrian Zone Score			0
Posted Speed Limit			
< 30 mph	2		
30-40 mph	1		
>40 mph	0	X	
		Posted Speed Limit Score	0
TOTAL			**0**

PEQE Roadway Segment Analysis Data (up to 8 points)			
Segment **Sea World Dr** **between** **Friars Rd and S Shores Rd**			
Horizontal Buffer - Distance from edge of travel way to edge of pedestrian walkway/clear pedestrian zone	**Points**	**Existing Conditions**	**Segment Score**
<6 feet	0	X	
6-14 feet	1		
>14 feet	2		
		Horizontal Buffer Score	0
Lighting			
Below Standards	0	X	
Meets Standards	1		
Exceeds Standards	2		
Lighting Score			0
Clear Pedestrian Zone			
Without Obstructions	2	X	
With Obstructions	0		
Clear Pedestrian Zone Score			2
Posted Speed Limit			
< 30 mph	2		
30-40 mph	1		
>40 mph	0	X	
		Posted Speed Limit Score	0
TOTAL			**2**

PEQI Roadway Segment Analysis Data (up to 8 points)			
Segment **Sea World Dr** **between** **I-5 NB and I-5 SB Ramps**			
Horizontal Buffer - Distance from edge of travel way to edge of pedestrian walkway/clear pedestrian zone	**Points**	**Existing Conditions**	**Segment Score**
<6 feet	0	X	
6-14 feet	1		
>14 feet	2		
		Horizontal Buffer Score	0
Lighting			
Below Standards	0		
Meets Standards	1	X	
Exceeds Standards	2		
Lighting Score			1
Clear Pedestrian Zone			
Without Obstructions	2	X	
With Obstructions	0		
Clear Pedestrian Zone Score			2
Posted Speed Limit			
< 30 mph	2		
30-40 mph	1	X	
>40 mph	0		
		Posted Speed Limit Score	1
TOTAL			**4**

PEQI: Intersection Form

Team (names): STC Traffic CA **Date:** 4/13/17

Intersection ID: 1

This is the intersection of : E Mission Bay Dr (Street 1) **and** Fiesta Island (Street 2)

		0 directions	1 directions	2 directions	3 directions	4+ directions
1. Crosswalks			✓			
2. Ladder crosswalks			✓			
3. Pedestrian signals	a. WITH countdowns	✓				
	b. NO countdowns	✓				
4. Stop signs			✓			
5. No Turn On Red signals/signs		✓				
6. Curb cuts at pedestrian crossings			✓			

- note second stop sign for pedestrians

7. Signal at intersection ☐ yes ☒ no → if no, skip to item 8

Cross street ONLY with a green light or walk signal. Measure across larger street.

a. Crossing time: Measure crossing time (in seconds): 18 seconds

b. Crossing distance: Measure crossing distance (in paces): 18 paces

Length of my stride: 7½ ~~feet~~ 12 in my stride

8. Crosswalk scramble ☐ yes ☒ no

9. Intersection Traffic Calming Features

Indicate if any of the following are present

Yes	No	
☐	☒	pavement treatments
☐	☒	median or middle-divider
☐	☒	mini-circles or roundabouts
☐	☒	speed tables, speed humps or speed bumps
☐	☒	bike lane at intersection
☐	☒	partial closures
☐	☒	drains, dips or other unintentional features that slow traffic
☐	☒	curb extensions/bulb-outs
☐	☒	lights set in crosswalk
☐		other (explain: _____)

10. Additional signs for pedestrians ☐ yes ☒ no Ped Cross Sign (both sides)

Additional Comments

Mother + son: People drive very fast and turn in without caution

PEQI: Intersection Form

Team (names): STC Traffic CA **Date:** 4/13/17

Intersection ID: 2

This is the intersection of : East Mission (Street 1) and Sea World Dr/Pacific Hwy (Street 2)

BAY DR

		0 directions	1 directions	2 directions	3 directions	4+ directions
1. Crosswalks				✓		✓
2. Ladder crosswalks			✓			
3. Pedestrian signals	a. WITH countdowns	✓				
	b. NO countdowns	-	✓	✓	✓	✓
4. Stop signs		✓				
5. No Turn On Red signals/signs		✓				
6. Curb cuts at pedestrian crossings						✓

* marking only in one direction

7. Signal at intersection: ☒ yes ☐ no → if no, skip to item 8

Cross street ONLY with a green light or walk signal. Measure across larger street.

a. Crossing time: Measure crossing time (in seconds): 30 seconds

b. Crossing distance: Measure crossing distance (in paces): 40 paces

Length of my stride: 1 feet in my stride

8. Crosswalk scramble: ☐ yes ☒ no

9. Intersection Traffic Calming Features

Indicate if any of the following are present

One Designated

Yes	No	
☐	☒	pavement treatments
☐	☒	median or middle-divider
☐	☒	mini-circles or roundabouts
☐	☒	speed tables, speed humps or speed bumps
☐	☒	bike lane at intersection - shared
☐	☒	partial closures
☐	☒	drains, dips or other unintentional features that slow traffic
☐	☒	curb extensions/bulb-outs
☐	☒	lights set in crosswalk
☐		other (explain: _____)

10. Additional signs for pedestrians: ☐ yes ☒ no Ped Cross Sign (both sides)

PEQI: Intersection Form

Team (names): STC Traffic | **Date:** 4/13/17

Intersection ID: 3

This is the intersection of : FRIARS Rd (Street 1) **and** SEAWORLD DR (Street 2)

		0 directions	1 directions	2 directions	3 directions	4+ directions
1. Crosswalks				✓		
2. Ladder crosswalks		✓		✓		
3. Pedestrian signals	a. WITH countdowns					
	b. NO countdowns			✓		
4. Stop signs		✓				
5. No Turn On Red signals/signs		✓				
6. Curb cuts at pedestrian crossings		✓				

7. Signal at intersection: ☑ yes ☐ no → if no, skip to item 8

Cross street ONLY with a green light or walk signal. Measure across larger street.

a. Crossing time: Measure crossing time (in seconds):_____seconds

b. Crossing distance: Measure crossing distance (in paces):_____paces

Length of my stride:_____feet in my stride

8. Crosswalk scramble: ☐ yes ☒ no

9. Intersection Traffic Calming Features

Indicate if any of the following are present

Yes	No	
☐	☒	pavement treatments
☐	☒	median or middle-divider
☐	☒	mini-circles or roundabouts
☐	☒	speed tables, speed humps or speed bumps
☒	☐	bike lane at intersection - designated bike lane
☐	☒	partial closures
☐	☒	drains, dips or other unintentional features that slow traffic
☐	☒	curb extensions/bulb-outs
☐	☒	lights set in crosswalk
☐		other (explain:_____)

10. Additional signs for pedestrians: ☐ yes ☒ no Ped Cross Sign (both sides)

PEQI: Intersection Form

Team (names): STC Traffic | **Date:** 4/14/17

Intersection ID: 4

This is the intersection of : San Diego Fwy (I-5) (Street 1) **and** Sea World Drive (Street 2)

		0 directions	1 directions	2 directions	3 directions	4+ directions
1. Crosswalks				✓ (East + West facing)		
2. Ladder crosswalks				✓		
3. Pedestrian signals	a. WITH countdowns					
	b. NO countdowns			✓		
4. Stop signs		✓				
5. No Turn On Red signals/signs			✓			
6. Curb cuts at pedestrian crossings			✓			

7. Signal at intersection ☒ yes ☐ no → if no, skip to item 8

Cross street ONLY with a green light or walk signal. Measure across larger street.

a. Crossing time: Measure crossing time (in seconds): 25 seconds

b. Crossing distance: Measure crossing distance (in paces): 15 paces

Length of my stride: 1 feet in my stride

8. Crosswalk scramble ☐ yes ☒ no

9. Intersection Traffic Calming Features

Indicate if any of the following are present

Yes	No	
☐	☒	pavement treatments
☒	☐	median or middle-divider
☐	☒	mini-circles or roundabouts
☐	☒	speed tables, speed humps or speed bumps
☐	☒	bike lane at intersection
☐	☒	partial closures
☐	☒	drains, dips or other unintentional features that slow traffic
☐	☒	curb extensions/bulb-outs
☐	☒	lights set in crosswalk
☐		other (explain: _____)

10. Additional signs for pedestrians ☒ yes ☒ no Ped Cross Sign (both sides)

↳ A no crossing sign on median

↳ small signs pointing to crosswalk

PEQI: Intersection Form

Team (names): STC Traffic CA | **Date:** 4/14/17

Intersection ID: 5

This is the intersection of : San Diego Fwy (I-5N) **Street 1** and Sea World Dr **Street 2**

		0 directions	1 directions	2 directions	3 directions	4+ directions
1. Crosswalks				✓ (E/W)		
2. Ladder crosswalks				✓		
3. Pedestrian signals	a. WITH countdowns					
	b. NO countdowns			✓		
4. Stop signs		✓				
5. No Turn On Red signals/signs		✓				
6. Curb cuts at pedestrian crossings		✓				

7. Signal at intersection ☒ yes ☐ no → if no, skip to item 8

Cross street ONLY with a green light or walk signal. Measure across larger street.

a. Crossing time: Measure crossing time (in seconds): 20 seconds

b. Crossing distance: Measure crossing distance (in paces): 25 paces

Length of my stride: 1 feet in my stride

8. Crosswalk scramble ☐ yes ☒ no

9. Intersection Traffic Calming Features

Indicate if any of the following are present

Yes	No	
☐	☒	pavement treatments
☒	☐	median or middle-divider – on seaworld drive
☐	☒	mini-circles or roundabouts
☐	☒	speed tables, speed humps or speed bumps
☐	☒	bike lane at intersection
☐	☒	partial closures
☐	☒	drains, dips or other unintentional features that slow traffic
☐	☒	curb extensions/bulb-outs
☐	☒	lights set in crosswalk
☐		other (explain: _____)

10. Additional signs for pedestrians ☒ yes ☐ no Ped Cross Sign (both sides)

↳ no crossing signs

PEQI: Segment Form

Team (names): STC Traffic CA **Date:** 4/19/17

Segment ID: A

This street is E Mission Bay Dr
Name of this street

Between: E Mission Bay Dr **and** Sea World Dr
Cross Street 1 Cross Street 2

Vehicle Traffic

11. Number of lanes *Do not include turn only lanes*	☐ 4 or more lanes ☐ 3 lanes ☒ 2 lanes ☐ 1 lane ☐ no lanes		
12. Two-way traffic	☒ yes ☐ no note: one speed limit sign on east side (facing south)		
13. Vehicle Speed / Posted Speed Limit	☐ not posted	☐ 10 mph ☐ 15 mph ☐ 20 mph ☐ 25 mph ☒ 30 mph	☐ 35 mph ☐ 40 mph ☐ 45 mph ☐ 50 mph ☐ 55+ mph

14. Street Traffic Calming Features *Indicate if any of the following are present*	Yes	No	
	☐	☒	street median
	☐	☒	speed tables, speed humps or speed bumps
	☐	☒	drains, dips or other unintentional features that slow traffic
	☐	☒	chicanes
	☐	☒	rumble strips
	☐	☒	speed limit enforcements
	☐		other (explain: _____)

Sidewalks

15. Width of sidewalk	☐ no sidewalk ☐ less than 5 feet ☐ 5 feet – 7 feet 11 inches ☐ 8 feet – 11 feet 11 inches ☒ 12 feet or more

16. Sidewalk *surface* condition-- *An impediment is anything which poses a tripping hazard or interrupts the smooth surface of the sidewalk.* *Choose only one option from the right*	☐ no sidewalk ☐ significant impediments in surface ~~East side~~ ☒ few impediments in surface ~~West side~~ ☒ no impediments in surface – Bike parn has a large obstruction (west side (south))
17. Large sidewalk *obstructions* *An obstruction is any object which reduces the width of the sidewalk or hangs low so that people must duck to pass under while on the sidewalk.* *Choose only one option from the right.*	☒ no sidewalk east side ☐ permanent obstructions ☐ temporary obstructions ☐ both permanent and temporary obstructions ☒ no obstructions (west) No sidewalk eastside no obstructions west side % pavement (see photo)
18. Presence of curb	☒ yes ☐ no
19. Driveway cuts *how many present*	(2) driveway cuts
20. Trees *Choose the one that best describes this street*	☐ continuously lined ☐ a few trees; sporadically lined ☒ no trees
21. Planters/gardens *public and private*	☒ yes ☐ no
22. Public seating *including bus stops*	☐ yes ☒ no
23. Presence of buffers *Indicate if any of the following are present*	Yes / No ☐ ☒ bike lane ☐ ☒ parallel street parking—not time-restricted ☐ ☒ parallel street parking—time-restricted ☒ ☒ grassy or paved margin ↳ There is a sidewalk buffer w/ potential
Land Use	
24. Storefront/retail use *Count the number of stores*	0 shops or businesses of any type
25. Public art/historical sites	☐ yes ☒ no
Safety and aesthetic qualities	
26. Illegal graffiti	☐ Major graffiti ☒ Little or no graffiti
27. Litter	☐ yes ☒ no
28. Pedestrian-scale street lighting *Choose only one option from the right.*	☐ yes, private ☐ yes, public ☐ yes, both private and public ☒ no pedestrian-scale street lighting

29. Construction Sites	☐ yes ☒ no
30. Abandoned/boarded up buildings	☐ yes ☒ no
31. Vacant Lots	☐ yes ☒ no
32. Bike rack(s) present on this street segment	☐ yes ☒ no Bike Deco rack disconnected from Fiesta Island

Perceived Walkability: Please circle the number that your team thinks best describe this street segment.

33. Street segment is visually attractive for walking.	Strongly Agree (1) Agree 2 Disagree 3 Strongly Disagree 4
34. Street segment feels safe for walking.	Strongly Agree 1 Agree (2) Disagree 3 Strongly Disagree 4
35. Are there obvious strong odors anywhere on this street segment (e.g., vehicle exhaust, urine stench, rotting garbage, etc)?	No Odors 1 A Little Odor (2) Some Odors 3 A lot of Odors 4
36. How noisy do you find this street segment?	No Noise 1 Little Noise 2 Some Noise (3) A lot of Noise 4 " Vehicular traffic when present is very loud
37 . On a scale of 1 to 10, how walkable do you find this street segment?	Not Walkable 1 2 3 4 5 6 7 8 (9) 10 Very Walkable

PEQI: Segment Form

Team (names): STC Traffic CA | **Date:** 4/14/17

Segment ID: 2 & 6

This street is Sea world Drive
Name of this street

Between: ~~E. Mission Bay Dr~~ **and** ~~Sea world Dr~~
Cross Street 1 Cross Street 2

E. Mission Bay Drive + Friars Rd

Vehicle Traffic

11. Number of lanes

Do not include turn only lanes

- [x] 4 or more lanes
- [ ] 3 lanes
- [ ] 2 lanes
- [ ] 1 lane
- [ ] no lanes

12. Two-way traffic

- [x] yes
- [ ] no

13. Vehicle Speed / Posted Speed Limit

- [ ] not posted
- [ ] 10 mph
- [ ] 15 mph
- [ ] 20 mph
- [ ] 25 mph
- [ ] 30 mph
- [ ] 35 mph
- [x] 40 mph – posted once on each side
- [ ] 45 mph
- [ ] 50 mph
- [ ] 55+ mph

14. Street Traffic Calming Features

Indicate if any of the following are present

Yes	No	
[ ]	[x]	street median
[ ]	[x]	speed tables, speed humps or speed bumps
[ ]	[x]	drains, dips or other unintentional features that slow traffic
[ ]	[x]	chicanes
[ ]	[x]	rumble strips
[ ]	[x]	speed limit enforcements
[ ]		other (explain: _____)

Sidewalks

15. Width of sidewalk

- [x] no sidewalk – no sidewalk in some areas
- [x] less than 5 feet – paved area - bad condition
- [ ] 5 feet – 7 feet 11 inches
- [x] 8 feet – 11 feet 11 inches – at stoplight intersection (Seaworld + Rte Hwy)
- [ ] 12 feet or more

No safe pedestrian corners or sidewalks at Seaworld + Friars Rd + Drive

16. Sidewalk *surface* condition-- *An impediment is anything which poses a tripping hazard or interrupts the smooth surface of the sidewalk.* *Choose only one option from the right*	☒ no sidewalk – sidewalk corner at crosswalk intersections – pavement put down to act as sidewalk ☐ significant impediments in surface East side ☐ few impediments in surface West side ☐ no impediments in surface
17. Large sidewalk *obstructions* *An obstruction is any object which reduces the width of the sidewalk or hangs low so that people must duck to pass under while on the sidewalk.* *Choose only one option from the right.*	☐ no sidewalk ☒ permanent obstructions – chunks of pavement sidewalk missing – raised in some areas ☐ temporary obstructions ☐ both permanent and temporary obstructions ☐ no obstructions
18. Presence of curb	☒ yes ☐ no
19. Driveway cuts *how many present*	0 driveway cuts
20. Trees *Choose the one that best describes this street*	☐ continuously lined ☐ a few trees; sporadically lined ☒ no trees
21. Planters/gardens *public and private*	☒ yes ☒ no Bayside
22. Public seating *including bus stops*	☐ yes ☒ no
23. Presence of buffers *Indicate if any of the following are present*	Yes No ☒ ☒ bike lane ☐ ☒ parallel street parking—not time-restricted ☐ ☒ parallel street parking—time-restricted ☐ ☒ grassy or paved margin
Land Use	
24. Storefront/retail use *Count the number of stores*	0 shops or businesses of any type
25. Public art/historical sites	☐ yes ☒ no
Safety and aesthetic qualities	
26. Illegal graffiti	☐ Major graffiti ☒ Little or no graffiti
27. Litter	☐ yes ☒ no
28. Pedestrian-scale street lighting *Choose only one option from the right.*	☐ yes, private ☐ yes, public ☐ yes, both private and public ☒ no pedestrian-scale street lighting

29. Construction Sites	☐ yes ☒ no
30. Abandoned/boarded up buildings	☐ yes ☒ no
31. Vacant Lots	☒ yes ☐ no - south east corner fenced
32. Bike rack(s) present on this street segment	☐ yes ☒ no
Perceived Walkability: Please circle the number that your team thinks best describe this street segment.	
33. Street segment is visually attractive for walking.	Strongly Agree 1 · Agree (2) · Disagree (3) · Strongly Disagree (4)
34. Street segment feels safe for walking.	Strongly Agree 1 · Agree 2 · Disagree (3) · Strongly Disagree 4
35. Are there obvious strong odors anywhere on this street segment (e.g., vehicle exhaust, urine stench, rotting garbage, etc)?	No Odors 1 · A Little Odor (2) · Some Odors 3 · A lot of Odors 4
36. How noisy do you find this street segment?	No Noise 1 · Little Noise 2 · Some Noise 3 · A lot of Noise (4)
37 . On a scale of 1 to 10, how walkable do you find this street segment?	Not Walkable 1 2 3 4 5 6 (7) 8 9 10 Very Walkable

The views are beautiful but presently it is difficult to navigate to this intersection due to lack of sidewalk infrastructure

↳ nature of the location

Major traffic intersection

↳ Due to off street walk paths

PEQI: Segment Form

Team (names): STC Traffic | **Date:** 4/14/17

Segment ID: 3C

This street is Friars Road
Name of this street

Between: Sea World Drive (Cross Street 1) **and** Friars Road (Cross Street 2)

Vehicle Traffic

11. Number of lanes *Do not include turn only lanes*	☒ 4 or more lanes ☐ 3 lanes ☐ 2 lanes ☐ 1 lane ☐ no lanes		
12. Two-way traffic	☒ yes ☐ no		
13. Vehicle Speed / Posted Speed Limit	☒ not posted	☐ 10 mph ☐ 15 mph ☐ 20 mph ☐ 25 mph ☐ 30 mph	☐ 35 mph ☐ 40 mph ☒ 45 mph – construction sign designating speed ☐ 50 mph ☐ 55+ mph

14. Street Traffic Calming Features *Indicate if any of the following are present*	Yes	No
street median	☐	☒
speed tables, speed humps or speed bumps	☐	☒
drains, dips or other unintentional features that slow traffic	☐	☒
chicanes	☐	☒
rumble strips	☐	☒
speed limit enforcements	☐	☒
other (explain: _____)	☐	

Sidewalks

15. Width of sidewalk	☒ no sidewalk ☐ less than 5 feet ☒ 5 feet – 7 feet 11 inches – protected bike lane that serves as a sidewalk ☐ 8 feet – 11 feet 11 inches ☐ 12 feet or more

16. Sidewalk *surface* condition-- *An impediment is anything which poses a tripping hazard or interrupts the smooth surface of the sidewalk.* *Choose only one option from the right*	☒ no sidewalk - Difficult to navigate ☐ significant impediments in surface ~~East side~~ no flat surface entrance ☐ few impediments in surface ~~West side~~ for pedestrians (not ADA friendly) ☐ no impediments in surface
17. Large sidewalk *obstructions* *An obstruction is any object which reduces the width of the sidewalk or hangs low so that people must duck to pass under while on the sidewalk.* *Choose only one option from the right.*	☒ no sidewalk ☒ permanent obstructions - dirt area currently serves as a makeshift sidewalk ↳ raised pavement ☐ temporary obstructions ☐ both permanent and temporary obstructions ☐ no obstructions
18. Presence of curb	☒ yes ☐ no - not a traditional curb
19. Driveway cuts *how many present*	0 driveway cuts
20. Trees *Choose the one that best describes this street*	☐ continuously lined ☐ a few trees; sporadically lined ☒ no trees
21. Planters/gardens *public and private*	☒ yes ☐ no
22. Public seating *including bus stops*	☐ yes ☒ no
23. Presence of buffers *Indicate if any of the following are present*	Yes No ☒ ☒ bike lane ☐ ☒ parallel street parking—not time-restricted ☐ ☒ parallel street parking—time-restricted ☐ ☒ grassy or paved margin
Land Use	
24. Storefront/retail use *Count the number of stores*	0 shops or businesses of any type
25. Public art/historical sites	☐ yes ☒ no
Safety and aesthetic qualities	
26. Illegal graffiti	☐ Major graffiti ☒ Little or no graffiti
27. Litter	☒ yes ☐ no
28. Pedestrian-scale street lighting *Choose only one option from the right.*	☐ yes, private ☐ yes, public ☐ yes, both private and public ☒ no pedestrian-scale street lighting

29. Construction Sites	☒ yes ☐ no - signage/cones not sure where site is
30. Abandoned/boarded up buildings	☐ yes ☒ no
31. Vacant Lots	☐ yes ☒ no
32. Bike rack(s) present on this street segment	☐ yes ☒ no

Perceived Walkability: Please circle the number that your team thinks best describe this street segment.

33. Street segment is visually attractive for walking.	Strongly Agree (1)	Agree 2	Disagree 3	Strongly Disagree 4
34. Street segment feels safe for walking.	Strongly Agree 1	Agree 2	Disagree 3	Strongly Disagree (4)
35. Are there obvious strong odors anywhere on this street segment (e.g., vehicle exhaust, urine stench, rotting garbage, etc)?	No Odors 1	A Little Odor (2)	Some Odors 3	A lot of Odors 4
36. How noisy do you find this street segment?	No Noise 1	Little Noise 2	Some Noise 3	A lot of Noise (4)
37 . On a scale of 1 to 10, how walkable do you find this street segment?	Not Walkable (1) 2 (3) 4 5 6 7 8 9 10 Very Walkable			

very dangerous, two crosswalks one without a visual signal hand/walk - almost was hit inside crosswalk by someone turning right on Friars

PEQI: Segment Form

Team (names): STC Traffic CT **Date:** 4/13/17

Segment ID: 9 D

This street is Sea world drive
Name of this street

Between: Friars Road and S. Shores Rd
Cross Street 1 Cross Street 2

Vehicle Traffic

11. Number of lanes *Do not include turn only lanes*	☒ 4 or more lanes ☐ 3 lanes ☐ 2 lanes ☐ 1 lane ☐ no lanes		
12. Two-way traffic	☒ yes ☐ no		
13. Vehicle Speed / Posted Speed Limit	☐ not posted	☐ 10 mph ☐ 15 mph ☐ 20 mph ☐ 25 mph ☐ 30 mph	☐ 35 mph ☐ 40 mph ☐ 45 mph ☒ 50 mph ☐ 55+ mph

14. Street Traffic Calming Features

Indicate if any of the following are present

Yes	No	
☒	☐	street median – palm tree median
☐	☒	speed tables, speed humps or speed bumps
☐	☒	drains, dips or other unintentional features that slow traffic
☐	☒	chicanes
☐	☒	rumble strips
☐	☒	speed limit enforcements
☐		other (explain:_____)

Sidewalks

15. Width of sidewalk	☒ no sidewalk – dirt path ☐ less than 5 feet ☐ 5 feet – 7 feet 11 inches ☐ 8 feet – 11 feet 11 inches ☐ 12 feet or more

16. Sidewalk *surface* condition-- *An impediment is anything which poses a tripping hazard or interrupts the smooth surface of the sidewalk.* *Choose only one option from the right*	☒ no sidewalk ☐ significant impediments in surface East side ☐ few impediments in surface West side ☐ no impediments in surface
17. Large sidewalk *obstructions* *An obstruction is any object which reduces the width of the sidewalk or hangs low so that people must duck to pass under while on the sidewalk.* *Choose only one option from the right.*	☒ no sidewalk ☐ permanent obstructions ☐ temporary obstructions ☐ both permanent and temporary obstructions ☐ no obstructions
18. Presence of curb	☒ yes ☐ no – not traditional — asphalt piled along side of road
19. Driveway cuts *how many present*	0 driveway cuts
20. Trees *Choose the one that best describes this street*	☒ continuously lined ☐ a few trees; sporadically lined ☐ no trees
21. Planters/gardens *public and private*	☒ yes ☐ no Along river + bay
22. Public seating *including bus stops*	☐ yes ☒ no
23. Presence of buffers *Indicate if any of the following are present*	Yes No ☒ ☐ bike lane ☐ ☒ parallel street parking—not time-restricted ☐ ☒ parallel street parking—time-restricted ☐ ☒ grassy or paved margin
Land Use	
24. Storefront/retail use *Count the number of stores*	0 shops or businesses of any type
25. Public art/historical sites	☐ yes ☒ no
Safety and aesthetic qualities	
26. Illegal graffiti	☐ Major graffiti ☒ Little or no graffiti
27. Litter	☐ yes ☒ no
28. Pedestrian-scale street lighting *Choose only one option from the right.*	☐ yes, private ☐ yes, public ☐ yes, both private and public ☒ no pedestrian-scale street lighting

29. Construction Sites	☐ yes ☒ no
30. Abandoned/boarded up buildings	☐ yes ☒ no
31. Vacant Lots	☐ yes ☒ no
32. Bike rack(s) present on this street segment	☐ yes ☒ no

Perceived Walkability: Please circle the number that your team thinks best describe this street segment.

33. Street segment is visually attractive for walking.	Strongly Agree (1) Agree (2) Disagree 3 Strongly Disagree 4 - Flowers, views, birds, present opportunity
34. Street segment feels safe for walking.	Strongly Agree 1 Agree 2 Disagree (3) Strongly Disagree (4) Dirt path is uneven, speed of cars over 50mph
35. Are there obvious strong odors anywhere on this street segment (e.g., vehicle exhaust, urine stench, rotting garbage, etc)?	No Odors 1 A Little Odor (2) Some Odors 3 A lot of Odors 4 - nature & site
36. How noisy do you find this street segment?	No Noise 1 Little Noise 2 Some Noise 3 A lot of Noise (4) • vehicular
37 . On a scale of 1 to 10, how walkable do you find this street segment?	Not Walkable 1 2 3 4 5 6 (7) 8 9 10 Very Walkable - Path needs upkeep and clear designation - presents opportunity to make a path lined with plants as safety buffer from road

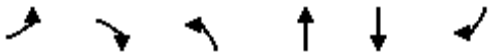
APPENDIX G

LTS ANALYSIS WORKSHEETS

			Table 2: LTS Criteria for Roadway Segment with No Bicycle Facility			Table 4: LTS Criteria for Segment Roadway Segment with Bike Lane and No On-Street Parking				
Segment Letter	Segment	Between	Speed Limit	Street Width (lanes)	LTS	Street Width (through lanes per direction)	Bike Lane Width	Speed Limit	Bike Lane Blockage	LTS
1	E.Mission Bay Dr	E.Mission Bay Dr/Fiesta Island and Sea World Dr	30	2	3	-	-	-	-	-
2	Pacific Hwy	East of Sea World Dr	-	-	-	1	6ft	45	No	4
3	Sea World Dr	I-5 Ramps and E. Mission Bay Dr - Pacific Hwy	-	-	-	2	5ft	40	Yes	4
4	Sea World Dr	E. Mission Bay Dr - Pacific Hwy and Friars Rd	-	-	-	4	6ft	45	No	4
5	Sea World Dr	Friars Rd and S. Shores Pkwy	-	-	-	2	6ft	50	No	4
6	Friars Road	East of Sea World Dr	-	-	-	2	7ft	45	No	1

APPENDIX H

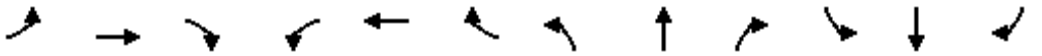
EXISTING PLUS PROJECT LOS WORKSHEETS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	82	111	324	118	34
Future Volume (Veh/h)	31	82	111	324	118	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	35	93	141	410	136	39
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	904	212	203			
vC1, stage 1 conf vol	184					
vC2, stage 2 conf vol	720					
vCu, unblocked vol	904	212	203			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	88	89			
cM capacity (veh/h)	351	787	1335			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	128	141	410	175
Volume Left	35	141	0	0
Volume Right	93	0	0	39
cSH	587	1335	1700	1700
Volume to Capacity	0.22	0.11	0.24	0.10
Queue Length 95th (ft)	21	9	0	0
Control Delay (s)	12.8	8.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.8	2.1		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	39	80	24	107	91	177	1086	64	148	650	175
Future Volume (vph)	67	39	80	24	107	91	177	1086	64	148	650	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Peak-hour factor, PHF	0.83	0.83	0.83	0.63	0.63	0.63	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	81	47	96	38	170	144	190	1168	69	157	691	186
RTOR Reduction (vph)	0	0	76	0	0	119	0	4	0	0	0	80
Lane Group Flow (vph)	81	47	20	38	170	25	190	1233	0	157	691	106
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.0	15.8	15.8	3.0	13.4	13.4	5.1	33.3		5.1	34.1	43.6
Effective Green, g (s)	5.0	15.8	15.8	3.0	13.4	13.4	5.1	33.3		5.1	34.1	43.6
Actuated g/C Ratio	0.07	0.21	0.21	0.04	0.18	0.18	0.07	0.44		0.07	0.45	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	232	359	305	64	305	259	213	1628		110	1474	963
v/s Ratio Prot	0.02	0.03		c0.02	c0.10		0.06	c0.33		c0.10	0.21	0.06
v/s Ratio Perm			0.01			0.02						
v/c Ratio	0.35	0.13	0.07	0.59	0.56	0.10	0.89	0.76		1.43	0.47	0.11
Uniform Delay, d1	34.1	24.7	24.4	36.1	28.8	26.4	35.4	18.1		35.7	14.8	7.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.1	9.5	1.3	0.1	33.2	3.3		236.7	1.1	0.0
Delay (s)	34.5	24.9	24.5	45.6	30.0	26.5	68.6	21.5		272.3	15.9	7.5
Level of Service	C	C	C	D	C	C	E	C		F	B	A
Approach Delay (s)		28.2			30.3			27.8			53.3	
Approach LOS		C			C			C			D	

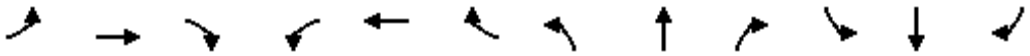
Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	76.4	Sum of lost time (s)	19.6
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1142	80	345	312	0	0	0	0	277	0	661
Future Volume (vph)	0	1142	80	345	312	0	0	0	0	277	0	661
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1720	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1720	3433	3657					1829		1636
Peak-hour factor, PHF	0.91	0.91	0.91	0.87	0.87	0.87	0.25	0.25	0.25	0.89	0.89	0.89
Adj. Flow (vph)	0	1255	88	397	359	0	0	0	0	311	0	743
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1255	36	397	359	0	0	0	0	311	0	743
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		2		1	6					4		
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		30.8	30.8	12.1	47.6					17.9		75.0
Effective Green, g (s)		30.8	30.8	12.1	47.6					17.9		75.0
Actuated g/C Ratio		0.41	0.41	0.16	0.63					0.24		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1453	706	553	2320					436		1636
v/s Ratio Prot		c0.35		c0.12	0.10					c0.17		
v/s Ratio Perm			0.02									0.45
v/c Ratio		0.86	0.05	0.72	0.15					0.71		0.45
Uniform Delay, d1		20.2	13.3	29.8	5.6					26.2		0.0
Progression Factor		1.00	1.00	1.05	1.06					1.00		1.00
Incremental Delay, d2		7.0	0.1	2.6	0.1					5.5		0.9
Delay (s)		27.2	13.4	33.7	6.0					31.7		0.9
Level of Service		C	B	C	A					C		A
Approach Delay (s)		26.3			20.6			0.0			10.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	860	564	0	0	493	332	173	5	348	0	0	0
Future Volume (vph)	860	564	0	0	493	332	173	5	348	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3547			1895	1662			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3547			1895	1662			
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.25	0.25	0.25
Adj. Flow (vph)	925	606	0	0	567	382	197	6	395	0	0	0
RTOR Reduction (vph)	0	0	0	0	152	0	0	0	330	0	0	0
Lane Group Flow (vph)	925	606	0	0	797	0	0	203	65	0	0	0
Confl. Bikes (#/hr)									2			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	22.7	55.0			27.6			9.0	9.0			
Effective Green, g (s)	22.7	55.0			27.6			9.0	9.0			
Actuated g/C Ratio	0.30	0.73			0.37			0.12	0.12			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1039	2595			1305			227	199			
v/s Ratio Prot	c0.27	0.17			c0.22							
v/s Ratio Perm								0.11	0.04			
v/c Ratio	0.89	0.23			0.61			0.89	0.33			
Uniform Delay, d1	25.0	3.2			19.3			32.5	30.2			
Progression Factor	1.32	1.29			1.00			1.00	1.00			
Incremental Delay, d2	5.8	0.1			2.1			37.5	4.3			
Delay (s)	38.7	4.3			21.5			70.0	34.6			
Level of Service	D	A			C			E	C			
Approach Delay (s)		25.1			21.5			46.6			0.0	
Approach LOS		C			C			D			A	

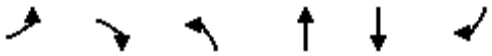
Intersection Summary			
HCM 2000 Control Delay	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	251	131	1205	367	141	628
Future Volume (vph)	251	131	1205	367	141	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3305	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3305	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.90	0.90	0.88	0.88	0.91	0.91
Adj. Flow (vph)	279	146	1369	417	156	690
RTOR Reduction (vph)	5	112	0	72	0	0
Lane Group Flow (vph)	289	19	1369	345	156	690
Confl. Peds. (#/hr)		3		1		
Confl. Bikes (#/hr)		2		2		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	11.2	11.2	36.3	53.7	13.2	54.7
Effective Green, g (s)	11.2	11.2	36.3	53.7	13.2	54.7
Actuated g/C Ratio	0.14	0.14	0.47	0.69	0.17	0.71
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	477	215	1657	1096	545	2497
v/s Ratio Prot	c0.09	0.01	c0.39	0.22	0.05	c0.19
v/s Ratio Perm						
v/c Ratio	0.61	0.09	0.83	0.32	0.29	0.28
Uniform Delay, d1	31.1	28.7	17.9	4.7	28.0	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.1	4.9	0.1	1.3	0.3
Delay (s)	32.6	28.8	22.7	4.7	29.4	4.4
Level of Service	C	C	C	A	C	A
Approach Delay (s)	31.4		18.5			9.0
Approach LOS	C		B			A

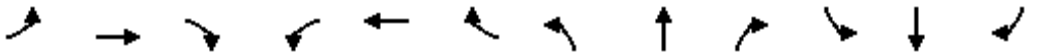
Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	16.8
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	170	196	221	452	58
Future Volume (Veh/h)	50	170	196	221	452	58
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.89	0.89	0.98	0.98
Hourly flow rate (vph)	60	205	220	248	461	59
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1258	570	560			
vC1, stage 1 conf vol	530					
vC2, stage 2 conf vol	728					
vCu, unblocked vol	1258	570	560			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	58	77			
cM capacity (veh/h)	257	483	976			

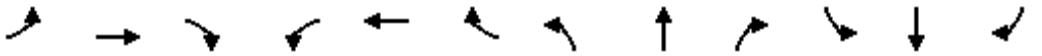
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	265	220	248	520
Volume Left	60	220	0	0
Volume Right	205	0	0	59
cSH	403	976	1700	1700
Volume to Capacity	0.66	0.23	0.15	0.31
Queue Length 95th (ft)	114	22	0	0
Control Delay (s)	29.6	9.8	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	29.6	4.6		0.0
Approach LOS	D			

Intersection Summary			
Average Delay	8.0		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		



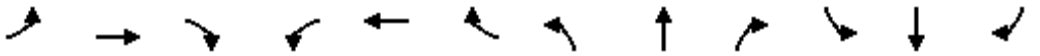
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	168	261	80	76	156	162	1090	140	139	1121	177
Future Volume (vph)	198	168	261	80	76	156	162	1090	140	139	1121	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1456	1652	1739	1458	3204	3702		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1456	1652	1739	1458	3204	3702		1652	3303	1689
Peak-hour factor, PHF	0.89	0.89	0.89	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	222	189	293	98	93	190	174	1172	151	145	1168	184
RTOR Reduction (vph)	0	0	121	0	0	112	0	10	0	0	0	80
Lane Group Flow (vph)	222	189	172	98	93	78	174	1313	0	145	1168	104
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	14.8	14.8	5.1	14.4	14.4	5.1	33.4		5.1	34.2	43.8
Effective Green, g (s)	5.1	14.8	14.8	5.1	14.4	14.4	5.1	33.4		5.1	34.2	43.8
Actuated g/C Ratio	0.07	0.19	0.19	0.07	0.19	0.19	0.07	0.43		0.07	0.44	0.56
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	233	331	277	108	322	270	210	1593		108	1455	953
v/s Ratio Prot	c0.06	0.11		0.06	0.05		0.05	c0.35		c0.09	0.35	0.06
v/s Ratio Perm			c0.12			0.05						
v/c Ratio	0.95	0.57	0.62	0.91	0.29	0.29	0.83	0.82		1.34	0.80	0.11
Uniform Delay, d1	36.1	28.5	28.8	36.0	27.2	27.2	35.8	19.5		36.2	18.8	7.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	45.3	2.4	4.1	56.7	0.2	0.2	21.8	5.0		203.6	4.8	0.0
Delay (s)	81.4	30.9	32.9	92.7	27.4	27.4	57.6	24.5		239.9	23.6	7.9
Level of Service	F	C	C	F	C	C	E	C		F	C	A
Approach Delay (s)		47.7			44.2			28.4			42.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	19.6
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1099	337	258	494	0	0	0	0	176	0	954
Future Volume (vph)	0	1099	337	258	494	0	0	0	0	176	0	954
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.98	0.98	0.98	0.89	0.89	0.89	0.25	0.25	0.25	0.97	0.97	0.97
Adj. Flow (vph)	0	1121	344	290	555	0	0	0	0	181	0	984
RTOR Reduction (vph)	0	0	145	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1121	199	290	555	0	0	0	0	181	0	984
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		57.9	57.9	12.8	75.4					15.1		100.0
Effective Green, g (s)		57.9	57.9	12.8	75.4					15.1		100.0
Actuated g/C Ratio		0.58	0.58	0.13	0.75					0.15		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		2049	1008	439	2757					276		1636
v/s Ratio Prot		0.32		0.08	0.15							
v/s Ratio Perm			0.11							0.10		c0.60
v/c Ratio		0.55	0.20	0.66	0.20					0.66		0.60
Uniform Delay, d1		13.0	10.0	41.5	3.6					40.0		0.0
Progression Factor		1.00	1.00	0.89	1.15					1.00		1.00
Incremental Delay, d2		1.1	0.4	2.1	0.1					5.5		1.6
Delay (s)		14.0	10.4	38.9	4.2					45.5		1.6
Level of Service		B	B	D	A					D		A
Approach Delay (s)		13.2			16.1			0.0			8.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	822	457	0	0	505	361	240	3	470	0	0	0
Future Volume (vph)	822	457	0	0	505	361	240	3	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3515			1893	1658			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3515			1893	1658			
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.91	0.91	0.91	0.25	0.25	0.25
Adj. Flow (vph)	856	476	0	0	555	397	264	3	516	0	0	0
RTOR Reduction (vph)	0	0	0	0	122	0	0	0	387	0	0	0
Lane Group Flow (vph)	856	476	0	0	830	0	0	267	129	0	0	0
Confl. Peds. (#/hr)						3			3			
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	28.5	72.0			38.8			17.0	17.0			
Effective Green, g (s)	28.5	72.0			38.8			17.0	17.0			
Actuated g/C Ratio	0.28	0.72			0.39			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	978	2548			1363			321	281			
v/s Ratio Prot	c0.25	0.13			c0.24							
v/s Ratio Perm								0.14	0.08			
v/c Ratio	0.88	0.19			0.61			0.83	0.46			
Uniform Delay, d1	34.1	4.5			24.5			40.1	37.4			
Progression Factor	1.53	0.76			1.00			1.00	1.00			
Incremental Delay, d2	7.6	0.1			2.0			21.6	5.3			
Delay (s)	59.6	3.6			26.6			61.7	42.7			
Level of Service	E	A			C			E	D			
Approach Delay (s)		39.6			26.6			49.2			0.0	
Approach LOS		D			C			D			A	

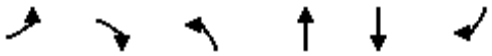
Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	429	157	1220	942	354	1106
Future Volume (vph)	429	157	1220	942	354	1106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3312	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3312	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.80	0.80	0.96	0.96	0.95	0.95
Adj. Flow (vph)	536	195	1271	981	373	1164
RTOR Reduction (vph)	3	129	0	6	0	0
Lane Group Flow (vph)	553	46	1271	975	373	1164
Confl. Bikes (#/hr)		4		4		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	23.7	23.7	36.6	66.5	13.3	55.1
Effective Green, g (s)	23.7	23.7	36.6	66.5	13.3	55.1
Actuated g/C Ratio	0.26	0.26	0.40	0.74	0.15	0.61
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	868	390	1432	1164	471	2157
v/s Ratio Prot	0.17	0.03	0.36	c0.62	c0.12	0.33
v/s Ratio Perm						
v/c Ratio	0.64	0.12	0.89	0.84	0.79	0.54
Uniform Delay, d1	29.5	25.4	25.0	8.2	37.2	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.0	8.5	5.2	12.8	1.0
Delay (s)	30.7	25.4	33.5	13.4	50.0	11.2
Level of Service	C	C	C	B	D	B
Approach Delay (s)	29.4		24.7			20.7
Approach LOS	C		C			C

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	16.8
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

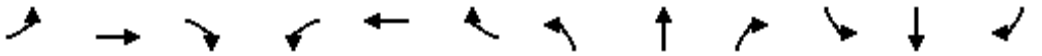
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	260	272	222	228	65
Future Volume (Veh/h)	84	260	272	222	228	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	98	302	296	241	296	84
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1263	430	426			
vC1, stage 1 conf vol	384					
vC2, stage 2 conf vol	879					
vCu, unblocked vol	1263	430	426			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	56	47	73			
cM capacity (veh/h)	225	574	1088			

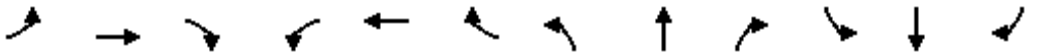
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	400	296	241	380
Volume Left	98	296	0	0
Volume Right	302	0	0	84
cSH	415	1088	1700	1700
Volume to Capacity	0.96	0.27	0.14	0.22
Queue Length 95th (ft)	283	28	0	0
Control Delay (s)	67.1	9.5	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	67.1	5.3		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	22.5		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	46	184	61	44	106	157	877	43	88	1221	270
Future Volume (vph)	245	46	184	61	44	106	157	877	43	88	1221	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1457	1652	1739	1457	3204	3740		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1457	1652	1739	1457	3204	3740		1652	3303	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Adj. Flow (vph)	253	47	190	65	47	113	164	914	45	97	1342	296
RTOR Reduction (vph)	0	0	141	0	0	102	0	3	0	0	0	110
Lane Group Flow (vph)	253	47	49	65	47	11	164	956	0	97	1342	186
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.4	8.5	8.5	3.9	6.6	6.6	5.1	33.5		5.1	34.3	44.2
Effective Green, g (s)	5.4	8.5	8.5	3.9	6.6	6.6	5.1	33.5		5.1	34.3	44.2
Actuated g/C Ratio	0.08	0.12	0.12	0.06	0.09	0.09	0.07	0.48		0.07	0.49	0.63
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	272	210	176	91	163	136	232	1784		120	1613	1063
v/s Ratio Prot	c0.07	0.03		0.04	0.03		0.05	0.26		c0.06	c0.41	0.11
v/s Ratio Perm			c0.03			0.01						
v/c Ratio	0.93	0.22	0.28	0.71	0.29	0.08	0.71	0.54		0.81	0.83	0.18
Uniform Delay, d1	32.2	27.9	28.1	32.6	29.6	29.0	31.8	12.9		32.1	15.5	5.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	35.9	0.5	0.9	19.7	0.4	0.1	7.8	1.2		30.0	5.2	0.0
Delay (s)	68.1	28.4	28.9	52.3	30.0	29.1	39.6	14.0		62.1	20.6	5.4
Level of Service	E	C	C	D	C	C	D	B		E	C	A
Approach Delay (s)		49.1			36.0			17.8			20.4	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	70.2	Sum of lost time (s)	19.6
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	957	269	295	538	0	0	0	0	211	0	1075
Future Volume (vph)	0	957	269	295	538	0	0	0	0	211	0	1075
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.25	0.25	0.25	0.94	0.94	0.94
Adj. Flow (vph)	0	987	277	304	555	0	0	0	0	224	0	1144
RTOR Reduction (vph)	0	0	124	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	987	153	304	555	0	0	0	0	224	0	1144
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		55.3	55.3	13.2	73.2					17.3		100.0
Effective Green, g (s)		55.3	55.3	13.2	73.2					17.3		100.0
Actuated g/C Ratio		0.55	0.55	0.13	0.73					0.17		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1957	963	453	2676					316		1636
v/s Ratio Prot		0.28		0.09	0.15							
v/s Ratio Perm			0.09							0.12		c0.70
v/c Ratio		0.50	0.16	0.67	0.21					0.71		0.70
Uniform Delay, d1		13.9	11.0	41.3	4.2					39.0		0.0
Progression Factor		1.00	1.00	0.83	1.47					1.00		1.00
Incremental Delay, d2		0.9	0.4	1.7	0.1					7.1		2.5
Delay (s)		14.8	11.3	36.0	6.3					46.1		2.5
Level of Service		B	B	D	A					D		A
Approach Delay (s)		14.0			16.8			0.0			9.6	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

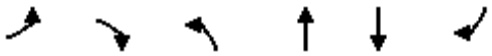
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	756	421	0	0	447	352	357	0	323	0	0	0
Future Volume (vph)	756	421	0	0	447	352	357	0	323	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3498			1888	1659			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3498			1888	1659			
Peak-hour factor, PHF	0.93	0.93	0.93	0.97	0.97	0.97	0.94	0.94	0.94	0.25	0.25	0.25
Adj. Flow (vph)	813	453	0	0	461	363	380	0	344	0	0	0
RTOR Reduction (vph)	0	0	0	0	133	0	0	0	286	0	0	0
Lane Group Flow (vph)	813	453	0	0	691	0	0	380	58	0	0	0
Confl. Peds. (#/hr)						3			1			
Confl. Bikes (#/hr)						4			3			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	27.6	72.0			39.7			17.0	17.0			
Effective Green, g (s)	27.6	72.0			39.7			17.0	17.0			
Actuated g/C Ratio	0.28	0.72			0.40			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	947	2548			1388			320	282			
v/s Ratio Prot	c0.24	0.13			c0.20							
v/s Ratio Perm								0.20	0.04			
v/c Ratio	0.86	0.18			0.50			1.19	0.21			
Uniform Delay, d1	34.3	4.5			22.7			41.5	35.7			
Progression Factor	1.49	0.76			1.00			1.00	1.00			
Incremental Delay, d2	6.7	0.1			1.3			111.4	1.7			
Delay (s)	57.9	3.5			23.9			152.9	37.4			
Level of Service	E	A			C			F	D			
Approach Delay (s)		38.4			23.9			98.0			0.0	
Approach LOS		D			C			F			A	

Intersection Summary			
HCM 2000 Control Delay	49.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	274	113	980	282	203	1273
Future Volume (vph)	274	113	980	282	203	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3308	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3308	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.86	0.86	0.97	0.97	0.87	0.87
Adj. Flow (vph)	319	131	1010	291	233	1463
RTOR Reduction (vph)	3	100	0	32	0	0
Lane Group Flow (vph)	329	18	1010	259	233	1463
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		8				
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	12.2	12.2	36.3	54.7	13.2	54.7
Effective Green, g (s)	12.2	12.2	36.3	54.7	13.2	54.7
Actuated g/C Ratio	0.16	0.16	0.46	0.70	0.17	0.70
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	514	231	1636	1103	538	2466
v/s Ratio Prot	c0.10	0.01	0.29	0.16	0.07	c0.41
v/s Ratio Perm						
v/c Ratio	0.64	0.08	0.62	0.23	0.43	0.59
Uniform Delay, d1	31.1	28.3	15.9	4.3	29.3	6.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.1	1.8	0.0	2.5	1.1
Delay (s)	33.0	28.4	17.6	4.4	31.8	7.2
Level of Service	C	C	B	A	C	A
Approach Delay (s)	31.8		14.7			10.6
Approach LOS	C		B			B

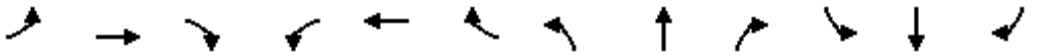
Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	16.8
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	79	107	324	118	33
Future Volume (Veh/h)	29	79	107	324	118	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	33	90	135	410	136	38
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	891	211	202			
vC1, stage 1 conf vol	183					
vC2, stage 2 conf vol	708					
vCu, unblocked vol	891	211	202			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	89	90			
cM capacity (veh/h)	357	787	1336			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	123	135	410	174
Volume Left	33	135	0	0
Volume Right	90	0	0	38
cSH	595	1336	1700	1700
Volume to Capacity	0.21	0.10	0.24	0.10
Queue Length 95th (ft)	19	8	0	0
Control Delay (s)	12.6	8.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.6	2.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	39	79	24	106	91	176	1086	64	148	650	173
Future Volume (vph)	65	39	79	24	106	91	176	1086	64	148	650	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Peak-hour factor, PHF	0.83	0.83	0.83	0.63	0.63	0.63	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	78	47	95	38	168	144	189	1168	69	157	691	184
RTOR Reduction (vph)	0	0	75	0	0	119	0	4	0	0	0	79
Lane Group Flow (vph)	78	47	20	38	168	25	189	1233	0	157	691	105
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.0	15.8	15.8	3.0	13.4	13.4	5.1	33.3		5.1	34.1	43.6
Effective Green, g (s)	5.0	15.8	15.8	3.0	13.4	13.4	5.1	33.3		5.1	34.1	43.6
Actuated g/C Ratio	0.07	0.21	0.21	0.04	0.18	0.18	0.07	0.44		0.07	0.45	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	232	359	305	64	305	259	213	1628		110	1474	963
v/s Ratio Prot	0.02	0.03		c0.02	c0.10		0.06	c0.33		c0.10	0.21	0.06
v/s Ratio Perm			0.01			0.02						
v/c Ratio	0.34	0.13	0.06	0.59	0.55	0.10	0.89	0.76		1.43	0.47	0.11
Uniform Delay, d1	34.1	24.7	24.4	36.1	28.8	26.4	35.4	18.1		35.7	14.8	7.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.1	9.5	1.2	0.1	32.0	3.3		236.7	1.1	0.0
Delay (s)	34.4	24.9	24.4	45.6	30.0	26.5	67.4	21.5		272.3	15.9	7.5
Level of Service	C	C	C	D	C	C	E	C		F	B	A
Approach Delay (s)		28.1			30.2			27.6			53.4	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	76.4	Sum of lost time (s)	19.6
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1141	79	345	311	0	0	0	0	277	0	661
Future Volume (vph)	0	1141	79	345	311	0	0	0	0	277	0	661
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1720	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1720	3433	3657					1829		1636
Peak-hour factor, PHF	0.91	0.91	0.91	0.87	0.87	0.87	0.25	0.25	0.25	0.89	0.89	0.89
Adj. Flow (vph)	0	1254	87	397	357	0	0	0	0	311	0	743
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1254	36	397	357	0	0	0	0	311	0	743
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		2		1	6					4		
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		30.8	30.8	12.1	47.6					17.9		75.0
Effective Green, g (s)		30.8	30.8	12.1	47.6					17.9		75.0
Actuated g/C Ratio		0.41	0.41	0.16	0.63					0.24		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1453	706	553	2320					436		1636
v/s Ratio Prot		c0.35		c0.12	0.10					c0.17		
v/s Ratio Perm			0.02									0.45
v/c Ratio		0.86	0.05	0.72	0.15					0.71		0.45
Uniform Delay, d1		20.2	13.3	29.8	5.5					26.2		0.0
Progression Factor		1.00	1.00	1.05	1.06					1.00		1.00
Incremental Delay, d2		7.0	0.1	2.6	0.1					5.5		0.9
Delay (s)		27.2	13.4	33.8	6.0					31.7		0.9
Level of Service		C	B	C	A					C		A
Approach Delay (s)		26.3			20.6			0.0			10.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	859	564	0	0	492	332	173	5	348	0	0	0
Future Volume (vph)	859	564	0	0	492	332	173	5	348	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3547			1895	1662			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3547			1895	1662			
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.25	0.25	0.25
Adj. Flow (vph)	924	606	0	0	566	382	197	6	395	0	0	0
RTOR Reduction (vph)	0	0	0	0	152	0	0	0	330	0	0	0
Lane Group Flow (vph)	924	606	0	0	796	0	0	203	65	0	0	0
Confl. Bikes (#/hr)									2			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	22.7	55.0			27.6			9.0	9.0			
Effective Green, g (s)	22.7	55.0			27.6			9.0	9.0			
Actuated g/C Ratio	0.30	0.73			0.37			0.12	0.12			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1039	2595			1305			227	199			
v/s Ratio Prot	c0.27	0.17			c0.22							
v/s Ratio Perm								0.11	0.04			
v/c Ratio	0.89	0.23			0.61			0.89	0.33			
Uniform Delay, d1	25.0	3.2			19.3			32.5	30.2			
Progression Factor	1.32	1.29			1.00			1.00	1.00			
Incremental Delay, d2	5.7	0.1			2.1			37.5	4.3			
Delay (s)	38.5	4.3			21.4			70.0	34.6			
Level of Service	D	A			C			E	C			
Approach Delay (s)		24.9			21.4			46.6			0.0	
Approach LOS		C			C			D			A	

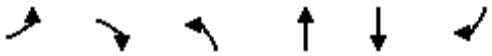
Intersection Summary			
HCM 2000 Control Delay	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	251	130	1205	367	141	627
Future Volume (vph)	251	130	1205	367	141	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3306	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3306	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.90	0.90	0.88	0.88	0.91	0.91
Adj. Flow (vph)	279	144	1368	417	155	689
RTOR Reduction (vph)	5	111	0	72	0	0
Lane Group Flow (vph)	288	19	1368	345	155	689
Confl. Peds. (#/hr)		3		1		
Confl. Bikes (#/hr)		2		2		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	11.2	11.2	36.3	53.7	13.2	54.7
Effective Green, g (s)	11.2	11.2	36.3	53.7	13.2	54.7
Actuated g/C Ratio	0.14	0.14	0.47	0.69	0.17	0.71
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	477	215	1657	1096	545	2497
v/s Ratio Prot	c0.09	0.01	c0.39	0.22	0.05	c0.19
v/s Ratio Perm						
v/c Ratio	0.60	0.09	0.83	0.31	0.28	0.28
Uniform Delay, d1	31.1	28.7	17.9	4.7	28.0	4.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.1	4.8	0.1	1.3	0.3
Delay (s)	32.5	28.8	22.7	4.7	29.3	4.4
Level of Service	C	C	C	A	C	A
Approach Delay (s)	31.4		18.5			9.0
Approach LOS	C		B			A

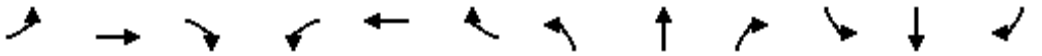
Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	16.8
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	159	188	221	452	55
Future Volume (Veh/h)	47	159	188	221	452	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.89	0.89	0.98	0.98
Hourly flow rate (vph)	57	192	211	248	461	56
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1239	569	557			
vC1, stage 1 conf vol	529					
vC2, stage 2 conf vol	710					
vCu, unblocked vol	1239	569	557			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	60	78			
cM capacity (veh/h)	263	484	978			

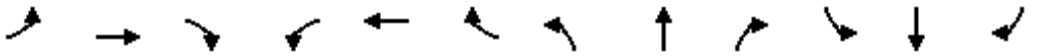
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	249	211	248	517
Volume Left	57	211	0	0
Volume Right	192	0	0	56
cSH	406	978	1700	1700
Volume to Capacity	0.61	0.22	0.15	0.30
Queue Length 95th (ft)	99	20	0	0
Control Delay (s)	26.9	9.7	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	26.9	4.5		0.0
Approach LOS	D			

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	165	256	80	74	156	159	1090	140	139	1121	174
Future Volume (vph)	195	165	256	80	74	156	159	1090	140	139	1121	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1456	1652	1739	1458	3204	3702		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1456	1652	1739	1458	3204	3702		1652	3303	1689
Peak-hour factor, PHF	0.89	0.89	0.89	0.82	0.82	0.82	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	219	185	288	98	90	190	171	1172	151	145	1168	181
RTOR Reduction (vph)	0	0	122	0	0	113	0	10	0	0	0	79
Lane Group Flow (vph)	219	185	166	98	90	77	171	1313	0	145	1168	102
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	14.6	14.6	5.1	14.2	14.2	5.1	33.4		5.1	34.2	43.8
Effective Green, g (s)	5.1	14.6	14.6	5.1	14.2	14.2	5.1	33.4		5.1	34.2	43.8
Actuated g/C Ratio	0.07	0.19	0.19	0.07	0.18	0.18	0.07	0.43		0.07	0.44	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	233	328	274	108	319	267	211	1597		108	1459	955
v/s Ratio Prot	c0.06	0.11		0.06	0.05		0.05	c0.35		c0.09	0.35	0.06
v/s Ratio Perm			c0.11			0.05						
v/c Ratio	0.94	0.56	0.61	0.91	0.28	0.29	0.81	0.82		1.34	0.80	0.11
Uniform Delay, d1	36.0	28.5	28.8	35.9	27.2	27.3	35.7	19.4		36.2	18.7	7.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	41.6	2.2	3.8	56.7	0.2	0.2	19.5	4.9		203.6	4.7	0.0
Delay (s)	77.6	30.7	32.5	92.6	27.4	27.5	55.2	24.3		239.8	23.4	7.8
Level of Service	E	C	C	F	C	C	E	C		F	C	A
Approach Delay (s)		46.3			44.3			27.8			42.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	77.4	Sum of lost time (s)	19.6
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1097	334	258	493	0	0	0	0	176	0	953
Future Volume (vph)	0	1097	334	258	493	0	0	0	0	176	0	953
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.98	0.98	0.89	0.89	0.89	0.25	0.25	0.25	0.97	0.97	0.97
Adj. Flow (vph)	0	1119	342	290	554	0	0	0	0	181	0	982
RTOR Reduction (vph)	0	0	144	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1119	198	290	554	0	0	0	0	181	0	982
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		57.9	57.9	12.8	75.4					15.1		100.0
Effective Green, g (s)		57.9	57.9	12.8	75.4					15.1		100.0
Actuated g/C Ratio		0.58	0.58	0.13	0.75					0.15		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		2049	1008	439	2757					276		1636
v/s Ratio Prot		0.32		0.08	0.15							
v/s Ratio Perm			0.11							0.10		c0.60
v/c Ratio		0.55	0.20	0.66	0.20					0.66		0.60
Uniform Delay, d1		13.0	10.0	41.5	3.6					40.0		0.0
Progression Factor		1.00	1.00	0.89	1.15					1.00		1.00
Incremental Delay, d2		1.1	0.4	2.1	0.1					5.5		1.6
Delay (s)		14.0	10.4	38.9	4.2					45.5		1.6
Level of Service		B	B	D	A					D		A
Approach Delay (s)		13.2			16.2			0.0			8.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	457	0	0	505	361	239	3	470	0	0	0
Future Volume (vph)	820	457	0	0	505	361	239	3	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3515			1893	1658			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3515			1893	1658			
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.91	0.91	0.91	0.25	0.25	0.25
Adj. Flow (vph)	854	476	0	0	555	397	263	3	516	0	0	0
RTOR Reduction (vph)	0	0	0	0	122	0	0	0	387	0	0	0
Lane Group Flow (vph)	854	476	0	0	830	0	0	266	129	0	0	0
Confl. Peds. (#/hr)						3			3			
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	28.5	72.0			38.8			17.0	17.0			
Effective Green, g (s)	28.5	72.0			38.8			17.0	17.0			
Actuated g/C Ratio	0.28	0.72			0.39			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	978	2548			1363			321	281			
v/s Ratio Prot	c0.25	0.13			c0.24							
v/s Ratio Perm								0.14	0.08			
v/c Ratio	0.87	0.19			0.61			0.83	0.46			
Uniform Delay, d1	34.0	4.5			24.5			40.1	37.4			
Progression Factor	1.53	0.76			1.00			1.00	1.00			
Incremental Delay, d2	7.4	0.1			2.0			21.3	5.3			
Delay (s)	59.4	3.6			26.6			61.4	42.7			
Level of Service	E	A			C			E	D			
Approach Delay (s)		39.4			26.6			49.0			0.0	
Approach LOS		D			C			D			A	

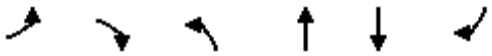
Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	429	155	1219	942	352	1104
Future Volume (vph)	429	155	1219	942	352	1104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3312	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3312	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.80	0.80	0.96	0.96	0.95	0.95
Adj. Flow (vph)	536	194	1270	981	371	1162
RTOR Reduction (vph)	3	129	0	6	0	0
Lane Group Flow (vph)	552	46	1270	975	371	1162
Confl. Bikes (#/hr)		4		4		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	23.7	23.7	36.6	66.5	13.3	55.1
Effective Green, g (s)	23.7	23.7	36.6	66.5	13.3	55.1
Actuated g/C Ratio	0.26	0.26	0.40	0.74	0.15	0.61
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	868	390	1432	1164	471	2157
v/s Ratio Prot	0.17	0.03	0.36	c0.62	c0.12	0.33
v/s Ratio Perm						
v/c Ratio	0.64	0.12	0.89	0.84	0.79	0.54
Uniform Delay, d1	29.5	25.4	25.0	8.2	37.2	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.0	8.5	5.2	12.5	1.0
Delay (s)	30.7	25.4	33.4	13.4	49.7	11.2
Level of Service	C	C	C	B	D	B
Approach Delay (s)	29.4		24.7			20.5
Approach LOS	C		C			C

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	16.8
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

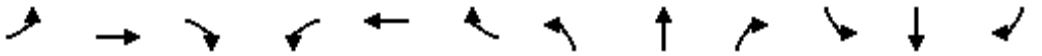
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	243	261	222	228	61
Future Volume (Veh/h)	78	243	261	222	228	61
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	91	283	284	241	296	79
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1236	428	421			
vC1, stage 1 conf vol	382					
vC2, stage 2 conf vol	855					
vCu, unblocked vol	1236	428	421			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	61	51	74			
cM capacity (veh/h)	233	576	1092			

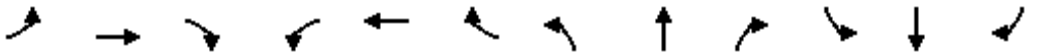
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	374	284	241	375
Volume Left	91	284	0	0
Volume Right	283	0	0	79
cSH	424	1092	1700	1700
Volume to Capacity	0.88	0.26	0.14	0.22
Queue Length 95th (ft)	228	26	0	0
Control Delay (s)	50.7	9.4	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	50.7	5.1		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	17.0		
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	41	177	61	42	106	152	877	43	88	1221	266
Future Volume (vph)	240	41	177	61	42	106	152	877	43	88	1221	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1457	1652	1739	1456	3204	3740		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1457	1652	1739	1456	3204	3740		1652	3303	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Adj. Flow (vph)	246	42	182	65	44	113	159	914	45	97	1342	292
RTOR Reduction (vph)	0	0	141	0	0	103	0	3	0	0	0	108
Lane Group Flow (vph)	246	42	41	65	44	10	159	956	0	97	1342	184
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.4	8.2	8.2	3.9	6.3	6.3	5.1	33.4		5.1	34.2	44.1
Effective Green, g (s)	5.4	8.2	8.2	3.9	6.3	6.3	5.1	33.4		5.1	34.2	44.1
Actuated g/C Ratio	0.08	0.12	0.12	0.06	0.09	0.09	0.07	0.48		0.07	0.49	0.63
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	274	204	171	92	156	131	234	1789		120	1618	1067
v/s Ratio Prot	c0.07	0.02		0.04	0.03		0.05	0.26		c0.06	c0.41	0.11
v/s Ratio Perm			c0.03			0.01						
v/c Ratio	0.90	0.21	0.24	0.71	0.28	0.08	0.68	0.53		0.81	0.83	0.17
Uniform Delay, d1	31.9	27.9	28.0	32.4	29.6	29.1	31.6	12.8		31.9	15.3	5.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	28.6	0.5	0.7	18.2	0.4	0.1	6.0	1.1		30.0	5.1	0.0
Delay (s)	60.5	28.4	28.7	50.6	30.0	29.2	37.6	13.9		61.9	20.4	5.3
Level of Service	E	C	C	D	C	C	D	B		E	C	A
Approach Delay (s)		45.3			35.6			17.3			20.2	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	19.6
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	954	267	295	535	0	0	0	0	211	0	1073
Future Volume (vph)	0	954	267	295	535	0	0	0	0	211	0	1073
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.25	0.25	0.25	0.94	0.94	0.94
Adj. Flow (vph)	0	984	275	304	552	0	0	0	0	224	0	1141
RTOR Reduction (vph)	0	0	123	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	984	152	304	552	0	0	0	0	224	0	1141
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		55.3	55.3	13.2	73.2					17.3		100.0
Effective Green, g (s)		55.3	55.3	13.2	73.2					17.3		100.0
Actuated g/C Ratio		0.55	0.55	0.13	0.73					0.17		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1957	963	453	2676					316		1636
v/s Ratio Prot		0.28		0.09	0.15							
v/s Ratio Perm			0.09							0.12		c0.70
v/c Ratio		0.50	0.16	0.67	0.21					0.71		0.70
Uniform Delay, d1		13.8	10.9	41.3	4.2					39.0		0.0
Progression Factor		1.00	1.00	0.83	1.47					1.00		1.00
Incremental Delay, d2		0.9	0.4	1.7	0.1					7.1		2.5
Delay (s)		14.8	11.3	36.1	6.3					46.1		2.5
Level of Service		B	B	D	A					D		A
Approach Delay (s)		14.0			16.9			0.0			9.6	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	754	420	0	0	446	352	355	0	323	0	0	0
Future Volume (vph)	754	420	0	0	446	352	355	0	323	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3497			1888	1659			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3497			1888	1659			
Peak-hour factor, PHF	0.93	0.93	0.93	0.97	0.97	0.97	0.94	0.94	0.94	0.25	0.25	0.25
Adj. Flow (vph)	811	452	0	0	460	363	378	0	344	0	0	0
RTOR Reduction (vph)	0	0	0	0	132	0	0	0	286	0	0	0
Lane Group Flow (vph)	811	452	0	0	691	0	0	378	58	0	0	0
Confl. Peds. (#/hr)						3			1			
Confl. Bikes (#/hr)						4			3			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	27.5	72.0			39.8			17.0	17.0			
Effective Green, g (s)	27.5	72.0			39.8			17.0	17.0			
Actuated g/C Ratio	0.28	0.72			0.40			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	944	2548			1391			320	282			
v/s Ratio Prot	c0.24	0.13			c0.20							
v/s Ratio Perm								0.20	0.04			
v/c Ratio	0.86	0.18			0.50			1.18	0.21			
Uniform Delay, d1	34.4	4.5			22.6			41.5	35.7			
Progression Factor	1.49	0.76			1.00			1.00	1.00			
Incremental Delay, d2	6.8	0.1			1.3			109.0	1.7			
Delay (s)	58.0	3.5			23.9			150.5	37.4			
Level of Service	E	A			C			F	D			
Approach Delay (s)		38.5			23.9			96.6			0.0	
Approach LOS		D			C			F			A	

Intersection Summary			
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

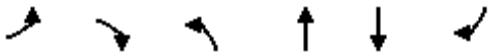


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	274	110	977	282	200	1270
Future Volume (vph)	274	110	977	282	200	1270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3308	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3308	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.86	0.86	0.97	0.97	0.87	0.87
Adj. Flow (vph)	319	128	1007	291	230	1460
RTOR Reduction (vph)	3	97	0	33	0	0
Lane Group Flow (vph)	329	18	1007	258	230	1460
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		8				
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	12.2	12.2	36.3	54.7	13.2	54.7
Effective Green, g (s)	12.2	12.2	36.3	54.7	13.2	54.7
Actuated g/C Ratio	0.16	0.16	0.46	0.70	0.17	0.70
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	514	231	1636	1103	538	2466
v/s Ratio Prot	c0.10	0.01	0.28	0.16	0.07	c0.41
v/s Ratio Perm						
v/c Ratio	0.64	0.08	0.62	0.23	0.43	0.59
Uniform Delay, d1	31.1	28.3	15.9	4.3	29.3	6.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.1	1.7	0.0	2.5	1.1
Delay (s)	33.0	28.4	17.6	4.4	31.7	7.2
Level of Service	C	C	B	A	C	A
Approach Delay (s)	31.8		14.6			10.5
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	16.8
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX I

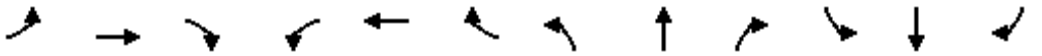
2050 NO PROJECT LOS WORKSHEETS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	96	139	450	164	43
Future Volume (Veh/h)	36	96	139	450	164	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	104	151	489	178	47
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1048	258	253			
vC1, stage 1 conf vol	230					
vC2, stage 2 conf vol	819					
vCu, unblocked vol	1048	258	253			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	86	88			
cM capacity (veh/h)	307	742	1280			

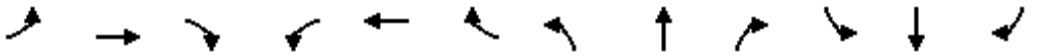
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	143	151	489	225
Volume Left	39	151	0	0
Volume Right	104	0	0	47
cSH	535	1280	1700	1700
Volume to Capacity	0.27	0.12	0.29	0.13
Queue Length 95th (ft)	27	10	0	0
Control Delay (s)	14.2	8.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.2	1.9		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	50	104	33	144	126	240	1508	89	206	903	237
Future Volume (vph)	86	50	104	33	144	126	240	1508	89	206	903	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	54	113	36	157	137	261	1639	97	224	982	258
RTOR Reduction (vph)	0	0	90	0	0	114	0	4	0	0	0	110
Lane Group Flow (vph)	93	54	23	36	157	23	261	1732	0	224	982	148
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.0	15.3	15.3	3.0	12.9	12.9	5.1	33.3		5.1	34.1	43.6
Effective Green, g (s)	5.0	15.3	15.3	3.0	12.9	12.9	5.1	33.3		5.1	34.1	43.6
Actuated g/C Ratio	0.07	0.20	0.20	0.04	0.17	0.17	0.07	0.44		0.07	0.45	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	233	350	297	65	295	251	215	1639		111	1483	970
v/s Ratio Prot	c0.03	0.03		0.02	c0.09		0.08	c0.46		c0.14	0.30	0.09
v/s Ratio Perm			0.02			0.02						
v/c Ratio	0.40	0.15	0.08	0.55	0.53	0.09	1.21	1.06		2.02	0.66	0.15
Uniform Delay, d1	34.0	25.0	24.6	35.8	28.7	26.6	35.4	21.3		35.4	16.4	7.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.1	5.7	0.9	0.1	131.2	39.0		488.3	2.3	0.0
Delay (s)	34.4	25.2	24.7	41.5	29.7	26.6	166.6	60.3		523.7	18.7	7.6
Level of Service	C	C	C	D	C	C	F	E		F	B	A
Approach Delay (s)		28.3			29.7			74.2			94.0	
Approach LOS		C			C			E			F	

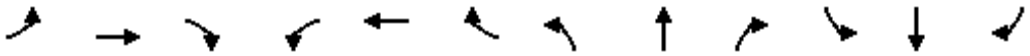
Intersection Summary			
HCM 2000 Control Delay	74.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	75.9	Sum of lost time (s)	19.6
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1582	108	479	430	0	0	0	0	385	0	917
Future Volume (vph)	0	1582	108	479	430	0	0	0	0	385	0	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1720	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1720	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.94	0.92	0.94
Adj. Flow (vph)	0	1683	115	510	457	0	0	0	0	410	0	976
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1683	40	510	457	0	0	0	0	410	0	976
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		2		1	6					4		
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		26.3	26.3	13.6	44.6					20.9		75.0
Effective Green, g (s)		26.3	26.3	13.6	44.6					20.9		75.0
Actuated g/C Ratio		0.35	0.35	0.18	0.59					0.28		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1241	603	622	2174					509		1636
v/s Ratio Prot		c0.48		c0.15	0.12					c0.22		
v/s Ratio Perm			0.02									0.60
v/c Ratio		1.36	0.07	0.82	0.21					0.81		0.60
Uniform Delay, d1		24.4	16.2	29.5	7.0					25.2		0.0
Progression Factor		1.00	1.00	1.09	1.33					1.00		1.00
Incremental Delay, d2		165.6	0.2	2.7	0.1					9.0		1.6
Delay (s)		190.0	16.4	34.9	9.4					34.2		1.6
Level of Service		F	B	C	A					C		A
Approach Delay (s)		178.9			22.8			0.0			11.2	
Approach LOS		F			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	86.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1191	782	0	0	683	461	239	7	483	0	0	0
Future Volume (vph)	1191	782	0	0	683	461	239	7	483	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3544			1895	1662			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3544			1895	1662			
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	1267	832	0	0	727	501	260	7	514	0	0	0
RTOR Reduction (vph)	0	0	0	0	166	0	0	0	219	0	0	0
Lane Group Flow (vph)	1267	832	0	0	1062	0	0	267	295	0	0	0
Confl. Bikes (#/hr)									2			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	24.0	55.0			26.3			9.0	9.0			
Effective Green, g (s)	24.0	55.0			26.3			9.0	9.0			
Actuated g/C Ratio	0.32	0.73			0.35			0.12	0.12			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2595			1242			227	199			
v/s Ratio Prot	c0.37	0.24			c0.30							
v/s Ratio Perm								0.14	c0.18			
v/c Ratio	1.15	0.32			0.86			1.18	1.48			
Uniform Delay, d1	25.5	3.5			22.6			33.0	33.0			
Progression Factor	1.23	1.59			1.00			1.00	1.00			
Incremental Delay, d2	70.4	0.0			7.7			115.6	241.8			
Delay (s)	101.6	5.6			30.3			148.6	274.8			
Level of Service	F	A			C			F	F			
Approach Delay (s)		63.5			30.3			231.6			0.0	
Approach LOS		E			C			F			A	

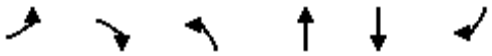
Intersection Summary			
HCM 2000 Control Delay	85.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	349	179	1671	510	193	868
Future Volume (vph)	349	179	1671	510	193	868
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3306	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3306	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	371	190	1778	543	205	923
RTOR Reduction (vph)	5	141	0	41	0	0
Lane Group Flow (vph)	385	30	1778	502	205	923
Confl. Peds. (#/hr)		3		1		
Confl. Bikes (#/hr)		2		2		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	14.1	14.1	36.3	56.6	13.2	54.7
Effective Green, g (s)	14.1	14.1	36.3	56.6	13.2	54.7
Actuated g/C Ratio	0.18	0.18	0.45	0.70	0.16	0.68
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	579	261	1597	1114	526	2407
v/s Ratio Prot	c0.12	0.02	c0.50	0.32	0.06	c0.26
v/s Ratio Perm						
v/c Ratio	0.67	0.11	1.11	0.45	0.39	0.38
Uniform Delay, d1	30.9	27.9	22.1	5.2	30.0	5.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.1	60.4	0.1	2.2	0.5
Delay (s)	33.2	28.0	82.4	5.3	32.2	6.0
Level of Service	C	C	F	A	C	A
Approach Delay (s)	31.6		64.4			10.8
Approach LOS	C		E			B

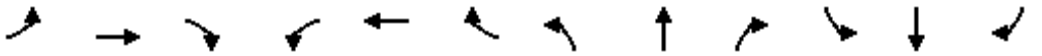
Intersection Summary			
HCM 2000 Control Delay	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	16.8
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	210	247	307	628	72
Future Volume (Veh/h)	61	210	247	307	628	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	228	268	334	683	78
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1672	802	801			
vC1, stage 1 conf vol	762					
vC2, stage 2 conf vol	910					
vCu, unblocked vol	1672	802	801			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	36	66			
cM capacity (veh/h)	172	356	794			

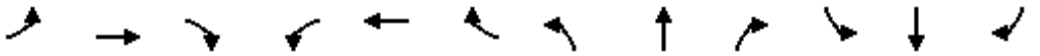
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	294	268	334	761
Volume Left	66	268	0	0
Volume Right	228	0	0	78
cSH	288	794	1700	1700
Volume to Capacity	1.02	0.34	0.20	0.45
Queue Length 95th (ft)	273	37	0	0
Control Delay (s)	98.7	11.8	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	98.7	5.3		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	19.4		
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	226	351	111	99	217	215	1514	194	193	1557	237
Future Volume (vph)	267	226	351	111	99	217	215	1514	194	193	1557	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1456	1652	1739	1459	3204	3702		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1456	1652	1739	1459	3204	3702		1652	3303	1689
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	272	231	358	113	101	221	219	1545	198	197	1589	242
RTOR Reduction (vph)	0	0	106	0	0	100	0	9	0	0	0	107
Lane Group Flow (vph)	272	231	252	113	101	121	219	1734	0	197	1589	135
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	19.3	19.3	5.1	18.9	18.9	5.1	33.5		5.1	34.3	43.9
Effective Green, g (s)	5.1	19.3	19.3	5.1	18.9	18.9	5.1	33.5		5.1	34.3	43.9
Actuated g/C Ratio	0.06	0.23	0.23	0.06	0.23	0.23	0.06	0.41		0.06	0.42	0.53
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	220	408	341	102	399	335	198	1508		102	1378	902
v/s Ratio Prot	c0.08	0.13		0.07	0.06		0.07	0.47		c0.12	c0.48	0.08
v/s Ratio Perm			c0.17			0.08						
v/c Ratio	1.24	0.57	0.74	1.11	0.25	0.36	1.11	1.15		1.93	1.15	0.15
Uniform Delay, d1	38.6	27.8	29.1	38.6	25.9	26.6	38.6	24.4		38.6	24.0	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	139.1	1.8	8.4	121.1	0.1	0.2	95.2	75.5		453.0	77.6	0.0
Delay (s)	177.6	29.6	37.5	159.7	26.0	26.8	133.8	99.8		491.5	101.6	9.7
Level of Service	F	C	D	F	C	C	F	F		F	F	A
Approach Delay (s)		79.6			61.1			103.6			128.5	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	105.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	19.6
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1521	464	358	682	0	0	0	0	244	0	1322
Future Volume (vph)	0	1521	464	358	682	0	0	0	0	244	0	1322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.97	0.92	0.97
Adj. Flow (vph)	0	1568	478	369	703	0	0	0	0	252	0	1363
RTOR Reduction (vph)	0	0	228	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1568	250	369	703	0	0	0	0	252	0	1363
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		52.3	52.3	15.1	72.1					18.4		100.0
Effective Green, g (s)		52.3	52.3	15.1	72.1					18.4		100.0
Actuated g/C Ratio		0.52	0.52	0.15	0.72					0.18		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1850	911	518	2636					336		1636
v/s Ratio Prot		0.44		0.11	0.19							
v/s Ratio Perm			0.14							0.14		c0.83
v/c Ratio		0.85	0.27	0.71	0.27					0.75		0.83
Uniform Delay, d1		20.4	13.3	40.4	4.8					38.6		0.0
Progression Factor		1.00	1.00	0.92	1.32					1.00		1.00
Incremental Delay, d2		5.0	0.7	1.0	0.1					9.1		5.1
Delay (s)		25.5	14.0	38.0	6.4					47.7		5.1
Level of Service		C	B	D	A					D		A
Approach Delay (s)		22.8			17.3			0.0			11.8	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1137	633	0	0	700	501	331	4	653	0	0	0
Future Volume (vph)	1137	633	0	0	700	501	331	4	653	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3505			1893	1658			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3505			1893	1658			
Peak-hour factor, PHF	0.98	0.98	0.92	0.92	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92
Adj. Flow (vph)	1160	646	0	0	714	545	360	4	666	0	0	0
RTOR Reduction (vph)	0	0	0	0	138	0	0	0	283	0	0	0
Lane Group Flow (vph)	1160	646	0	0	1121	0	0	364	383	0	0	0
Confl. Peds. (#/hr)						3			3			
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	32.0	72.0			35.3			17.0	17.0			
Effective Green, g (s)	32.0	72.0			35.3			17.0	17.0			
Actuated g/C Ratio	0.32	0.72			0.35			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2548			1237			321	281			
v/s Ratio Prot	c0.34	0.18			c0.32							
v/s Ratio Perm								0.19	c0.23			
v/c Ratio	1.06	0.25			0.91			1.13	1.36			
Uniform Delay, d1	34.0	4.8			30.8			41.5	41.5			
Progression Factor	1.45	1.12			1.00			1.00	1.00			
Incremental Delay, d2	37.1	0.1			11.1			91.5	184.6			
Delay (s)	86.3	5.5			41.9			133.0	226.1			
Level of Service	F	A			D			F	F			
Approach Delay (s)		57.4			41.9			193.2			0.0	
Approach LOS		E			D			F			A	

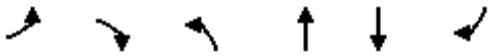
Intersection Summary			
HCM 2000 Control Delay	86.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	596	212	1690	1308	486	1530
Future Volume (vph)	596	212	1690	1308	486	1530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3312	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3312	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	621	221	1760	1362	506	1594
RTOR Reduction (vph)	3	132	0	1	0	0
Lane Group Flow (vph)	640	67	1760	1362	506	1594
Confl. Bikes (#/hr)		4		4		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	33.8	33.8	36.2	76.2	13.2	54.6
Effective Green, g (s)	33.8	33.8	36.2	76.2	13.2	54.6
Actuated g/C Ratio	0.34	0.34	0.36	0.76	0.13	0.55
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	1119	503	1281	1206	422	1932
v/s Ratio Prot	0.19	0.05	c0.50	c0.86	c0.16	0.45
v/s Ratio Perm						
v/c Ratio	0.57	0.13	1.37	1.13	1.20	0.83
Uniform Delay, d1	27.2	22.9	31.9	11.9	43.4	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	173.3	69.1	110.4	4.2
Delay (s)	27.6	23.0	205.2	81.0	153.8	22.9
Level of Service	C	C	F	F	F	C
Approach Delay (s)	26.5		151.0			54.5
Approach LOS	C		F			D

Intersection Summary			
HCM 2000 Control Delay	100.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	103.7%	ICU Level of Service	G
Analysis Period (min)	15		

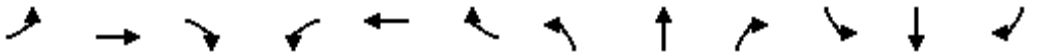
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	103	319	339	308	317	78
Future Volume (Veh/h)	103	319	339	308	317	78
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	347	368	335	345	85
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1550	480	476			
vC1, stage 1 conf vol	434					
vC2, stage 2 conf vol	1117					
vCu, unblocked vol	1550	480	476			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	29	36	65			
cM capacity (veh/h)	157	538	1043			

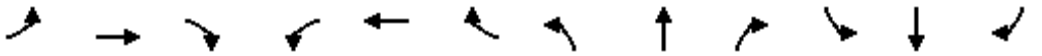
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	459	368	335	430
Volume Left	112	368	0	0
Volume Right	347	0	0	85
cSH	338	1043	1700	1700
Volume to Capacity	1.36	0.35	0.20	0.25
Queue Length 95th (ft)	568	40	0	0
Control Delay (s)	210.7	10.3	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	210.7	5.4		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	63.1		
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	53	239	85	51	147	203	1218	60	122	1696	361
Future Volume (vph)	326	53	239	85	51	147	203	1218	60	122	1696	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1458	1652	1739	1458	3204	3740		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1458	1652	1739	1458	3204	3740		1652	3303	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	336	55	246	88	53	152	209	1256	62	126	1748	372
RTOR Reduction (vph)	0	0	122	0	0	114	0	3	0	0	0	131
Lane Group Flow (vph)	336	55	124	88	53	38	209	1315	0	126	1748	241
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	11.3	11.3	5.1	10.9	10.9	5.1	33.3		5.1	34.1	43.7
Effective Green, g (s)	5.1	11.3	11.3	5.1	10.9	10.9	5.1	33.3		5.1	34.1	43.7
Actuated g/C Ratio	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.45		0.07	0.46	0.59
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	244	265	222	113	256	214	220	1683		113	1522	997
v/s Ratio Prot	c0.09	0.03		0.05	0.03		0.07	0.35		c0.08	c0.53	0.14
v/s Ratio Perm			c0.09			0.03						
v/c Ratio	1.38	0.21	0.56	0.78	0.21	0.18	0.95	0.78		1.12	1.15	0.24
Uniform Delay, d1	34.5	27.4	29.0	33.9	27.7	27.6	34.3	17.3		34.5	19.9	7.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	193.3	0.4	3.0	25.8	0.1	0.1	45.7	3.7		119.0	75.0	0.0
Delay (s)	227.8	27.8	32.1	59.7	27.9	27.8	80.1	20.9		153.4	94.9	7.3
Level of Service	F	C	C	E	C	C	F	C		F	F	A
Approach Delay (s)		134.9			37.4			29.0			83.7	
Approach LOS		F			D			C			F	

Intersection Summary			
HCM 2000 Control Delay	70.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	74.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1321	368	410	739	0	0	0	0	293	0	1487
Future Volume (vph)	0	1321	368	410	739	0	0	0	0	293	0	1487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.97	0.92	0.97
Adj. Flow (vph)	0	1362	379	423	762	0	0	0	0	302	0	1533
RTOR Reduction (vph)	0	0	194	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1362	185	423	762	0	0	0	0	302	0	1533
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		48.9	48.9	16.6	70.2					20.3		100.0
Effective Green, g (s)		48.9	48.9	16.6	70.2					20.3		100.0
Actuated g/C Ratio		0.49	0.49	0.17	0.70					0.20		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1730	851	569	2567					371		1636
v/s Ratio Prot		0.38		0.12	0.21							
v/s Ratio Perm			0.11							0.17		c0.94
v/c Ratio		0.79	0.22	0.74	0.30					0.81		0.94
Uniform Delay, d1		21.2	14.6	39.7	5.6					38.0		0.0
Progression Factor		1.00	1.00	0.89	1.56					1.00		1.00
Incremental Delay, d2		3.7	0.6	0.4	0.0					12.8		11.6
Delay (s)		24.9	15.2	35.8	8.8					50.9		11.6
Level of Service		C	B	D	A					D		B
Approach Delay (s)		22.8			18.4			0.0			18.1	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1044	582	0	0	618	489	490	0	449	0	0	0
Future Volume (vph)	1044	582	0	0	618	489	490	0	449	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3490			1888	1659			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3490			1888	1659			
Peak-hour factor, PHF	0.96	0.96	0.92	0.92	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	1088	606	0	0	644	532	533	0	468	0	0	0
RTOR Reduction (vph)	0	0	0	0	149	0	0	0	305	0	0	0
Lane Group Flow (vph)	1088	606	0	0	1027	0	0	533	163	0	0	0
Confl. Peds. (#/hr)						3			1			
Confl. Bikes (#/hr)						4			3			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	32.0	72.0			35.3			17.0	17.0			
Effective Green, g (s)	32.0	72.0			35.3			17.0	17.0			
Actuated g/C Ratio	0.32	0.72			0.35			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2548			1231			320	282			
v/s Ratio Prot	c0.32	0.17			c0.29							
v/s Ratio Perm								0.28	0.10			
v/c Ratio	0.99	0.24			0.83			1.67	0.58			
Uniform Delay, d1	33.9	4.7			29.7			41.5	38.2			
Progression Factor	1.42	1.09			1.00			1.00	1.00			
Incremental Delay, d2	19.3	0.1			6.7			313.0	8.4			
Delay (s)	67.2	5.3			36.4			354.5	46.6			
Level of Service	E	A			D			F	D			
Approach Delay (s)		45.0			36.4			210.6			0.0	
Approach LOS		D			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	85.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

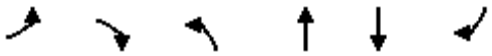


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	381	149	1353	392	274	1759
Future Volume (vph)	381	149	1353	392	274	1759
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3309	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3309	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	410	160	1455	422	295	1891
RTOR Reduction (vph)	3	118	0	16	0	0
Lane Group Flow (vph)	423	26	1455	406	295	1891
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		8				
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	14.9	14.9	36.3	57.4	13.2	54.7
Effective Green, g (s)	14.9	14.9	36.3	57.4	13.2	54.7
Actuated g/C Ratio	0.18	0.18	0.45	0.71	0.16	0.67
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	607	273	1582	1119	520	2384
v/s Ratio Prot	c0.13	0.02	c0.41	0.26	0.09	c0.53
v/s Ratio Perm						
v/c Ratio	0.70	0.10	0.92	0.36	0.57	0.79
Uniform Delay, d1	31.0	27.6	21.1	4.7	31.4	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.1	10.2	0.1	4.4	2.8
Delay (s)	33.8	27.6	31.3	4.8	35.8	12.1
Level of Service	C	C	C	A	D	B
Approach Delay (s)	32.3		25.3			15.3
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	16.8
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX J

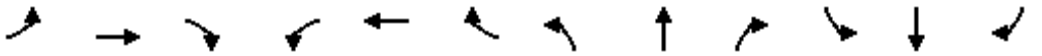
2050 WITH PROJECT LOS WORKSHEETS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	109	150	450	164	46
Future Volume (Veh/h)	41	109	150	450	164	46
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	118	163	489	178	50
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1074	259	256			
vC1, stage 1 conf vol	231					
vC2, stage 2 conf vol	843					
vCu, unblocked vol	1074	259	256			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	84	87			
cM capacity (veh/h)	296	740	1277			

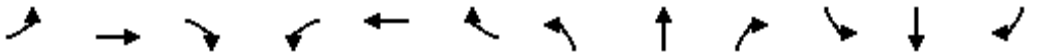
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	163	163	489	228
Volume Left	45	163	0	0
Volume Right	118	0	0	50
cSH	524	1277	1700	1700
Volume to Capacity	0.31	0.13	0.29	0.13
Queue Length 95th (ft)	33	11	0	0
Control Delay (s)	14.9	8.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.9	2.1		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	53	109	33	147	126	244	1508	89	206	903	241
Future Volume (vph)	91	53	109	33	147	126	244	1508	89	206	903	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	58	118	36	160	137	265	1639	97	224	982	262
RTOR Reduction (vph)	0	0	94	0	0	114	0	4	0	0	0	112
Lane Group Flow (vph)	99	58	24	36	160	23	265	1732	0	224	982	150
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.0	15.4	15.4	3.0	13.0	13.0	5.1	33.3		5.1	34.1	43.6
Effective Green, g (s)	5.0	15.4	15.4	3.0	13.0	13.0	5.1	33.3		5.1	34.1	43.6
Actuated g/C Ratio	0.07	0.20	0.20	0.04	0.17	0.17	0.07	0.44		0.07	0.45	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	233	352	299	65	297	252	215	1637		110	1482	968
v/s Ratio Prot	c0.03	0.03		0.02	c0.09		0.08	c0.46		c0.14	0.30	0.09
v/s Ratio Perm			0.02			0.02						
v/c Ratio	0.42	0.16	0.08	0.55	0.54	0.09	1.23	1.06		2.04	0.66	0.16
Uniform Delay, d1	34.1	25.0	24.6	35.8	28.8	26.5	35.5	21.4		35.5	16.4	7.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.2	0.1	5.7	0.9	0.1	138.2	39.4		496.6	2.3	0.0
Delay (s)	34.6	25.2	24.7	41.5	29.7	26.6	173.7	60.8		532.0	18.8	7.6
Level of Service	C	C	C	D	C	C	F	E		F	B	A
Approach Delay (s)		28.4			29.7			75.7			95.1	
Approach LOS		C			C			E			F	

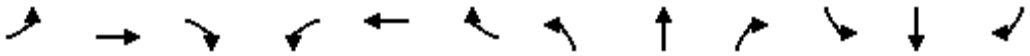
Intersection Summary			
HCM 2000 Control Delay	75.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1585	110	479	432	0	0	0	0	385	0	918
Future Volume (vph)	0	1585	110	479	432	0	0	0	0	385	0	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1720	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1720	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.94	0.92	0.94
Adj. Flow (vph)	0	1686	117	510	460	0	0	0	0	410	0	977
RTOR Reduction (vph)	0	0	76	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1686	41	510	460	0	0	0	0	410	0	977
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		2		1	6					4		
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		26.3	26.3	13.6	44.6					20.9		75.0
Effective Green, g (s)		26.3	26.3	13.6	44.6					20.9		75.0
Actuated g/C Ratio		0.35	0.35	0.18	0.59					0.28		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1241	603	622	2174					509		1636
v/s Ratio Prot		c0.48		c0.15	0.13					c0.22		
v/s Ratio Perm			0.02									0.60
v/c Ratio		1.36	0.07	0.82	0.21					0.81		0.60
Uniform Delay, d1		24.4	16.2	29.5	7.0					25.2		0.0
Progression Factor		1.00	1.00	1.09	1.33					1.00		1.00
Incremental Delay, d2		166.7	0.2	2.7	0.1					9.0		1.6
Delay (s)		191.0	16.4	34.9	9.4					34.2		1.6
Level of Service		F	B	C	A					C		A
Approach Delay (s)		179.7			22.8			0.0			11.2	
Approach LOS		F			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	86.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1193	783	0	0	684	461	240	7	483	0	0	0
Future Volume (vph)	1193	783	0	0	684	461	240	7	483	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3544			1895	1662			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3544			1895	1662			
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	1269	833	0	0	728	501	261	7	514	0	0	0
RTOR Reduction (vph)	0	0	0	0	165	0	0	0	218	0	0	0
Lane Group Flow (vph)	1269	833	0	0	1064	0	0	268	296	0	0	0
Confl. Bikes (#/hr)									2			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	24.0	55.0			26.3			9.0	9.0			
Effective Green, g (s)	24.0	55.0			26.3			9.0	9.0			
Actuated g/C Ratio	0.32	0.73			0.35			0.12	0.12			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2595			1242			227	199			
v/s Ratio Prot	c0.37	0.24			c0.30							
v/s Ratio Perm								0.14	c0.18			
v/c Ratio	1.16	0.32			0.86			1.18	1.49			
Uniform Delay, d1	25.5	3.5			22.6			33.0	33.0			
Progression Factor	1.23	1.59			1.00			1.00	1.00			
Incremental Delay, d2	71.2	0.0			7.7			117.2	243.6			
Delay (s)	102.4	5.6			30.3			150.2	276.6			
Level of Service	F	A			C			F	F			
Approach Delay (s)		64.0			30.3			233.3			0.0	
Approach LOS		E			C			F			A	

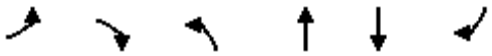
Intersection Summary			
HCM 2000 Control Delay	86.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	349	181	1673	510	195	871
Future Volume (vph)	349	181	1673	510	195	871
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3306	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3306	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	371	193	1780	543	209	927
RTOR Reduction (vph)	5	143	0	40	0	0
Lane Group Flow (vph)	385	31	1780	503	209	927
Confl. Peds. (#/hr)		3		1		
Confl. Bikes (#/hr)		2		2		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	14.1	14.1	36.3	56.6	13.2	54.7
Effective Green, g (s)	14.1	14.1	36.3	56.6	13.2	54.7
Actuated g/C Ratio	0.18	0.18	0.45	0.70	0.16	0.68
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	579	261	1597	1114	526	2407
v/s Ratio Prot	c0.12	0.02	c0.50	0.32	0.07	c0.26
v/s Ratio Perm						
v/c Ratio	0.67	0.12	1.11	0.45	0.40	0.39
Uniform Delay, d1	30.9	27.9	22.1	5.2	30.0	5.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.1	60.9	0.1	2.2	0.5
Delay (s)	33.2	28.0	82.9	5.3	32.3	6.0
Level of Service	C	C	F	A	C	A
Approach Delay (s)	31.6		64.8			10.9
Approach LOS	C		E			B

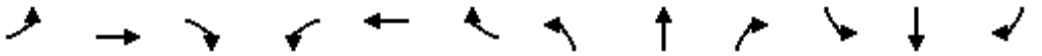
Intersection Summary			
HCM 2000 Control Delay	44.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	16.8
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	229	265	307	628	78
Future Volume (Veh/h)	67	229	265	307	628	78
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	249	288	334	683	85
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1716	806	808			
vC1, stage 1 conf vol	766					
vC2, stage 2 conf vol	950					
vCu, unblocked vol	1716	806	808			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	55	30	63			
cM capacity (veh/h)	161	355	789			

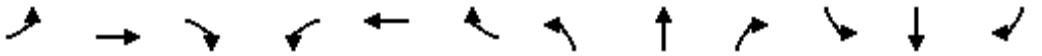
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	322	288	334	768
Volume Left	73	288	0	0
Volume Right	249	0	0	85
cSH	279	789	1700	1700
Volume to Capacity	1.16	0.37	0.20	0.45
Queue Length 95th (ft)	351	42	0	0
Control Delay (s)	141.9	12.2	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	141.9	5.6		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	28.7		
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	231	359	111	104	217	222	1514	194	193	1557	243
Future Volume (vph)	273	231	359	111	104	217	222	1514	194	193	1557	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1456	1652	1739	1459	3204	3702		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1456	1652	1739	1459	3204	3702		1652	3303	1689
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	279	236	366	113	106	221	227	1545	198	197	1589	248
RTOR Reduction (vph)	0	0	105	0	0	100	0	10	0	0	0	109
Lane Group Flow (vph)	279	236	261	113	106	121	227	1733	0	197	1589	139
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	19.6	19.6	5.1	19.2	19.2	5.1	33.5		5.1	34.3	43.9
Effective Green, g (s)	5.1	19.6	19.6	5.1	19.2	19.2	5.1	33.5		5.1	34.3	43.9
Actuated g/C Ratio	0.06	0.24	0.24	0.06	0.23	0.23	0.06	0.41		0.06	0.42	0.53
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	219	413	345	102	404	339	198	1503		102	1373	898
v/s Ratio Prot	c0.08	0.14		0.07	0.06		0.07	0.47		c0.12	c0.48	0.08
v/s Ratio Perm			c0.18			0.08						
v/c Ratio	1.27	0.57	0.76	1.11	0.26	0.36	1.15	1.15		1.93	1.16	0.15
Uniform Delay, d1	38.7	27.7	29.2	38.7	25.9	26.5	38.7	24.5		38.7	24.1	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	153.9	1.9	9.1	121.1	0.1	0.2	109.0	77.1		453.0	79.4	0.0
Delay (s)	192.6	29.7	38.3	159.8	26.0	26.7	147.7	101.6		491.7	103.5	9.9
Level of Service	F	C	D	F	C	C	F	F		F	F	A
Approach Delay (s)		84.9			60.7			106.9			129.7	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	108.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	19.6
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1525	467	358	685	0	0	0	0	244	0	1324
Future Volume (vph)	0	1525	467	358	685	0	0	0	0	244	0	1324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.97	0.92	0.97
Adj. Flow (vph)	0	1572	481	369	706	0	0	0	0	252	0	1365
RTOR Reduction (vph)	0	0	229	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1572	252	369	706	0	0	0	0	252	0	1365
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		52.3	52.3	15.1	72.1					18.4		100.0
Effective Green, g (s)		52.3	52.3	15.1	72.1					18.4		100.0
Actuated g/C Ratio		0.52	0.52	0.15	0.72					0.18		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1850	911	518	2636					336		1636
v/s Ratio Prot		0.44		0.11	0.19							
v/s Ratio Perm			0.14							0.14		c0.83
v/c Ratio		0.85	0.28	0.71	0.27					0.75		0.83
Uniform Delay, d1		20.5	13.3	40.4	4.8					38.6		0.0
Progression Factor		1.00	1.00	0.91	1.33					1.00		1.00
Incremental Delay, d2		5.1	0.8	1.0	0.1					9.1		5.2
Delay (s)		25.6	14.0	37.9	6.5					47.7		5.2
Level of Service		C	B	D	A					D		A
Approach Delay (s)		22.9			17.2			0.0			11.8	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1140	634	0	0	701	501	333	4	653	0	0	0
Future Volume (vph)	1140	634	0	0	701	501	333	4	653	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3505			1893	1658			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3505			1893	1658			
Peak-hour factor, PHF	0.98	0.98	0.92	0.92	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92
Adj. Flow (vph)	1163	647	0	0	715	545	362	4	666	0	0	0
RTOR Reduction (vph)	0	0	0	0	137	0	0	0	282	0	0	0
Lane Group Flow (vph)	1163	647	0	0	1123	0	0	366	384	0	0	0
Confl. Peds. (#/hr)						3			3			
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	32.0	72.0			35.3			17.0	17.0			
Effective Green, g (s)	32.0	72.0			35.3			17.0	17.0			
Actuated g/C Ratio	0.32	0.72			0.35			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2548			1237			321	281			
v/s Ratio Prot	c0.34	0.18			c0.32							
v/s Ratio Perm								0.19	c0.23			
v/c Ratio	1.06	0.25			0.91			1.14	1.37			
Uniform Delay, d1	34.0	4.8			30.8			41.5	41.5			
Progression Factor	1.45	1.12			1.00			1.00	1.00			
Incremental Delay, d2	38.0	0.1			11.3			93.8	185.8			
Delay (s)	87.2	5.5			42.1			135.3	227.3			
Level of Service	F	A			D			F	F			
Approach Delay (s)		58.0			42.1			194.7			0.0	
Approach LOS		E			D			F			A	

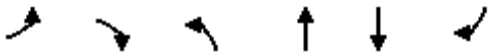
Intersection Summary			
HCM 2000 Control Delay	87.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	596	216	1693	1308	490	1534
Future Volume (vph)	596	216	1693	1308	490	1534
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3312	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3312	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	621	224	1764	1362	510	1598
RTOR Reduction (vph)	3	134	0	1	0	0
Lane Group Flow (vph)	640	68	1764	1362	510	1598
Confl. Bikes (#/hr)		4		4		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	33.8	33.8	36.2	76.2	13.2	54.6
Effective Green, g (s)	33.8	33.8	36.2	76.2	13.2	54.6
Actuated g/C Ratio	0.34	0.34	0.36	0.76	0.13	0.55
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	1119	503	1281	1206	422	1932
v/s Ratio Prot	0.19	0.05	c0.50	c0.86	c0.16	0.45
v/s Ratio Perm						
v/c Ratio	0.57	0.14	1.38	1.13	1.21	0.83
Uniform Delay, d1	27.2	23.0	31.9	11.9	43.4	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	174.7	69.1	114.2	4.2
Delay (s)	27.6	23.0	206.6	81.0	157.6	23.0
Level of Service	C	C	F	F	F	C
Approach Delay (s)	26.5		151.8			55.6
Approach LOS	C		F			E

Intersection Summary			
HCM 2000 Control Delay	101.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

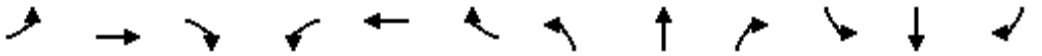
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	113	349	367	308	317	87
Future Volume (Veh/h)	113	349	367	308	317	87
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	379	399	335	345	95
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1618	484	486			
vC1, stage 1 conf vol	438					
vC2, stage 2 conf vol	1179					
vCu, unblocked vol	1618	484	486			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	12	29	61			
cM capacity (veh/h)	140	535	1034			

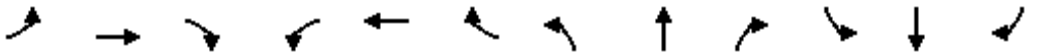
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	502	399	335	440
Volume Left	123	399	0	0
Volume Right	379	0	0	95
cSH	317	1034	1700	1700
Volume to Capacity	1.59	0.39	0.20	0.26
Queue Length 95th (ft)	739	46	0	0
Control Delay (s)	307.8	10.7	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	307.8	5.8		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	94.7		
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		



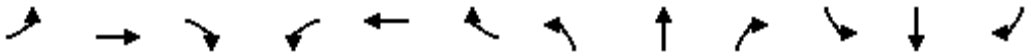
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	61	251	85	58	147	214	1218	60	122	1696	371
Future Volume (vph)	336	61	251	85	58	147	214	1218	60	122	1696	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1458	1652	1739	1458	3204	3740		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1458	1652	1739	1458	3204	3740		1652	3303	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	346	63	259	88	60	152	221	1256	62	126	1748	381
RTOR Reduction (vph)	0	0	121	0	0	113	0	3	0	0	0	135
Lane Group Flow (vph)	346	63	138	88	60	39	221	1315	0	126	1748	246
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	11.9	11.9	5.1	11.5	11.5	5.1	33.4		5.1	34.2	43.8
Effective Green, g (s)	5.1	11.9	11.9	5.1	11.5	11.5	5.1	33.4		5.1	34.2	43.8
Actuated g/C Ratio	0.07	0.16	0.16	0.07	0.15	0.15	0.07	0.45		0.07	0.46	0.59
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	242	277	232	112	267	224	218	1672		112	1512	990
v/s Ratio Prot	c0.10	0.04		0.05	0.03		0.07	0.35		c0.08	c0.53	0.15
v/s Ratio Perm			c0.09			0.03						
v/c Ratio	1.43	0.23	0.59	0.79	0.22	0.17	1.01	0.79		1.12	1.16	0.25
Uniform Delay, d1	34.8	27.4	29.2	34.3	27.7	27.5	34.8	17.6		34.8	20.2	7.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	215.6	0.4	4.1	27.5	0.2	0.1	64.5	3.8		122.6	78.2	0.0
Delay (s)	250.4	27.8	33.2	61.8	27.8	27.6	99.3	21.4		157.4	98.4	7.5
Level of Service	F	C	C	E	C	C	F	C		F	F	A
Approach Delay (s)		145.2			37.7			32.6			86.4	
Approach LOS		F			D			C			F	

Intersection Summary			
HCM 2000 Control Delay	74.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	19.6
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1327	372	410	745	0	0	0	0	293	0	1491
Future Volume (vph)	0	1327	372	410	745	0	0	0	0	293	0	1491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.97	0.92	0.97
Adj. Flow (vph)	0	1368	384	423	768	0	0	0	0	302	0	1537
RTOR Reduction (vph)	0	0	196	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1368	188	423	768	0	0	0	0	302	0	1537
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		48.9	48.9	16.6	70.2					20.3		100.0
Effective Green, g (s)		48.9	48.9	16.6	70.2					20.3		100.0
Actuated g/C Ratio		0.49	0.49	0.17	0.70					0.20		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1730	851	569	2567					371		1636
v/s Ratio Prot		0.39		0.12	0.21							
v/s Ratio Perm			0.11							0.17		c0.94
v/c Ratio		0.79	0.22	0.74	0.30					0.81		0.94
Uniform Delay, d1		21.3	14.6	39.7	5.6					38.0		0.0
Progression Factor		1.00	1.00	0.89	1.57					1.00		1.00
Incremental Delay, d2		3.8	0.6	0.4	0.0					12.8		11.9
Delay (s)		25.1	15.2	35.8	8.8					50.9		11.9
Level of Service		C	B	D	A					D		B
Approach Delay (s)		22.9			18.4			0.0			18.3	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



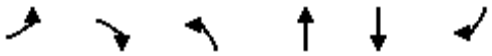
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1048	584	0	0	620	489	494	0	449	0	0	0
Future Volume (vph)	1048	584	0	0	620	489	494	0	449	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3490			1888	1659			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3490			1888	1659			
Peak-hour factor, PHF	0.96	0.96	0.92	0.92	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	1092	608	0	0	646	532	537	0	468	0	0	0
RTOR Reduction (vph)	0	0	0	0	149	0	0	0	304	0	0	0
Lane Group Flow (vph)	1092	608	0	0	1029	0	0	537	164	0	0	0
Confl. Peds. (#/hr)						3			1			
Confl. Bikes (#/hr)						4			3			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	32.5	72.0			34.8			17.0	17.0			
Effective Green, g (s)	32.5	72.0			34.8			17.0	17.0			
Actuated g/C Ratio	0.32	0.72			0.35			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1115	2548			1214			320	282			
v/s Ratio Prot	c0.32	0.17			c0.29							
v/s Ratio Perm								0.28	0.10			
v/c Ratio	0.98	0.24			0.85			1.68	0.58			
Uniform Delay, d1	33.4	4.7			30.2			41.5	38.2			
Progression Factor	1.42	1.12			1.00			1.00	1.00			
Incremental Delay, d2	16.4	0.1			7.5			318.5	8.5			
Delay (s)	63.8	5.4			37.6			360.0	46.7			
Level of Service	E	A			D			F	D			
Approach Delay (s)		42.9			37.6			214.1			0.0	
Approach LOS		D			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	85.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	381	155	1359	392	280	1765
Future Volume (vph)	381	155	1359	392	280	1765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3308	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3308	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	410	167	1461	422	301	1898
RTOR Reduction (vph)	4	122	0	15	0	0
Lane Group Flow (vph)	423	28	1461	407	301	1898
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		8				
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	14.9	14.9	36.3	57.4	13.2	54.7
Effective Green, g (s)	14.9	14.9	36.3	57.4	13.2	54.7
Actuated g/C Ratio	0.18	0.18	0.45	0.71	0.16	0.67
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	607	273	1582	1119	520	2384
v/s Ratio Prot	c0.13	0.02	c0.41	0.26	0.09	c0.54
v/s Ratio Perm						
v/c Ratio	0.70	0.10	0.92	0.36	0.58	0.80
Uniform Delay, d1	31.0	27.6	21.1	4.7	31.4	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.1	10.5	0.1	4.6	2.9
Delay (s)	33.9	27.6	31.7	4.8	36.1	12.2
Level of Service	C	C	C	A	D	B
Approach Delay (s)	32.2		25.6			15.5
Approach LOS	C		C			B

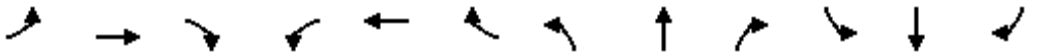
Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	16.8
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	106	146	450	164	45
Future Volume (Veh/h)	39	106	146	450	164	45
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	115	159	489	178	49
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1066	258	255			
vC1, stage 1 conf vol	230					
vC2, stage 2 conf vol	835					
vCu, unblocked vol	1066	258	255			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	84	88			
cM capacity (veh/h)	300	741	1278			

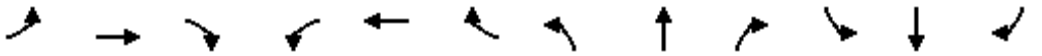
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	157	159	489	227
Volume Left	42	159	0	0
Volume Right	115	0	0	49
cSH	532	1278	1700	1700
Volume to Capacity	0.30	0.12	0.29	0.13
Queue Length 95th (ft)	31	11	0	0
Control Delay (s)	14.6	8.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.6	2.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	53	108	33	146	126	243	1508	89	206	903	239
Future Volume (vph)	89	53	108	33	146	126	243	1508	89	206	903	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	3303	1689
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	58	117	36	159	137	264	1639	97	224	982	260
RTOR Reduction (vph)	0	0	93	0	0	114	0	4	0	0	0	111
Lane Group Flow (vph)	97	58	24	36	159	23	264	1732	0	224	982	149
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.0	15.4	15.4	3.0	13.0	13.0	5.1	33.3		5.1	34.1	43.6
Effective Green, g (s)	5.0	15.4	15.4	3.0	13.0	13.0	5.1	33.3		5.1	34.1	43.6
Actuated g/C Ratio	0.07	0.20	0.20	0.04	0.17	0.17	0.07	0.44		0.07	0.45	0.57
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	233	352	299	65	297	252	215	1637		110	1482	968
v/s Ratio Prot	c0.03	0.03		0.02	c0.09		0.08	c0.46		c0.14	0.30	0.09
v/s Ratio Perm			0.02			0.02						
v/c Ratio	0.42	0.16	0.08	0.55	0.54	0.09	1.23	1.06		2.04	0.66	0.15
Uniform Delay, d1	34.1	25.0	24.6	35.8	28.7	26.5	35.5	21.4		35.5	16.4	7.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.1	5.7	0.9	0.1	136.5	39.4		496.6	2.3	0.0
Delay (s)	34.5	25.2	24.7	41.5	29.7	26.6	171.9	60.8		532.0	18.8	7.6
Level of Service	C	C	C	D	C	C	F	E		F	B	A
Approach Delay (s)		28.3			29.7			75.4			95.2	
Approach LOS		C			C			E			F	

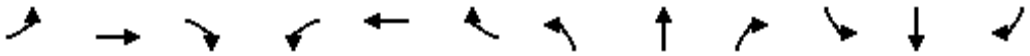
Intersection Summary			
HCM 2000 Control Delay	75.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	76.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1584	109	479	431	0	0	0	0	385	0	918
Future Volume (vph)	0	1584	109	479	431	0	0	0	0	385	0	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frpb, ped/bikes		1.00	0.99	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1720	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1720	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.94	0.92	0.94
Adj. Flow (vph)	0	1685	116	510	459	0	0	0	0	410	0	977
RTOR Reduction (vph)	0	0	75	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1685	41	510	459	0	0	0	0	410	0	977
Confl. Bikes (#/hr)			1									
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		2		1	6					4		
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		26.3	26.3	13.6	44.6					20.9		75.0
Effective Green, g (s)		26.3	26.3	13.6	44.6					20.9		75.0
Actuated g/C Ratio		0.35	0.35	0.18	0.59					0.28		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1241	603	622	2174					509		1636
v/s Ratio Prot		c0.48		c0.15	0.13					c0.22		
v/s Ratio Perm			0.02									0.60
v/c Ratio		1.36	0.07	0.82	0.21					0.81		0.60
Uniform Delay, d1		24.4	16.2	29.5	7.0					25.2		0.0
Progression Factor		1.00	1.00	1.09	1.33					1.00		1.00
Incremental Delay, d2		166.3	0.2	2.7	0.1					9.0		1.6
Delay (s)		190.7	16.4	34.8	9.4					34.2		1.6
Level of Service		F	B	C	A					C		A
Approach Delay (s)		179.5			22.8			0.0			11.2	
Approach LOS		F			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	86.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1192	783	0	0	683	461	240	7	483	0	0	0
Future Volume (vph)	1192	783	0	0	683	461	240	7	483	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3544			1895	1662			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3544			1895	1662			
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	1268	833	0	0	727	501	261	7	514	0	0	0
RTOR Reduction (vph)	0	0	0	0	166	0	0	0	218	0	0	0
Lane Group Flow (vph)	1268	833	0	0	1062	0	0	268	296	0	0	0
Confl. Bikes (#/hr)									2			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	24.0	55.0			26.3			9.0	9.0			
Effective Green, g (s)	24.0	55.0			26.3			9.0	9.0			
Actuated g/C Ratio	0.32	0.73			0.35			0.12	0.12			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2595			1242			227	199			
v/s Ratio Prot	c0.37	0.24			c0.30							
v/s Ratio Perm								0.14	c0.18			
v/c Ratio	1.15	0.32			0.86			1.18	1.49			
Uniform Delay, d1	25.5	3.5			22.6			33.0	33.0			
Progression Factor	1.23	1.59			1.00			1.00	1.00			
Incremental Delay, d2	70.8	0.0			7.7			117.2	243.6			
Delay (s)	102.0	5.6			30.3			150.2	276.6			
Level of Service	F	A			C			F	F			
Approach Delay (s)		63.8			30.3			233.3			0.0	
Approach LOS		E			C			F			A	

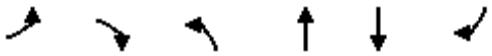
Intersection Summary			
HCM 2000 Control Delay	86.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	349	180	1673	510	195	870
Future Volume (vph)	349	180	1673	510	195	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3306	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3306	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	371	191	1779	543	207	926
RTOR Reduction (vph)	5	142	0	41	0	0
Lane Group Flow (vph)	385	30	1779	502	207	926
Confl. Peds. (#/hr)		3		1		
Confl. Bikes (#/hr)		2		2		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	14.1	14.1	36.3	56.6	13.2	54.7
Effective Green, g (s)	14.1	14.1	36.3	56.6	13.2	54.7
Actuated g/C Ratio	0.18	0.18	0.45	0.70	0.16	0.68
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	579	261	1597	1114	526	2407
v/s Ratio Prot	c0.12	0.02	c0.50	0.32	0.06	c0.26
v/s Ratio Perm						
v/c Ratio	0.67	0.12	1.11	0.45	0.39	0.38
Uniform Delay, d1	30.9	27.9	22.1	5.2	30.0	5.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.1	60.6	0.1	2.2	0.5
Delay (s)	33.2	28.0	82.7	5.3	32.2	6.0
Level of Service	C	C	F	A	C	A
Approach Delay (s)	31.6		64.6			10.8
Approach LOS	C		E			B

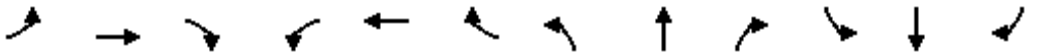
Intersection Summary			
HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	16.8
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	218	257	307	628	75
Future Volume (Veh/h)	64	218	257	307	628	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	70	237	279	334	683	82
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1696	804	805			
vC1, stage 1 conf vol	764					
vC2, stage 2 conf vol	932					
vCu, unblocked vol	1696	804	805			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	58	33	65			
cM capacity (veh/h)	166	356	791			

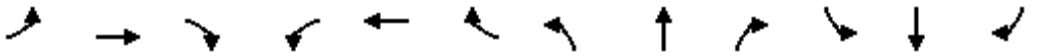
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	307	279	334	765
Volume Left	70	279	0	0
Volume Right	237	0	0	82
cSH	282	791	1700	1700
Volume to Capacity	1.09	0.35	0.20	0.45
Queue Length 95th (ft)	310	40	0	0
Control Delay (s)	119.1	12.0	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	119.1	5.5		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	23.7		
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		



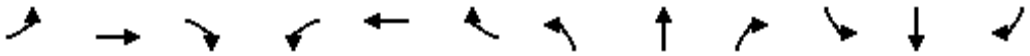
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	228	354	111	102	217	219	1514	194	193	1557	240
Future Volume (vph)	270	228	354	111	102	217	219	1514	194	193	1557	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1456	1652	1739	1459	3204	3702		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1456	1652	1739	1459	3204	3702		1652	3303	1689
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	276	233	361	113	104	221	223	1545	198	197	1589	245
RTOR Reduction (vph)	0	0	105	0	0	100	0	9	0	0	0	108
Lane Group Flow (vph)	276	233	256	113	104	121	223	1734	0	197	1589	137
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	19.4	19.4	5.1	19.0	19.0	5.1	33.5		5.1	34.3	43.9
Effective Green, g (s)	5.1	19.4	19.4	5.1	19.0	19.0	5.1	33.5		5.1	34.3	43.9
Actuated g/C Ratio	0.06	0.24	0.24	0.06	0.23	0.23	0.06	0.41		0.06	0.42	0.53
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	219	409	343	102	401	336	198	1506		102	1376	900
v/s Ratio Prot	c0.08	0.13		0.07	0.06		0.07	0.47		c0.12	c0.48	0.08
v/s Ratio Perm			c0.18			0.08						
v/c Ratio	1.26	0.57	0.74	1.11	0.26	0.36	1.13	1.15		1.93	1.15	0.15
Uniform Delay, d1	38.6	27.8	29.2	38.6	25.9	26.6	38.6	24.4		38.6	24.0	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	148.5	1.8	8.5	121.1	0.1	0.2	102.0	76.1		453.0	78.3	0.0
Delay (s)	187.1	29.6	37.7	159.7	26.0	26.8	140.6	100.5		491.6	102.3	9.8
Level of Service	F	C	D	F	C	C	F	F		F	F	A
Approach Delay (s)		82.9			60.9			105.1			128.9	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	106.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	19.6
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1523	464	358	684	0	0	0	0	244	0	1323
Future Volume (vph)	0	1523	464	358	684	0	0	0	0	244	0	1323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.97	0.92	0.97
Adj. Flow (vph)	0	1570	479	369	705	0	0	0	0	252	0	1364
RTOR Reduction (vph)	0	0	228	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1570	251	369	705	0	0	0	0	252	0	1364
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		52.3	52.3	15.1	72.1					18.4		100.0
Effective Green, g (s)		52.3	52.3	15.1	72.1					18.4		100.0
Actuated g/C Ratio		0.52	0.52	0.15	0.72					0.18		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1850	911	518	2636					336		1636
v/s Ratio Prot		0.44		0.11	0.19							
v/s Ratio Perm			0.14							0.14		c0.83
v/c Ratio		0.85	0.27	0.71	0.27					0.75		0.83
Uniform Delay, d1		20.5	13.3	40.4	4.8					38.6		0.0
Progression Factor		1.00	1.00	0.92	1.32					1.00		1.00
Incremental Delay, d2		5.1	0.7	1.0	0.1					9.1		5.2
Delay (s)		25.5	14.0	37.9	6.4					47.7		5.2
Level of Service		C	B	D	A					D		A
Approach Delay (s)		22.8			17.3			0.0			11.8	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1138	634	0	0	701	501	332	4	653	0	0	0
Future Volume (vph)	1138	634	0	0	701	501	332	4	653	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3505			1893	1658			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3505			1893	1658			
Peak-hour factor, PHF	0.98	0.98	0.92	0.92	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92
Adj. Flow (vph)	1161	647	0	0	715	545	361	4	666	0	0	0
RTOR Reduction (vph)	0	0	0	0	137	0	0	0	282	0	0	0
Lane Group Flow (vph)	1161	647	0	0	1123	0	0	365	384	0	0	0
Confl. Peds. (#/hr)						3			3			
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	32.0	72.0			35.3			17.0	17.0			
Effective Green, g (s)	32.0	72.0			35.3			17.0	17.0			
Actuated g/C Ratio	0.32	0.72			0.35			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1098	2548			1237			321	281			
v/s Ratio Prot	c0.34	0.18			c0.32							
v/s Ratio Perm								0.19	c0.23			
v/c Ratio	1.06	0.25			0.91			1.14	1.37			
Uniform Delay, d1	34.0	4.8			30.8			41.5	41.5			
Progression Factor	1.45	1.12			1.00			1.00	1.00			
Incremental Delay, d2	37.4	0.1			11.3			92.7	185.8			
Delay (s)	86.6	5.5			42.1			134.2	227.3			
Level of Service	F	A			D			F	F			
Approach Delay (s)		57.6			42.1			194.3			0.0	
Approach LOS		E			D			F			A	

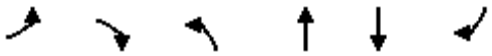
Intersection Summary			
HCM 2000 Control Delay	87.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	596	214	1692	1308	488	1532
Future Volume (vph)	596	214	1692	1308	488	1532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3312	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3312	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	621	223	1762	1362	508	1596
RTOR Reduction (vph)	3	133	0	1	0	0
Lane Group Flow (vph)	640	68	1763	1362	508	1596
Confl. Bikes (#/hr)		4		4		
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	33.8	33.8	36.2	76.2	13.2	54.6
Effective Green, g (s)	33.8	33.8	36.2	76.2	13.2	54.6
Actuated g/C Ratio	0.34	0.34	0.36	0.76	0.13	0.55
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	1119	503	1281	1206	422	1932
v/s Ratio Prot	0.19	0.05	c0.50	c0.86	c0.16	0.45
v/s Ratio Perm						
v/c Ratio	0.57	0.14	1.38	1.13	1.20	0.83
Uniform Delay, d1	27.2	23.0	31.9	11.9	43.4	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	174.3	69.1	112.3	4.2
Delay (s)	27.6	23.0	206.2	81.0	155.7	23.0
Level of Service	C	C	F	F	F	C
Approach Delay (s)	26.5		151.6			55.0
Approach LOS	C		F			E

Intersection Summary			
HCM 2000 Control Delay	100.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	103.7%	ICU Level of Service	G
Analysis Period (min)	15		

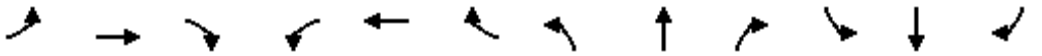
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	332	356	308	317	83
Future Volume (Veh/h)	107	332	356	308	317	83
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	116	361	387	335	345	90
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1591	482	481			
vC1, stage 1 conf vol	436					
vC2, stage 2 conf vol	1155					
vCu, unblocked vol	1591	482	481			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	21	33	63			
cM capacity (veh/h)	147	536	1038			

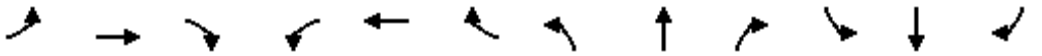
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	477	387	335	435
Volume Left	116	387	0	0
Volume Right	361	0	0	90
cSH	326	1038	1700	1700
Volume to Capacity	1.46	0.37	0.20	0.26
Queue Length 95th (ft)	646	44	0	0
Control Delay (s)	255.3	10.5	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	255.3	5.6		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	77.0		
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	331	56	244	85	56	147	209	1218	60	122	1696	367
Future Volume (vph)	331	56	244	85	56	147	209	1218	60	122	1696	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1458	1652	1739	1458	3204	3740		1652	3303	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1458	1652	1739	1458	3204	3740		1652	3303	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	340	58	252	88	57	152	216	1256	62	126	1748	378
RTOR Reduction (vph)	0	0	122	0	0	114	0	3	0	0	0	134
Lane Group Flow (vph)	340	58	130	88	57	38	216	1315	0	126	1748	244
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.1	11.6	11.6	5.1	11.2	11.2	5.1	33.3		5.1	34.1	43.7
Effective Green, g (s)	5.1	11.6	11.6	5.1	11.2	11.2	5.1	33.3		5.1	34.1	43.7
Actuated g/C Ratio	0.07	0.16	0.16	0.07	0.15	0.15	0.07	0.45		0.07	0.46	0.59
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	243	271	227	113	262	219	219	1676		113	1515	993
v/s Ratio Prot	c0.10	0.03		0.05	0.03		0.07	0.35		c0.08	c0.53	0.14
v/s Ratio Perm			c0.09			0.03						
v/c Ratio	1.40	0.21	0.57	0.78	0.22	0.17	0.99	0.78		1.12	1.15	0.25
Uniform Delay, d1	34.6	27.4	29.1	34.0	27.7	27.5	34.6	17.4		34.6	20.1	7.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	202.6	0.4	3.5	25.8	0.2	0.1	56.3	3.8		119.0	77.2	0.0
Delay (s)	237.2	27.8	32.6	59.9	27.9	27.7	90.9	21.2		153.6	97.3	7.4
Level of Service	F	C	C	E	C	C	F	C		F	F	A
Approach Delay (s)		139.2			37.2			31.0			85.4	
Approach LOS		F			D			C			F	

Intersection Summary			
HCM 2000 Control Delay	72.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	74.3	Sum of lost time (s)	19.6
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1324	370	410	742	0	0	0	0	293	0	1489
Future Volume (vph)	0	1324	370	410	742	0	0	0	0	293	0	1489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	15	12	13	12	12	12	12	13	12	13
Total Lost time (s)		5.5	5.5	4.7	5.5					4.0		4.0
Lane Util. Factor		0.95	1.00	0.97	0.95					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1742	3433	3657					1829		1636
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1742	3433	3657					1829		1636
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.97	0.92	0.97
Adj. Flow (vph)	0	1365	381	423	765	0	0	0	0	302	0	1535
RTOR Reduction (vph)	0	0	195	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1365	186	423	765	0	0	0	0	302	0	1535
Turn Type		NA	Perm	Prot	NA					Perm		Free
Protected Phases		2		1	6							
Permitted Phases		2	2							4		Free
Actuated Green, G (s)		48.9	48.9	16.6	70.2					20.3		100.0
Effective Green, g (s)		48.9	48.9	16.6	70.2					20.3		100.0
Actuated g/C Ratio		0.49	0.49	0.17	0.70					0.20		1.00
Clearance Time (s)		5.5	5.5	4.7	5.5					4.0		
Vehicle Extension (s)		2.0	2.0	2.0	3.0					3.0		
Lane Grp Cap (vph)		1730	851	569	2567					371		1636
v/s Ratio Prot		0.39		0.12	0.21							
v/s Ratio Perm			0.11							0.17		c0.94
v/c Ratio		0.79	0.22	0.74	0.30					0.81		0.94
Uniform Delay, d1		21.3	14.6	39.7	5.6					38.0		0.0
Progression Factor		1.00	1.00	0.89	1.57					1.00		1.00
Incremental Delay, d2		3.7	0.6	0.4	0.0					12.8		11.8
Delay (s)		25.0	15.2	35.8	8.8					50.9		11.8
Level of Service		C	B	D	A					D		B
Approach Delay (s)		22.9			18.4			0.0			18.2	
Approach LOS		C			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1046	583	0	0	619	489	492	0	449	0	0	0
Future Volume (vph)	1046	583	0	0	619	489	492	0	449	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	12	12	14	14	12	12	12
Total Lost time (s)	4.7	6.0			6.0			5.0	5.0			
Lane Util. Factor	0.97	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.93			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	3433	3539			3490			1888	1659			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	3433	3539			3490			1888	1659			
Peak-hour factor, PHF	0.96	0.96	0.92	0.92	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	1090	607	0	0	645	532	535	0	468	0	0	0
RTOR Reduction (vph)	0	0	0	0	149	0	0	0	305	0	0	0
Lane Group Flow (vph)	1090	607	0	0	1028	0	0	535	163	0	0	0
Confl. Peds. (#/hr)						3			1			
Confl. Bikes (#/hr)						4			3			
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Actuated Green, G (s)	32.5	72.0			34.8			17.0	17.0			
Effective Green, g (s)	32.5	72.0			34.8			17.0	17.0			
Actuated g/C Ratio	0.32	0.72			0.35			0.17	0.17			
Clearance Time (s)	4.7	6.0			6.0			5.0	5.0			
Vehicle Extension (s)	2.0	2.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1115	2548			1214			320	282			
v/s Ratio Prot	c0.32	0.17			c0.29							
v/s Ratio Perm								0.28	0.10			
v/c Ratio	0.98	0.24			0.85			1.67	0.58			
Uniform Delay, d1	33.4	4.7			30.1			41.5	38.2			
Progression Factor	1.42	1.11			1.00			1.00	1.00			
Incremental Delay, d2	16.1	0.1			7.4			315.7	8.4			
Delay (s)	63.5	5.4			37.6			357.2	46.6			
Level of Service	E	A			D			F	D			
Approach Delay (s)		42.7			37.6			212.3			0.0	
Approach LOS		D			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	85.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	381	152	1356	392	277	1762
Future Volume (vph)	381	152	1356	392	277	1762
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	13	12	12	10	12
Total Lost time (s)	6.2	6.2	6.2	6.2	4.4	5.4
Lane Util. Factor	0.97	0.91	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.99	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3309	1489	3539	1583	3204	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3309	1489	3539	1583	3204	3539
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	410	163	1458	422	298	1895
RTOR Reduction (vph)	3	120	0	16	0	0
Lane Group Flow (vph)	423	27	1458	406	298	1895
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		8				
Turn Type	Prot	Prot	NA	pt+ov	Prot	NA
Protected Phases	8	8	2	2 8	1	6
Permitted Phases	8					6
Actuated Green, G (s)	14.9	14.9	36.3	57.4	13.2	54.7
Effective Green, g (s)	14.9	14.9	36.3	57.4	13.2	54.7
Actuated g/C Ratio	0.18	0.18	0.45	0.71	0.16	0.67
Clearance Time (s)	6.2	6.2	6.2		4.4	5.4
Vehicle Extension (s)	2.0	2.0	4.0		2.0	5.2
Lane Grp Cap (vph)	607	273	1582	1119	520	2384
v/s Ratio Prot	c0.13	0.02	c0.41	0.26	0.09	c0.54
v/s Ratio Perm						
v/c Ratio	0.70	0.10	0.92	0.36	0.57	0.79
Uniform Delay, d1	31.0	27.6	21.1	4.7	31.4	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.1	10.3	0.1	4.5	2.8
Delay (s)	33.8	27.6	31.5	4.8	35.9	12.1
Level of Service	C	C	C	A	D	B
Approach Delay (s)	32.2		25.5			15.4
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	16.8
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX K

VMT ANALYSIS

CalEEMod Vehicle Miles Traveled Info: Fiesta Island (Existing)

Type	Land Use Type	Land Use Unit Amount	Land Use Size Metric	Land Use Square Feet
Recreational	City Park	372.59	Acre	14,226
Parking	Other Asphalt Surfaces	14.91	Acre	0
Parking	Other Non-Asphalt Surfaces	89.79	Acre	0
Parking	Parking Lot	1.26	Acre	54,744

Vehicle Miles Traveled 105.96

Trip Length Per Trip End

VehicleTripsLandUseSubType	Vehicle Trips Land Use Size Metric	Weekday Trip Rate	Saturday Trip Rate	Sunday Trip Rate	C-C Trip Length (miles)*	C-W Trip Length (miles)*	C-NW Trip Length (miles)*	Primary Trip (%)*	Diverted Link Trip (%)*	Pass-By Trip (%)*	C-C Trip Distribution (%)*	C-W Trip Distribution (%)*	C-NW Trip Distribution (%)*
City Park	Acre	16.71	20.26	20.26	7.3	9.5	7.3	66	28	6	48	33	19
Other Asphalt Surfaces	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19
Other Non-Asphalt Surfaces	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19
Parking Lot	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19

**Based on CalEEMod Version 2016.3.1 defaults.*

C-C Trip Type: Commercial-customer trip. This trip type represents a trip made by someone who is visiting the commercial land use to partake in the services offered by the site

C-W Trip Type: Commercial-work trip. This trip type represents a trip made by someone who is employed by the commercial land use sector

C-NW Trip Type: Commercial non-work (e.g., delivery trips). This trip type represents a trip associated with the commercial land use other than by customers or workers

Total Annual Vehicle Miles Traveled:* **14,098,336** **miles**

*Based on 364 days per year per CalEEMod methodology.

CalEEMod Vehicle Miles Traveled Info: Fiesta Island (Option A)

Type	Land Use Type	Land Use Unit Amount	Land Use Size Metric	Land Use Square Feet
Recreational	City Park	304.73	Acre	14,226
Parking	Other Asphalt Surfaces	21.37	Acre	0
Parking	Other Non-Asphalt Surfaces	141.58	Acre	0
Parking	Parking Lot	10.87	Acre	473,581

Vehicle Miles Traveled 173.82

VehicleTripsLandUseSubType	Vehicle Trips Land Use Size Metric	Weekday Trip Rate	Saturday Trip Rate	Sunday Trip Rate	Trip Length Per Trip End: C-C Trip Length (miles)*	C-W Trip Length (miles)*	C-NW Trip Length (miles)*	Primary Trip (%)*	Diverted Link Trip (%)*	Pass-By Trip (%)*	C-C Trip Distribution (%)*	C-W Trip Distribution (%)*	C-NW Trip Distribution (%)*
City Park	Acre	22.51	28.1	28.1	7.3	9.5	7.3	66	28	6	48	33	19
Other Asphalt Surfaces	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19
Other Non-Asphalt Surfaces	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19
Parking Lot	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19

**Based on CalEEMod Version 2016.3.1 defaults.*

C-C Trip Type: Commercial-customer trip. This trip type represents a trip made by someone who is visiting the commercial land use to partake in the services offered by the site

C-W Trip Type: Commercial-work trip. This trip type represents a trip made by someone who is employed by the commercial land use sector

C-NW Trip Type: Commercial non-work (e.g., delivery trips). This trip type represents a trip associated with the commercial land use other than by customers or workers

Total Annual Vehicle Miles Traveled:* **15,682,990** **miles**

1,584,654

*Based on 364 days per year per CalEEMod methodology.

CalEEMod Vehicle Miles Traveled Info: Fiesta Island (Option B)

Type	Land Use Type	Land Use Unit Amount	Land Use Size Metric	Land Use Square Feet
Recreational	City Park	306.79	Acre	14,226
Parking	Other Asphalt Surfaces	20.12	Acre	0
Parking	Other Non-Asphalt Surfaces	141.63	Acre	0
Parking	Parking Lot	10.01	Acre	435,909

Vehicle Miles Traveled 171.76

Trip Length Per Trip End

VehicleTripsLandUseSubType	Vehicle Trips Land Use Size Metric	Weekday Trip Rate	Saturday Trip Rate	Sunday Trip Rate	C-C Trip Length (miles)*	C-W Trip Length (miles)*	C-NW Trip Length (miles)*	Primary Trip (%)*	Diverted Link Trip (%)*	Pass-By Trip (%)*	C-C Trip Distribution (%)*	C-W Trip Distribution (%)*	C-NW Trip Distribution (%)*
City Park	Acre	21.52	26.57	26.57	7.3	9.5	7.3	66	28	6	48	33	19
Other Asphalt Surfaces	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19
Other Non-Asphalt Surfaces	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19
Parking Lot	Acre	0	0	0	7.3	9.5	7.3	66	28	6	48	33	19

**Based on CalEEMod Version 2016.3.1 defaults.*

C-C Trip Type: Commercial-customer trip. This trip type represents a trip made by someone who is visiting the commercial land use to partake in the services offered by the site

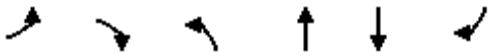
C-W Trip Type: Commercial-work trip. This trip type represents a trip made by someone who is employed by the commercial land use sector

C-NW Trip Type: Commercial non-work (e.g., delivery trips). This trip type represents a trip associated with the commercial land use other than by customers or workers

Total Annual Vehicle Miles Traveled:*	**15,039,557**	**miles**
	941,221	
*Based on 364 days per year per CalEEMod methodology.	0.066761141	

APPENDIX L

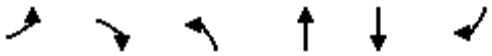
MITIGATED LOS WORKSHEETS



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	31	82	111	324	118	34
Future Volume (vph)	31	82	111	324	118	34
Peak Hour Factor	0.88	0.88	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	35	93	141	410	136	39

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total (vph)	128	141	410	175
Volume Left (vph)	35	141	0	0
Volume Right (vph)	93	0	0	39
Hadj (s)	-0.35	0.53	0.03	-0.10
Departure Headway (s)	5.1	5.5	5.0	4.8
Degree Utilization, x	0.18	0.22	0.57	0.24
Capacity (veh/h)	637	635	702	712
Control Delay (s)	9.3	8.9	13.4	9.3
Approach Delay (s)	9.3	12.3		9.3
Approach LOS	A	B		A

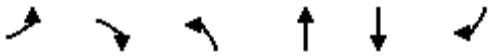
Intersection Summary			
Delay	11.2		
Level of Service	B		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	50	170	196	221	452	58
Future Volume (vph)	50	170	196	221	452	58
Peak Hour Factor	0.83	0.83	0.89	0.89	0.98	0.98
Hourly flow rate (vph)	60	205	220	248	461	59

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total (vph)	265	220	248	520
Volume Left (vph)	60	220	0	0
Volume Right (vph)	205	0	0	59
Hadj (s)	-0.38	0.53	0.03	-0.03
Departure Headway (s)	5.9	6.6	6.1	5.5
Degree Utilization, x	0.44	0.40	0.42	0.79
Capacity (veh/h)	554	532	575	646
Control Delay (s)	13.4	12.7	12.1	25.9
Approach Delay (s)	13.4	12.4		25.9
Approach LOS	B	B		D

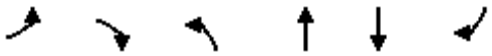
Intersection Summary			
Delay	18.2		
Level of Service	C		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	84	260	272	222	228	65
Future Volume (vph)	84	260	272	222	228	65
Peak Hour Factor	0.86	0.86	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	98	302	296	241	296	84

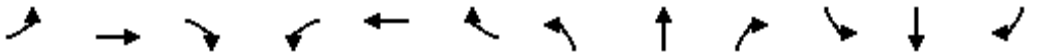
Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total (vph)	400	296	241	380
Volume Left (vph)	98	296	0	0
Volume Right (vph)	302	0	0	84
Hadj (s)	-0.37	0.53	0.03	-0.10
Departure Headway (s)	5.8	6.9	6.4	6.0
Degree Utilization, x	0.65	0.57	0.43	0.63
Capacity (veh/h)	579	498	542	567
Control Delay (s)	19.0	17.6	13.0	18.9
Approach Delay (s)	19.0	15.6		18.9
Approach LOS	C	C		C

Intersection Summary			
Delay	17.6		
Level of Service	C		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		



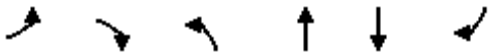
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	109	150	450	164	46
Future Volume (vph)	41	109	150	450	164	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	10	14	13	12
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.86		1.00	1.00	0.98	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.90		1.00	1.00	0.97	
Flt Protected	0.99		0.95	1.00	1.00	
Satd. Flow (prot)	1379		1652	1987	1822	
Flt Permitted	0.99		0.95	1.00	1.00	
Satd. Flow (perm)	1379		1652	1987	1822	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	118	163	489	178	50
RTOR Reduction (vph)	107	0	0	0	6	0
Lane Group Flow (vph)	56	0	163	489	222	0
Confl. Peds. (#/hr)	28	28	28			28
Confl. Bikes (#/hr)		27				27
Turn Type	Prot		Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	9.6		15.2	81.4	61.7	
Effective Green, g (s)	9.6		15.2	81.4	61.7	
Actuated g/C Ratio	0.10		0.15	0.81	0.62	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	132		251	1617	1124	
v/s Ratio Prot	c0.04		c0.10	c0.25	0.12	
v/s Ratio Perm						
v/c Ratio	0.43		0.65	0.30	0.20	
Uniform Delay, d1	42.6		39.9	2.3	8.4	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	2.2		5.7	0.5	0.4	
Delay (s)	44.8		45.6	2.8	8.7	
Level of Service	D		D	A	A	
Approach Delay (s)	44.8			13.5	8.7	
Approach LOS	D			B	A	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



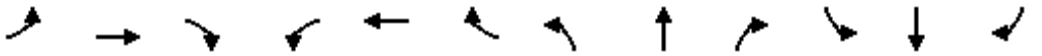
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	53	109	33	147	126	244	1508	89	206	903	241
Future Volume (vph)	91	53	109	33	147	126	244	1508	89	206	903	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1478	1652	1739	1478	3204	3737		1652	4746	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1478	1652	1739	1478	3204	3737		1652	4746	1689
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	58	118	36	160	137	265	1639	97	224	982	262
RTOR Reduction (vph)	0	0	100	0	0	119	0	3	0	0	0	96
Lane Group Flow (vph)	99	58	18	36	160	18	265	1733	0	224	982	166
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									10			19
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	5.0	18.4	18.4	3.3	16.3	16.3	14.0	61.4		18.9	67.1	76.6
Effective Green, g (s)	5.0	18.4	18.4	3.3	16.3	16.3	14.0	61.4		18.9	67.1	76.6
Actuated g/C Ratio	0.04	0.15	0.15	0.03	0.13	0.13	0.12	0.51		0.16	0.55	0.63
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	146	264	224	44	233	198	370	1893		257	2627	1067
v/s Ratio Prot	c0.03	0.03		0.02	c0.09		0.08	c0.46		c0.14	0.21	0.10
v/s Ratio Perm			0.01			0.01						
v/c Ratio	0.68	0.22	0.08	0.82	0.69	0.09	0.72	0.92		0.87	0.37	0.16
Uniform Delay, d1	57.3	45.1	44.1	58.7	50.0	46.0	51.7	27.5		50.0	15.2	9.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.4	0.4	0.2	66.7	6.5	0.1	5.4	8.4		25.3	0.4	0.0
Delay (s)	66.7	45.5	44.3	125.4	56.6	46.0	57.1	35.9		75.3	15.6	9.1
Level of Service	E	D	D	F	E	D	E	D		E	B	A
Approach Delay (s)		52.6			59.7			38.7			23.6	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	121.2	Sum of lost time (s)	19.6
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



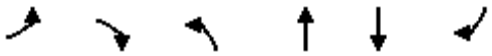
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	229	265	307	628	78
Future Volume (vph)	67	229	265	307	628	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	10	14	13	12
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.89		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.90		1.00	1.00	0.99	
Flt Protected	0.99		0.95	1.00	1.00	
Satd. Flow (prot)	1416		1652	1987	1868	
Flt Permitted	0.99		0.95	1.00	1.00	
Satd. Flow (perm)	1416		1652	1987	1868	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	249	288	334	683	85
RTOR Reduction (vph)	128	0	0	0	4	0
Lane Group Flow (vph)	194	0	288	334	764	0
Confl. Peds. (#/hr)	40	40	40			40
Confl. Bikes (#/hr)		8				8
Turn Type	Prot		Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	16.6		19.8	74.4	50.1	
Effective Green, g (s)	16.6		19.8	74.4	50.1	
Actuated g/C Ratio	0.17		0.20	0.74	0.50	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	235		327	1478	935	
v/s Ratio Prot	c0.14		c0.17	0.17	c0.41	
v/s Ratio Perm						
v/c Ratio	0.83		0.88	0.23	0.82	
Uniform Delay, d1	40.3		39.0	3.9	21.1	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	20.6		23.0	0.4	7.9	
Delay (s)	60.9		61.9	4.3	28.9	
Level of Service	E		E	A	C	
Approach Delay (s)	60.9			31.0	28.9	
Approach LOS	E			C	C	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



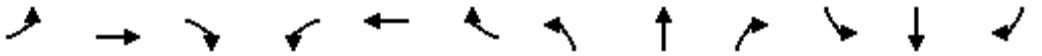
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	231	359	111	104	217	222	1514	194	193	1557	243
Future Volume (vph)	273	231	359	111	104	217	222	1514	194	193	1557	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1454	1652	1739	1458	3204	3702		1652	4746	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1454	1652	1739	1458	3204	3702		1652	4746	1689
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	279	236	366	113	106	221	227	1545	198	197	1589	248
RTOR Reduction (vph)	0	0	182	0	0	170	0	7	0	0	0	90
Lane Group Flow (vph)	279	236	184	113	106	51	227	1736	0	197	1589	158
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	12.2	23.8	23.8	10.9	22.1	22.1	13.7	66.0		18.0	71.1	87.8
Effective Green, g (s)	12.2	23.8	23.8	10.9	22.1	22.1	13.7	66.0		18.0	71.1	87.8
Actuated g/C Ratio	0.09	0.17	0.17	0.08	0.16	0.16	0.10	0.48		0.13	0.52	0.64
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	313	300	250	130	278	233	318	1771		215	2446	1075
v/s Ratio Prot	c0.08	c0.14		0.07	0.06		0.07	c0.47		c0.12	c0.33	0.09
v/s Ratio Perm			0.13			0.03						
v/c Ratio	0.89	0.79	0.74	0.87	0.38	0.22	0.71	0.98		0.92	0.65	0.15
Uniform Delay, d1	62.2	54.6	54.1	62.8	51.8	50.4	60.2	35.3		59.2	24.3	10.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.0	12.7	10.7	40.7	0.3	0.2	6.2	17.2		38.2	1.4	0.0
Delay (s)	87.2	67.4	64.8	103.5	52.1	50.5	66.4	52.5		97.4	25.7	10.1
Level of Service	F	E	E	F	D	D	E	D		F	C	B
Approach Delay (s)		72.6			64.5			54.1			30.7	
Approach LOS		E			E			D			C	

Intersection Summary			
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	137.9	Sum of lost time (s)	19.6
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	113	349	367	308	317	87
Future Volume (vph)	113	349	367	308	317	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	12	10	14	13	12
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	0.85		1.00	1.00	0.96	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.90		1.00	1.00	0.97	
Flt Protected	0.99		0.95	1.00	1.00	
Satd. Flow (prot)	1363		1652	1987	1790	
Flt Permitted	0.99		0.95	1.00	1.00	
Satd. Flow (perm)	1363		1652	1987	1790	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	379	399	335	345	95
RTOR Reduction (vph)	113	0	0	0	10	0
Lane Group Flow (vph)	389	0	399	335	430	0
Confl. Peds. (#/hr)	46	46	46			46
Confl. Bikes (#/hr)		46				46
Turn Type	Prot		Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	30.1		25.9	60.9	30.5	
Effective Green, g (s)	30.1		25.9	60.9	30.5	
Actuated g/C Ratio	0.30		0.26	0.61	0.30	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	410		427	1210	545	
v/s Ratio Prot	c0.29		c0.24	0.17	c0.24	
v/s Ratio Perm						
v/c Ratio	0.95		0.93	0.28	0.79	
Uniform Delay, d1	34.2		36.2	9.2	31.8	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	31.1		27.6	0.6	11.1	
Delay (s)	65.3		63.8	9.8	42.9	
Level of Service	E		E	A	D	
Approach Delay (s)	65.3			39.1	42.9	
Approach LOS	E			D	D	

Intersection Summary			
HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	61	251	85	58	147	214	1218	60	122	1696	370
Future Volume (vph)	336	61	251	85	58	147	214	1218	60	122	1696	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	13	10	10	10	10	10	10	14	12	10	10	14
Total Lost time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	4.5
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3547	1739	1458	1652	1739	1457	3204	3740		1652	4746	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3547	1739	1458	1652	1739	1457	3204	3740		1652	4746	1689
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	346	63	259	88	60	152	221	1256	62	126	1748	381
RTOR Reduction (vph)	0	0	173	0	0	135	0	3	0	0	0	140
Lane Group Flow (vph)	346	63	86	88	60	17	221	1315	0	126	1748	241
Confl. Peds. (#/hr)									2			
Confl. Bikes (#/hr)			1			1			33			16
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2		1	6	6 7
Permitted Phases			4			8						
Actuated Green, G (s)	10.8	13.9	13.9	6.7	9.4	9.4	7.8	36.9		8.8	38.7	54.0
Effective Green, g (s)	10.8	13.9	13.9	6.7	9.4	9.4	7.8	36.9		8.8	38.7	54.0
Actuated g/C Ratio	0.13	0.16	0.16	0.08	0.11	0.11	0.09	0.43		0.10	0.45	0.63
Clearance Time (s)	4.4	5.1	5.1	4.4	5.5	5.5	4.4	5.3		4.4	4.5	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0	2.0	4.4		2.0	3.0	
Lane Grp Cap (vph)	448	282	237	129	191	160	292	1614		170	2148	1066
v/s Ratio Prot	c0.10	0.04		0.05	0.03		0.07	0.35		c0.08	c0.37	0.14
v/s Ratio Perm			c0.06			0.01						
v/c Ratio	0.77	0.22	0.36	0.68	0.31	0.10	0.76	0.81		0.74	0.81	0.23
Uniform Delay, d1	36.2	31.1	31.9	38.4	35.1	34.3	37.9	21.3		37.2	20.3	6.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.4	0.4	1.0	11.2	0.3	0.1	9.5	4.6		14.1	3.5	0.0
Delay (s)	43.5	31.5	32.8	49.6	35.4	34.4	47.5	26.0		51.3	23.8	6.8
Level of Service	D	C	C	D	D	C	D	C		D	C	A
Approach Delay (s)		38.2			39.0			29.0			22.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	85.5	Sum of lost time (s)	19.6
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

INTERSECTION SUMMARY

Site: 1 [E Mission Bay and Fiesta Island Rd Ex+P AM - Opt A]

Entrance to Fiesta Island
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	27.2	mph	27.2	mph
Travel Distance (Total)	202.9	veh-mi/h	243.5	pers-mi/h
Travel Time (Total)	7.5	veh-h/h	8.9	pers-h/h
Demand Flows (Total)	822	veh/h	987	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.370			
Practical Spare Capacity	129.7	%		
Effective Intersection Capacity	2222	veh/h		
Control Delay (Total)	1.21	veh-h/h	1.45	pers-h/h
Control Delay (Average)	5.3	sec	5.3	sec
Control Delay (Worst Lane)	6.0	sec		
Control Delay (Worst Movement)	6.0	sec	6.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	5.3	sec		
Idling Time (Average)	4.2	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.1	veh		
95% Back of Queue - Distance (Worst Lane)	51.8	ft		
Queue Storage Ratio (Worst Lane)	0.03			
Total Effective Stops	79	veh/h	94	pers/h
Effective Stop Rate	0.10	per veh	0.10	per pers
Proportion Queued	0.21		0.21	
Performance Index	9.4		9.4	
Cost (Total)	129.64	$/h	129.64	$/h
Fuel Consumption (Total)	10.7	gal/h		
Carbon Dioxide (Total)	94.8	kg/h		
Hydrocarbons (Total)	0.009	kg/h		
Carbon Monoxide (Total)	0.112	kg/h		
NOx (Total)	0.038	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	394,729	veh/y	473,675	pers/y
Delay	578	veh-h/y	694	pers-h/y
Effective Stops	37,683	veh/y	45,220	pers/y
Travel Distance	97,403	veh-mi/y	116,883	pers-mi/y
Travel Time	3,576	veh-h/y	4,292	pers-h/y
Cost	62,227	$/y	62,227	$/y
Fuel Consumption	5,114	gal/y		
Carbon Dioxide	45,495	kg/y		
Hydrocarbons	4	kg/y		
Carbon Monoxide	54	kg/y		
NOx	18	kg/y		

INTERSECTION SUMMARY

Site: 1 [E Mission Bay and Fiesta Island Rd Ex+P Mid - Opt A]

Entrance to Fiesta Island
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.7	mph	24.7	mph
Travel Distance (Total)	305.3	veh-mi/h	366.4	pers-mi/h
Travel Time (Total)	12.3	veh-h/h	14.8	pers-h/h
Demand Flows (Total)	1260	veh/h	1512	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.413			
Practical Spare Capacity	105.9	%		
Effective Intersection Capacity	3052	veh/h		
Control Delay (Total)	2.42	veh-h/h	2.90	pers-h/h
Control Delay (Average)	6.9	sec	6.9	sec
Control Delay (Worst Lane)	7.3	sec		
Control Delay (Worst Movement)	7.3	sec	7.3	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	6.9	sec		
Idling Time (Average)	4.9	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	2.4	veh		
95% Back of Queue - Distance (Worst Lane)	59.5	ft		
Queue Storage Ratio (Worst Lane)	0.04			
Total Effective Stops	369	veh/h	443	pers/h
Effective Stop Rate	0.29	per veh	0.29	per pers
Proportion Queued	0.42		0.42	
Performance Index	17.0		17.0	
Cost (Total)	223.42	$/h	223.42	$/h
Fuel Consumption (Total)	18.0	gal/h		
Carbon Dioxide (Total)	160.1	kg/h		
Hydrocarbons (Total)	0.016	kg/h		
Carbon Monoxide (Total)	0.187	kg/h		
NOx (Total)	0.067	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	604,800	veh/y	725,760	pers/y
Delay	1,161	veh-h/y	1,393	pers-h/y
Effective Stops	177,182	veh/y	212,619	pers/y
Travel Distance	146,547	veh-mi/y	175,857	pers-mi/y
Travel Time	5,925	veh-h/y	7,110	pers-h/y
Cost	107,243	$/y	107,243	$/y
Fuel Consumption	8,641	gal/y		
Carbon Dioxide	76,868	kg/y		
Hydrocarbons	8	kg/y		
Carbon Monoxide	90	kg/y		
NOx	32	kg/y		

INTERSECTION SUMMARY

Site: 1 [E Mission Bay and Fiesta Island Rd Ex+P PM - Opt A]

Entrance to Fiesta Island
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.1	mph	25.1	mph
Travel Distance (Total)	317.7	veh-mi/h	381.3	pers-mi/h
Travel Time (Total)	12.7	veh-h/h	15.2	pers-h/h
Demand Flows (Total)	1293	veh/h	1552	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.535			
Practical Spare Capacity	58.8	%		
Effective Intersection Capacity	2416	veh/h		
Control Delay (Total)	2.84	veh-h/h	3.41	pers-h/h
Control Delay (Average)	7.9	sec	7.9	sec
Control Delay (Worst Lane)	9.5	sec		
Control Delay (Worst Movement)	9.5	sec	9.5	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	7.9	sec		
Idling Time (Average)	5.5	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	3.8	veh		
95% Back of Queue - Distance (Worst Lane)	96.0	ft		
Queue Storage Ratio (Worst Lane)	0.06			
Total Effective Stops	441	veh/h	530	pers/h
Effective Stop Rate	0.34	per veh	0.34	per pers
Proportion Queued	0.45		0.45	
Performance Index	18.9		18.9	
Cost (Total)	223.52	$/h	223.52	$/h
Fuel Consumption (Total)	17.8	gal/h		
Carbon Dioxide (Total)	158.5	kg/h		
Hydrocarbons (Total)	0.016	kg/h		
Carbon Monoxide (Total)	0.186	kg/h		
NOx (Total)	0.065	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	620,784	veh/y	744,940	pers/y
Delay	1,364	veh-h/y	1,637	pers-h/y
Effective Stops	211,851	veh/y	254,222	pers/y
Travel Distance	152,513	veh-mi/y	183,015	pers-mi/y
Travel Time	6,082	veh-h/y	7,299	pers-h/y
Cost	107,289	$/y	107,289	$/y
Fuel Consumption	8,552	gal/y		
Carbon Dioxide	76,072	kg/y		
Hydrocarbons	8	kg/y		
Carbon Monoxide	89	kg/y		
NOx	31	kg/y		

INTERSECTION SUMMARY

Site: 1 [E Mission Bay and Fiesta Island Rd 2050 AM WP - Opt A]

Entrance to Fiesta Island
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.0	mph	26.0	mph
Travel Distance (Total)	278.6	veh-mi/h	334.3	pers-mi/h
Travel Time (Total)	10.7	veh-h/h	12.8	pers-h/h
Demand Flows (Total)	1128	veh/h	1354	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.516			
Practical Spare Capacity	64.7	%		
Effective Intersection Capacity	2186	veh/h		
Control Delay (Total)	2.14	veh-h/h	2.56	pers-h/h
Control Delay (Average)	6.8	sec	6.8	sec
Control Delay (Worst Lane)	8.0	sec		
Control Delay (Worst Movement)	8.0	sec	8.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	6.8	sec		
Idling Time (Average)	5.3	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	3.7	veh		
95% Back of Queue - Distance (Worst Lane)	91.7	ft		
Queue Storage Ratio (Worst Lane)	0.06			
Total Effective Stops	167	veh/h	201	pers/h
Effective Stop Rate	0.15	per veh	0.15	per pers
Proportion Queued	0.29		0.29	
Performance Index	14.4		14.4	
Cost (Total)	186.27	$/h	186.27	$/h
Fuel Consumption (Total)	15.0	gal/h		
Carbon Dioxide (Total)	133.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.156	kg/h		
NOx (Total)	0.054	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	541,553	veh/y	649,864	pers/y
Delay	1,025	veh-h/y	1,230	pers-h/y
Effective Stops	80,285	veh/y	96,342	pers/y
Travel Distance	133,722	veh-mi/y	160,466	pers-mi/y
Travel Time	5,134	veh-h/y	6,161	pers-h/y
Cost	89,411	$/y	89,411	$/y
Fuel Consumption	7,189	gal/y		
Carbon Dioxide	63,949	kg/y		
Hydrocarbons	6	kg/y		
Carbon Monoxide	75	kg/y		
NOx	26	kg/y		

INTERSECTION SUMMARY

Site: 1 [E Mission Bay and Fiesta Island Rd 2050 Mid WP - Opt A]

Entrance to Fiesta Island
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	22.7	mph	22.7	mph
Travel Distance (Total)	416.1	veh-mi/h	499.3	pers-mi/h
Travel Time (Total)	18.3	veh-h/h	22.0	pers-h/h
Demand Flows (Total)	1716	veh/h	2059	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.582			
Practical Spare Capacity	46.0	%		
Effective Intersection Capacity	2946	veh/h		
Control Delay (Total)	4.84	veh-h/h	5.80	pers-h/h
Control Delay (Average)	10.2	sec	10.2	sec
Control Delay (Worst Lane)	11.0	sec		
Control Delay (Worst Movement)	11.0	sec	11.0	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	10.2	sec		
Idling Time (Average)	7.1	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	4.3	veh		
95% Back of Queue - Distance (Worst Lane)	108.5	ft		
Queue Storage Ratio (Worst Lane)	0.08			
Total Effective Stops	834	veh/h	1001	pers/h
Effective Stop Rate	0.49	per veh	0.49	per pers
Proportion Queued	0.58		0.58	
Performance Index	29.1		29.1	
Cost (Total)	334.31	$/h	334.31	$/h
Fuel Consumption (Total)	25.8	gal/h		
Carbon Dioxide (Total)	229.8	kg/h		
Hydrocarbons (Total)	0.023	kg/h		
Carbon Monoxide (Total)	0.265	kg/h		
NOx (Total)	0.096	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	823,467	veh/y	988,160	pers/y
Delay	2,322	veh-h/y	2,786	pers-h/y
Effective Stops	400,384	veh/y	480,460	pers/y
Travel Distance	199,705	veh-mi/y	239,646	pers-mi/y
Travel Time	8,808	veh-h/y	10,569	pers-h/y
Cost	160,468	$/y	160,468	$/y
Fuel Consumption	12,401	gal/y		
Carbon Dioxide	110,318	kg/y		
Hydrocarbons	11	kg/y		
Carbon Monoxide	127	kg/y		
NOx	46	kg/y		

INTERSECTION SUMMARY

Site: 1 [E Mission Bay and Fiesta Island Rd 2050 PM WP - Opt A]

Entrance to Fiesta Island
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	21.2	mph	21.2	mph
Travel Distance (Total)	436.4	veh-mi/h	523.6	pers-mi/h
Travel Time (Total)	20.6	veh-h/h	24.7	pers-h/h
Demand Flows (Total)	1775	veh/h	2130	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.801			
Practical Spare Capacity	6.2	%		
Effective Intersection Capacity	2217	veh/h		
Control Delay (Total)	7.07	veh-h/h	8.49	pers-h/h
Control Delay (Average)	14.3	sec	14.3	sec
Control Delay (Worst Lane)	19.8	sec		
Control Delay (Worst Movement)	19.8	sec	19.8	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	14.3	sec		
Idling Time (Average)	9.3	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	11.7	veh		
95% Back of Queue - Distance (Worst Lane)	292.5	ft		
Queue Storage Ratio (Worst Lane)	0.20			
Total Effective Stops	1147	veh/h	1376	pers/h
Effective Stop Rate	0.65	per veh	0.65	per pers
Proportion Queued	0.69		0.69	
Performance Index	38.5		38.5	
Cost (Total)	360.19	$/h	360.19	$/h
Fuel Consumption (Total)	26.6	gal/h		
Carbon Dioxide (Total)	236.6	kg/h		
Hydrocarbons (Total)	0.024	kg/h		
Carbon Monoxide (Total)	0.271	kg/h		
NOx (Total)	0.098	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	851,988	veh/y	1,022,385	pers/y
Delay	3,395	veh-h/y	4,074	pers-h/y
Effective Stops	550,569	veh/y	660,683	pers/y
Travel Distance	209,451	veh-mi/y	251,341	pers-mi/y
Travel Time	9,866	veh-h/y	11,839	pers-h/y
Cost	172,889	$/y	172,889	$/y
Fuel Consumption	12,769	gal/y		
Carbon Dioxide	113,586	kg/y		
Hydrocarbons	12	kg/y		
Carbon Monoxide	130	kg/y		
NOx	47	kg/y		

INTERSECTION SUMMARY

Site: 1 [Fiesta Island Internal- 2050 Opt A AM]

Roundabout with 1-lane approaches and circulating road
MUTCD (FHWA 2009) example number: 2B-22
Roundabout Guide (TRB 2010) example number: A-1
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	26.6	mph	26.6	mph
Travel Distance (Total)	122.6	veh-mi/h	147.1	pers-mi/h
Travel Time (Total)	4.6	veh-h/h	5.5	pers-h/h
Demand Flows (Total)	379	veh/h	455	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.155			
Practical Spare Capacity	447.8	%		
Effective Intersection Capacity	2445	veh/h		
Control Delay (Total)	0.44	veh-h/h	0.53	pers-h/h
Control Delay (Average)	4.2	sec	4.2	sec
Control Delay (Worst Lane)	4.6	sec		
Control Delay (Worst Movement)	4.6	sec	4.6	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	4.2	sec		
Idling Time (Average)	1.2	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.7	veh		
95% Back of Queue - Distance (Worst Lane)	17.2	ft		
Queue Storage Ratio (Worst Lane)	0.00			
Total Effective Stops	41	veh/h	49	pers/h
Effective Stop Rate	0.11	per veh	0.11	per pers
Proportion Queued	0.16		0.16	
Performance Index	4.3		4.3	
Cost (Total)	93.67	$/h	93.67	$/h
Fuel Consumption (Total)	7.6	gal/h		
Carbon Dioxide (Total)	67.9	kg/h		
Hydrocarbons (Total)	0.007	kg/h		
Carbon Monoxide (Total)	0.083	kg/h		
NOx (Total)	0.029	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	182,087	veh/y	218,504	pers/y
Delay	211	veh-h/y	253	pers-h/y
Effective Stops	19,603	veh/y	23,523	pers/y
Travel Distance	58,853	veh-mi/y	70,624	pers-mi/y
Travel Time	2,211	veh-h/y	2,653	pers-h/y
Cost	44,961	$/y	44,961	$/y
Fuel Consumption	3,662	gal/y		
Carbon Dioxide	32,578	kg/y		
Hydrocarbons	3	kg/y		

INTERSECTION SUMMARY

Site: 1 [Fiesta Island Internal- 2050 Opt A PM]

Roundabout with 1-lane approaches and circulating road
MUTCD (FHWA 2009) example number: 2B-22
Roundabout Guide (TRB 2010) example number: A-1
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	25.9	mph	25.9	mph
Travel Distance (Total)	228.7	veh-mi/h	274.5	pers-mi/h
Travel Time (Total)	8.8	veh-h/h	10.6	pers-h/h
Demand Flows (Total)	695	veh/h	833	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.342			
Practical Spare Capacity	148.7	%		
Effective Intersection Capacity	2032	veh/h		
Control Delay (Total)	1.18	veh-h/h	1.41	pers-h/h
Control Delay (Average)	6.1	sec	6.1	sec
Control Delay (Worst Lane)	7.5	sec		
Control Delay (Worst Movement)	7.5	sec	7.5	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	6.1	sec		
Idling Time (Average)	2.2	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	1.8	veh		
95% Back of Queue - Distance (Worst Lane)	44.2	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	160	veh/h	192	pers/h
Effective Stop Rate	0.23	per veh	0.23	per pers
Proportion Queued	0.27		0.27	
Performance Index	9.2		9.2	
Cost (Total)	182.60	$/h	182.60	$/h
Fuel Consumption (Total)	14.5	gal/h		
Carbon Dioxide (Total)	129.2	kg/h		
Hydrocarbons (Total)	0.013	kg/h		
Carbon Monoxide (Total)	0.157	kg/h		
NOx (Total)	0.056	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	333,391	veh/y	400,070	pers/y
Delay	566	veh-h/y	679	pers-h/y
Effective Stops	76,921	veh/y	92,305	pers/y
Travel Distance	109,797	veh-mi/y	131,757	pers-mi/y
Travel Time	4,243	veh-h/y	5,092	pers-h/y
Cost	87,650	$/y	87,650	$/y
Fuel Consumption	6,972	gal/y		
Carbon Dioxide	62,020	kg/y		
Hydrocarbons	6	kg/y		

INTERSECTION SUMMARY

Site: 1 [Fiesta Island Internal- 2050 Opt A MID]

Roundabout with 1-lane approaches and circulating road
MUTCD (FHWA 2009) example number: 2B-22
Roundabout Guide (TRB 2010) example number: A-1
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	24.3	mph	24.3	mph
Travel Distance (Total)	336.6	veh-mi/h	403.9	pers-mi/h
Travel Time (Total)	13.9	veh-h/h	16.6	pers-h/h
Demand Flows (Total)	997	veh/h	1196	pers/h
Percent Heavy Vehicles (Demand)	0.0	%		
Degree of Saturation	0.603			
Practical Spare Capacity	40.9	%		
Effective Intersection Capacity	1652	veh/h		
Control Delay (Total)	2.71	veh-h/h	3.25	pers-h/h
Control Delay (Average)	9.8	sec	9.8	sec
Control Delay (Worst Lane)	13.7	sec		
Control Delay (Worst Movement)	13.7	sec	13.7	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	9.8	sec		
Idling Time (Average)	3.5	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	5.7	veh		
95% Back of Queue - Distance (Worst Lane)	143.5	ft		
Queue Storage Ratio (Worst Lane)	0.04			
Total Effective Stops	480	veh/h	576	pers/h
Effective Stop Rate	0.48	per veh	0.48	per pers
Proportion Queued	0.40		0.40	
Performance Index	18.4		18.4	
Cost (Total)	289.48	$/h	289.48	$/h
Fuel Consumption (Total)	22.1	gal/h		
Carbon Dioxide (Total)	196.8	kg/h		
Hydrocarbons (Total)	0.020	kg/h		
Carbon Monoxide (Total)	0.235	kg/h		
NOx (Total)	0.085	kg/h		

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	478,435	veh/y	574,122	pers/y
Delay	1,302	veh-h/y	1,562	pers-h/y
Effective Stops	230,525	veh/y	276,629	pers/y
Travel Distance	161,568	veh-mi/y	193,882	pers-mi/y
Travel Time	6,654	veh-h/y	7,985	pers-h/y
Cost	138,952	$/y	138,952	$/y
Fuel Consumption	10,616	gal/y		
Carbon Dioxide	94,440	kg/y		
Hydrocarbons	10	kg/y		

APPENDIX M

WARRANT ANALYSIS WORKSHEETS

ALL-WAY STOP WARRANT ANALYSIS (Section 2B.07 Multi-Way Stop Applications)

Intersection: East Mission Bay Drive / Fiesta Island Road
Study Scenario: Existing Plus Project Weekend Midday

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. **The existing conditions and future year 2050 analysis demonstrates that a signal is warranted at this intersection under both study scenarios. Therefore, the All-Way Stop is an interim measure until a signal is needed to address delay at this intersection anticipated (2050 plus project as shown in TIA). Refer to Table 1 attached.**

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **No**. **Based on SWITRS data (2012-2015), there have been 18 reported accidents at East Mission Bay Drive/Fiesta Island Road over a 4 year period.**

2012: 1 2013: 0 2014: 9 2015: 8

Of the 9 accidents reported in 2014, 1 was attributed to improper turning. The others were attributed to speed, improper starting or not stated. In 2015, 2 were attributed to improper turning and 2 auto right of way violations. The others were related to unsafe speed or the cause was not stated. Although there were more than 5 crashes reported in a single year, the cause of the crash was not determined to be correctable through the installation of stop signs.

C. Minimum volumes:

> *1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day;* **Yes (Refer to Table 1)**.
>
> *and*
>
> *2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour;* **Yes**. **Weekend Midday peak hour delay (Existing Plus Option A for the stop controlled westbound approach at this intersection is 50.3 seconds. Therefore the 30 second threshold is exceeded. 8 hour pedestrian and bicycle volume was not available. However, the vehicular volume alone exceeded the 200 threshold. (Refer to Table 1).**
>
> *3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.* **Speed does not exceed 40 mph.**

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts; **Does not apply. This is a T-intersection, therefore no left turn conflicts exist.**

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; **Yes, due to the nature of the area (bay, parks and recreation) pedestrian activity is high. Therefore an all-way stop would help improve pedestrian and bicycle access across Fiesta Island Road and remove the uncontrolled northbound left turn**.

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; **Not applicable, adequate sight distance provided.**

and

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. **Not applicable, not located in a residential neighborhood.**

Table 1: Weekday Volumes

Scenario		AM		PM	
		7-8am	8-9am	4-5pm	5-6pm
Existing [1]	South (NB)	372	360	328	399
	North (SB)	118	142	362	504
	West (EB)	76	100	155	195
	Total Major (2-way)	490	502	690	903
	Total Minor (1-way)	76	100	155	195
Project Volumes	South (NB)	11	11	17	17
	North (SB)	4	4	6	6
	West (EB)	19	19	25	25
	Total Major (2-way)	34	15	48	23
	Total Minor (1-way)	19	19	25	25
Existing Plus Project [2]	South (NB)	383	371	345	416
	North (SB)	122	146	368	510
	West (EB)	95	119	180	220
	Total Major (2-way)	505	517	713	926
	Total Minor (1-way)	95	119	180	220
2050 No Project [3]	South (NB)	608	589	455	554
	North (SB)	165	207	503	700
	West (EB)	90	132	215	271
	Total Major (2-way)	773	796	958	1254
	Total Minor (1-way)	90	132	215	271
2050 with Project [4]	South (NB)	619	600	472	571
	North (SB)	169	211	509	706
	West (EB)	109	151	240	296
	Total Major (2-way)	788	811	981	1277
	Total Minor (1-way)	109	151	240	296

Note:

(1) Existing volumes are based on the NDS turning movement counts collected for the project

(2) Existing plus project volume were calculated by adding the peak hour project volume to the hourly volumes

(3) 2050 baseline volumes were determined from Figure 5-7 for the columns highlighted in gray. An adjustment in existing peak hour volumes were applied to the 2050 baseline volumes to determine the second hour volume the following adjustment formula was used: ((Higher volume – lower volume) / original volume).

(4) 2050 with project volumes were determined by adding the peak hour project volume to the baseline 2050 volumes.

Table 2: Weekend Volumes

Scenario		Weekend Midday			
		11am-12pm	12-1pm	1-2pm	2-3pm
Existing [1]	South (NB)	403	410	465	456
	North (SB)	224	243	264	268
	West (EB)	264	293	317	295
	Total Major (2-way)	627	653	729	724
	Total Minor (1-way)	264	293	317	295
Project Volumes	South (NB)	28	28	28	28
	North (SB)	9	9	9	9
	West (EB)	40	40	40	40
	Total Major (2-way)	77	37	77	37
	Total Minor (1-way)	40	40	40	40
Existing Plus Project [2]	South (NB)	431	438	493	484
	North (SB)	233	252	273	277
	West (EB)	304	333	357	335
	Total Major (2-way)	664	690	766	761
	Total Minor (1-way)	304	333	357	335
2050 No Project [3]	South (NB)	547	560	647	634
	North (SB)	324	361	395	401
	West (EB)	337	387	422	391
	Total Major (2-way)	871	921	1042	1035
	Total Minor (1-way)	337	387	422	391
2050 with Project [4]	South (NB)	575	588	675	662
	North (SB)	333	370	404	410
	West (EB)	377	427	462	431
	Total Major (2-way)	908	958	1079	1072
	Total Minor (1-way)	377	427	462	431

Note:

(1) Existing volumes are based on the NDS turning movement counts collected for the project

(2) Existing plus project volume were calculated by adding the peak hour project volume to the hourly volumes

(3) 2050 baseline volumes were determined from Figure 5-7 for the columns highlighted in gray. An adjustment in existing peak hour volumes were applied to the 2050 baseline volumes to determine the second hour volume the following adjustment formula was used: ((Higher volume – lower volume) / original volume).

(4) 2050 with project volumes were determined by adding the peak hour project volume to the baseline 2050 volumes.

Table 3: Delay Calculations

Scenario	Delay Calculations				
	Peak Hour	Volume	ApproachDelay	Seconds	Total Delay
Existing	PM	195	24.7	3,600	1.34
	MID	317	39.9	3,600	3.51
Existing + Project	PM	220	29.6	3,600	1.81
	MID	357	67.1	3,600	6.65
2050 + No Project	PM	271	98.7	3,600	7.43
	MID	1042	210.7	3,600	60.99
2050+Project	PM	296	141.9	3,600	11.67
	MID	1079	301.7	3,600	90.43

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:00AM	8:00AM	4:00PM	5:00PM (Hour)
Both Approaches - Major Street			490	502	690	903
Higher Approach - Minor Street			76	100	155	195

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

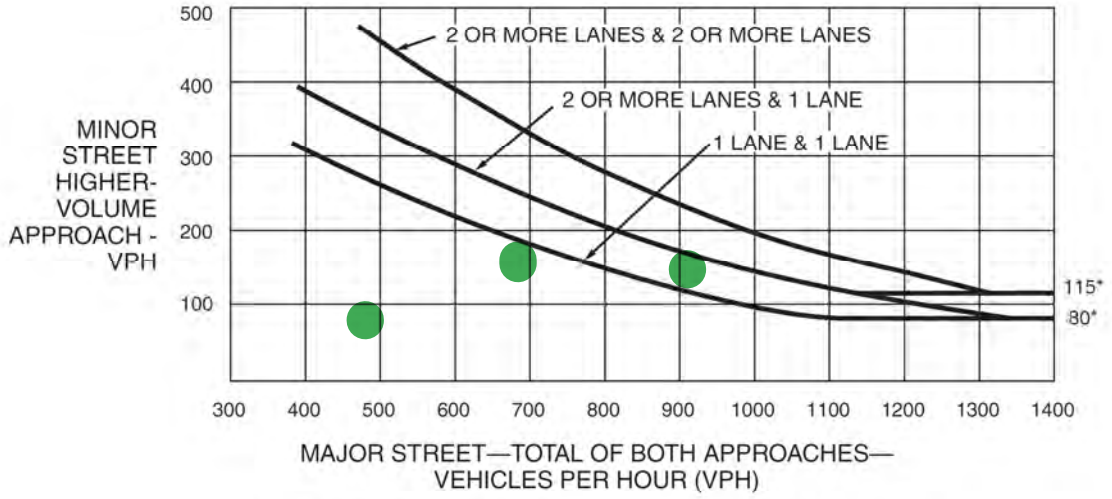
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	5PM (Hour)
Both Approaches - Major Street			903
Higher Approach - Minor Street			195

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

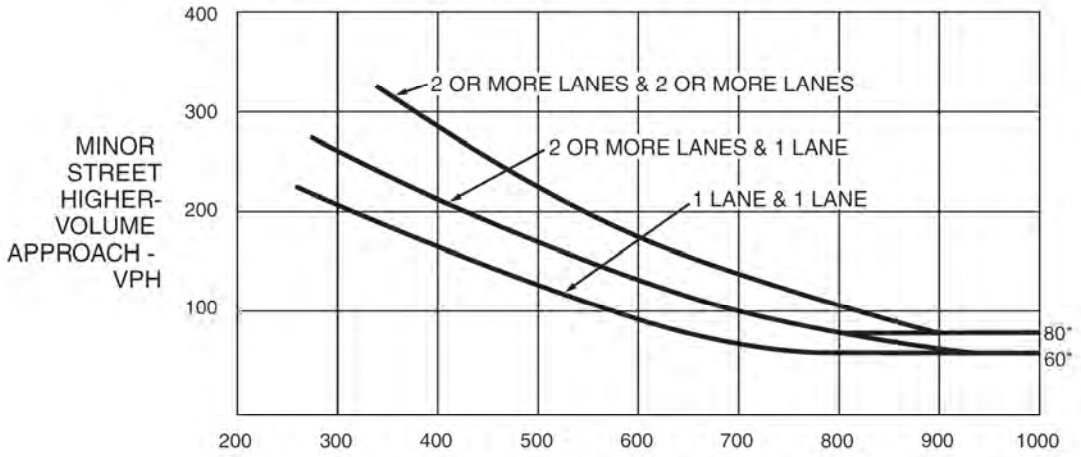
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

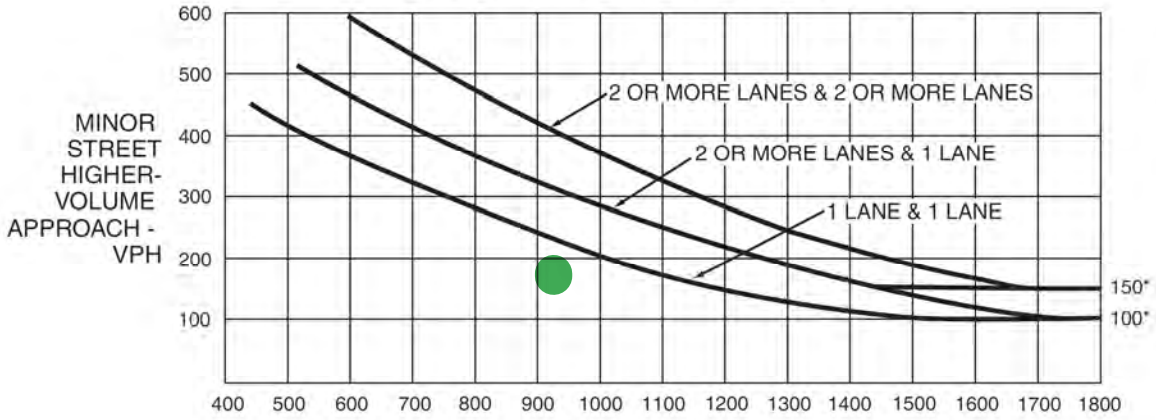
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

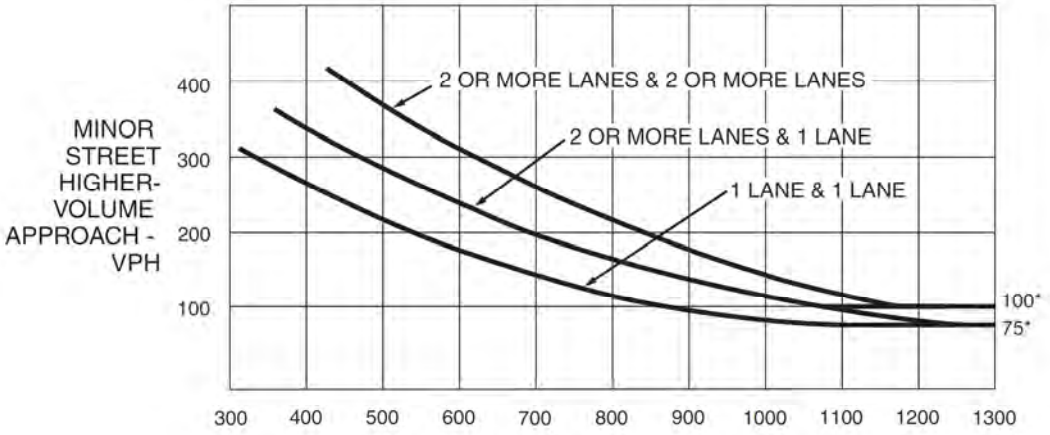
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES [x] NO [ ]**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	11:00AM	12:00 PM	1:00PM	2:00 PM
			Hour			
Both Approaches - Major Street			627	653	729	724
Higher Approach - Minor Street			264	293	317	295

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes [x]	No [ ]
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes [ ]	No [ ]

WARRANT 3 - Peak Hour **SATISFIED YES [ ] NO [x]**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES [x] NO [ ]**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes [ ]	No [x]
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes [x]	No [ ]
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes [x]	No [ ]

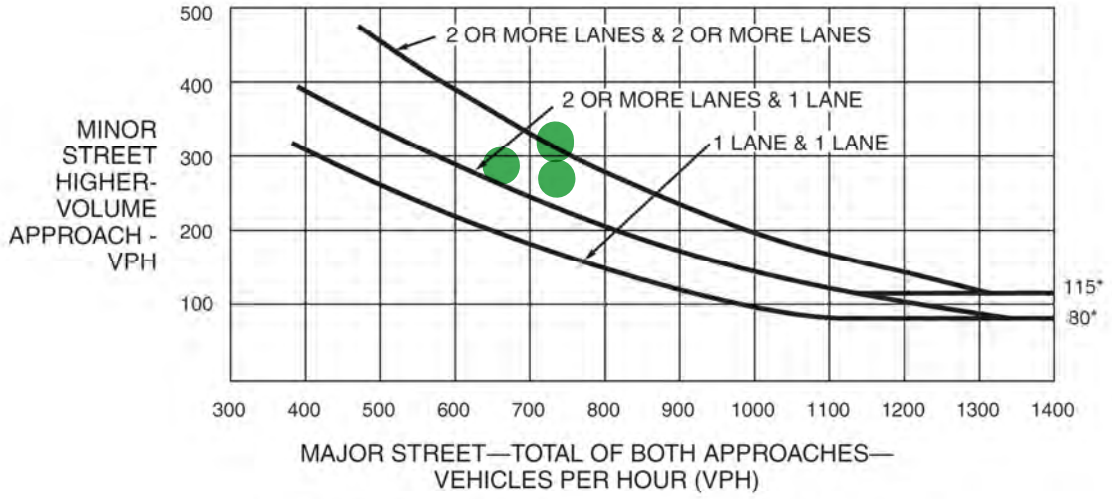
PART B **SATISFIED YES [x] NO [ ]**

APPROACH LANES	One	2 or More	1:00 PM
			Hour
Both Approaches - Major Street			729
Higher Approach - Minor Street			317

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes [x]	No [ ]
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes [ ]	No [ ]

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

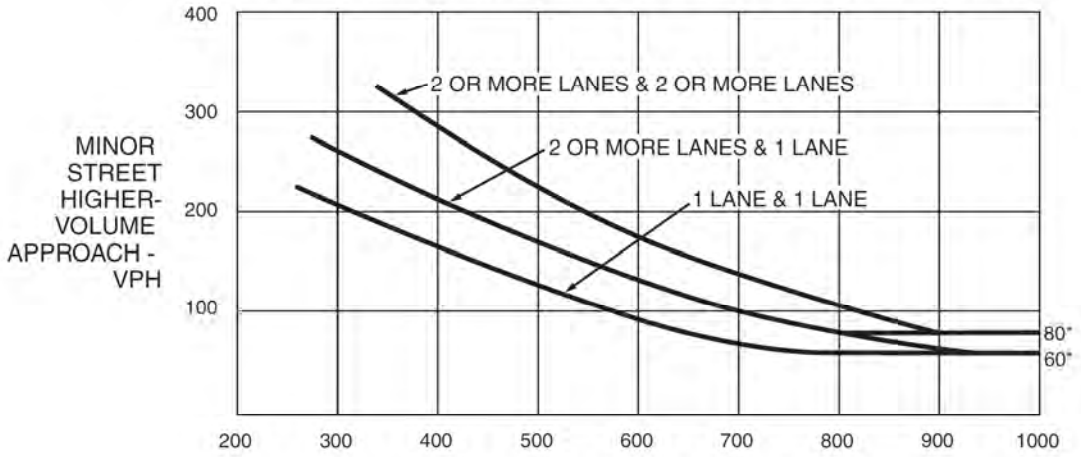
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

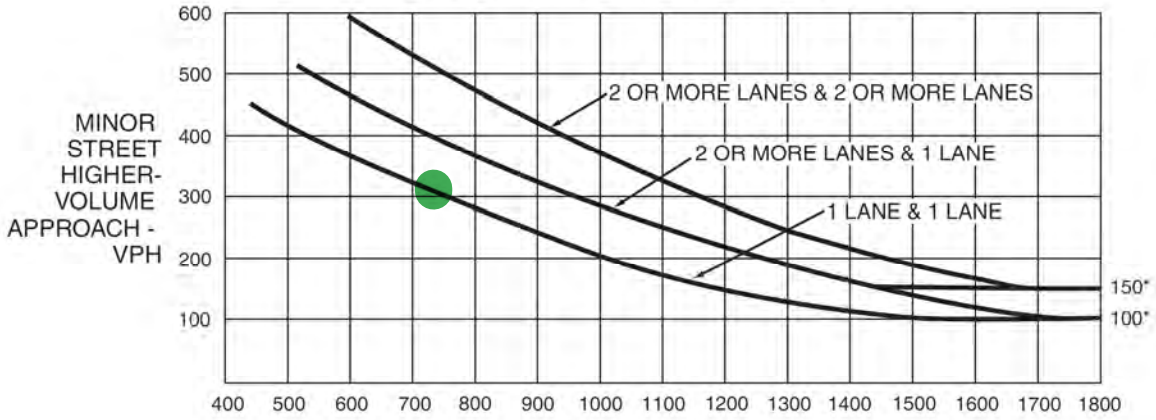
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

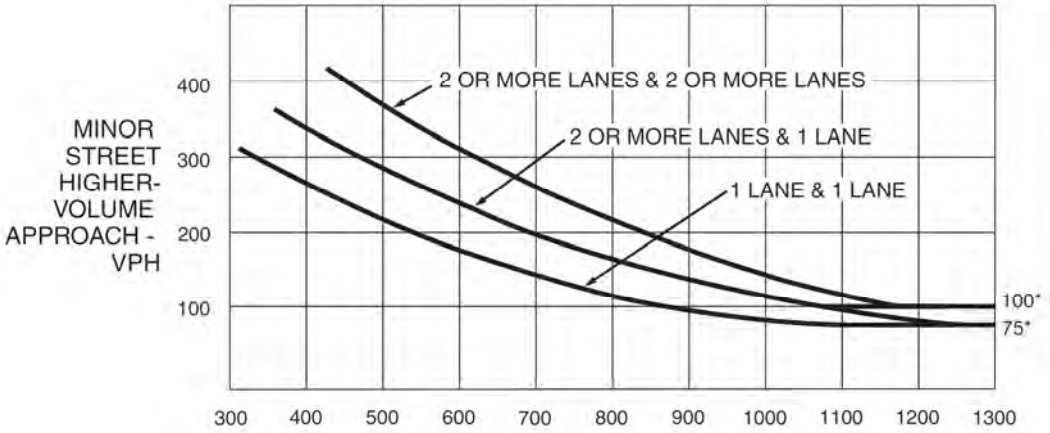
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:00AM	8:00AM	4:00PM	5:00PM (Hour)
Both Approaches - Major Street			505	517	713	926
Higher Approach - Minor Street			95	119	180	220

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

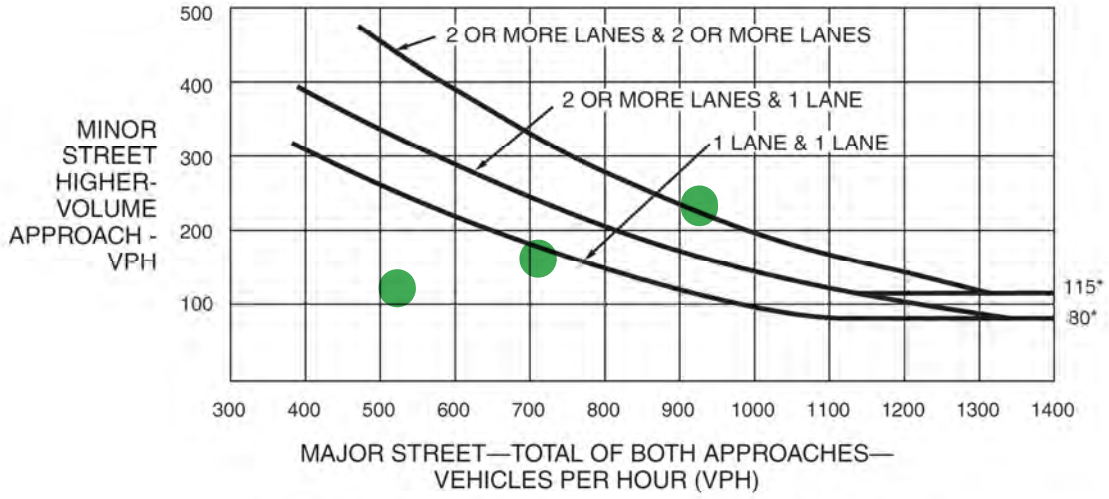
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	5PM (Hour)
Both Approaches - Major Street			926
Higher Approach - Minor Street			220

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

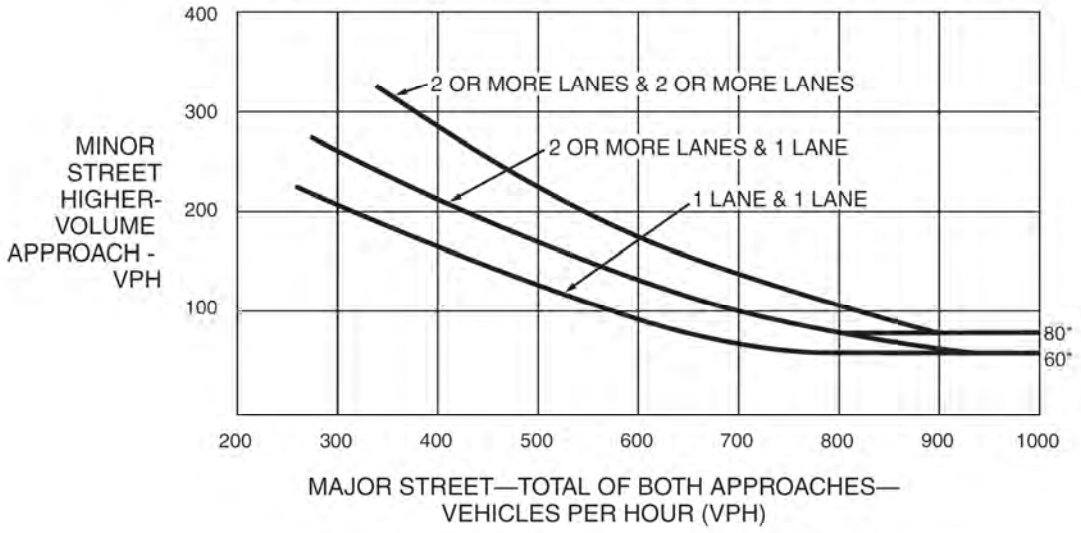
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

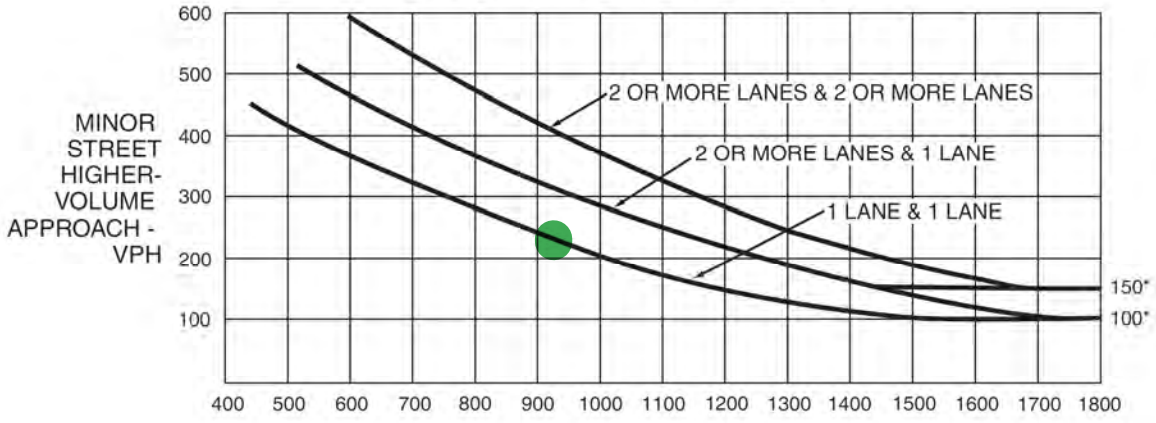
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

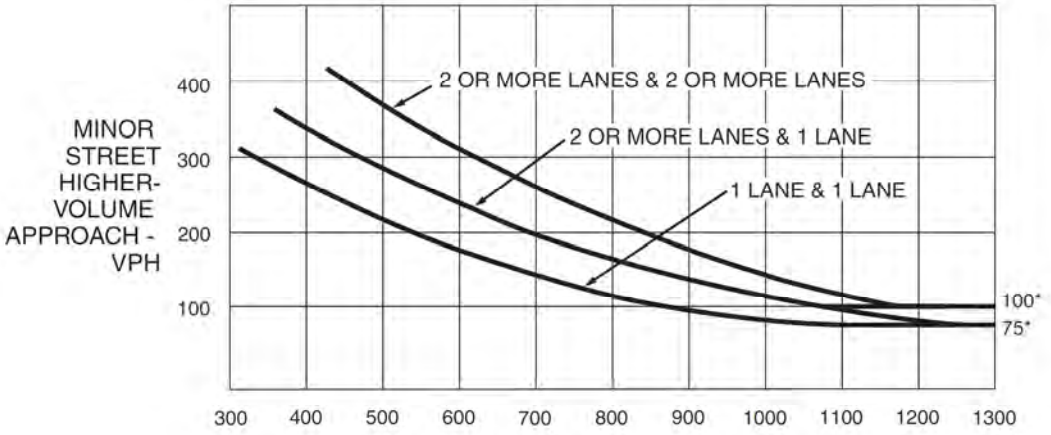
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	11:00AM	12:00 PM	1:00PM	2:00 PM
			Hour			
Both Approaches - Major Street			664	690	766	761
Higher Approach - Minor Street			304	333	357	335

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

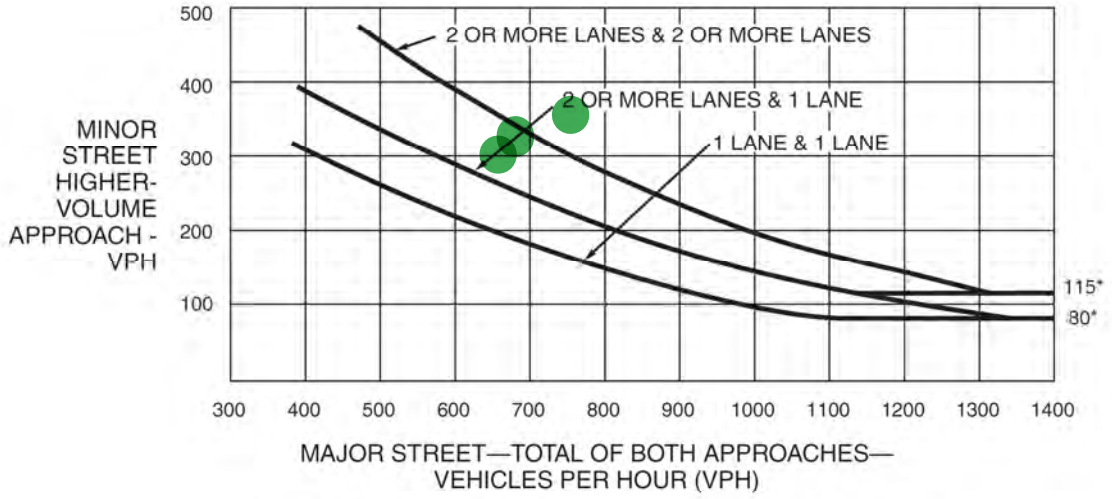
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	1:00 PM
			Hour
Both Approaches - Major Street			766
Higher Approach - Minor Street			357

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

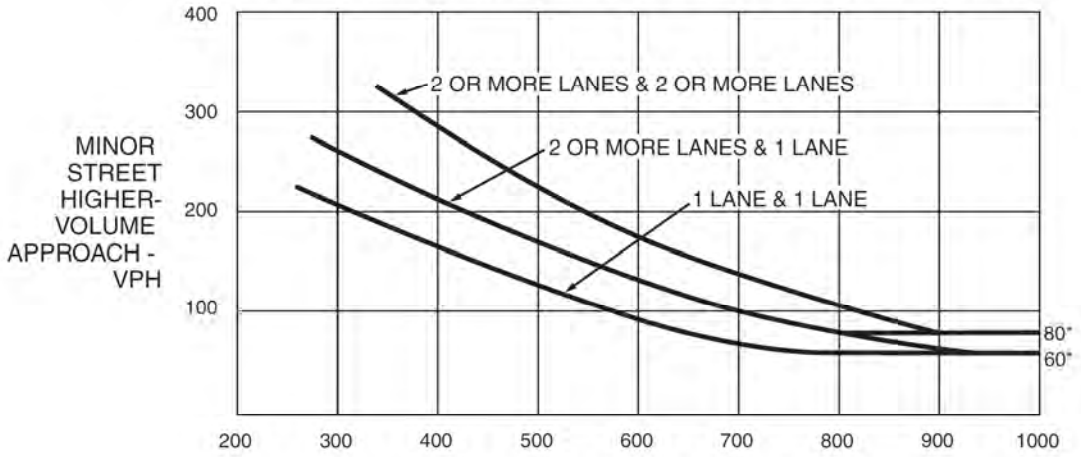
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

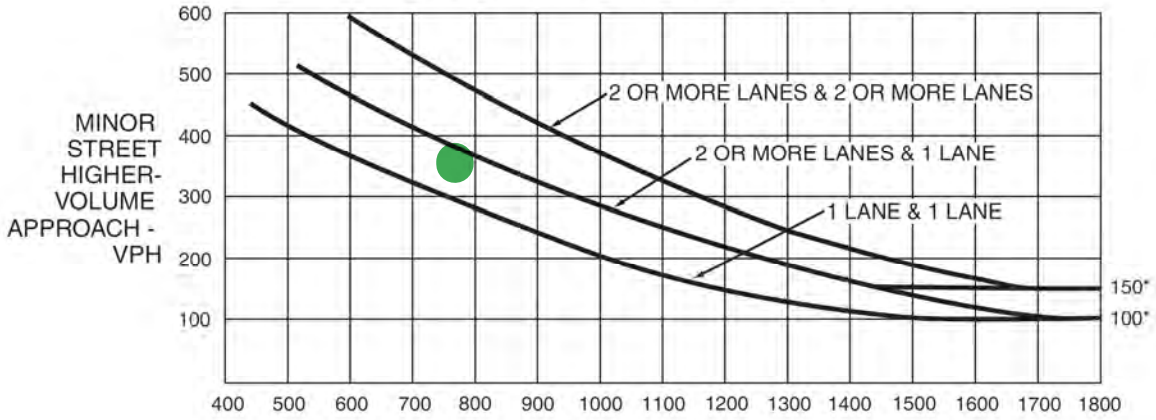
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

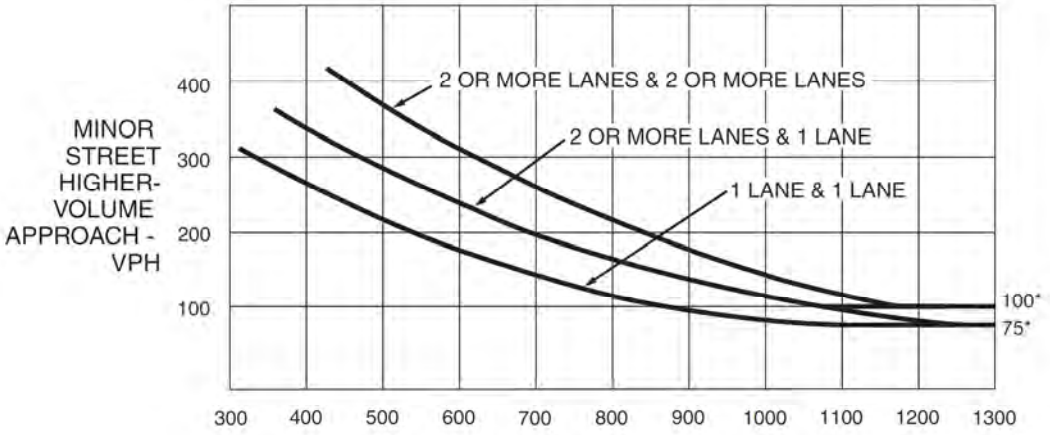
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:00AM	8:00AM	4:00PM	5:00PM Hour
Both Approaches - Major Street			773	796	958	1254
Higher Approach - Minor Street			90	132	215	271

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

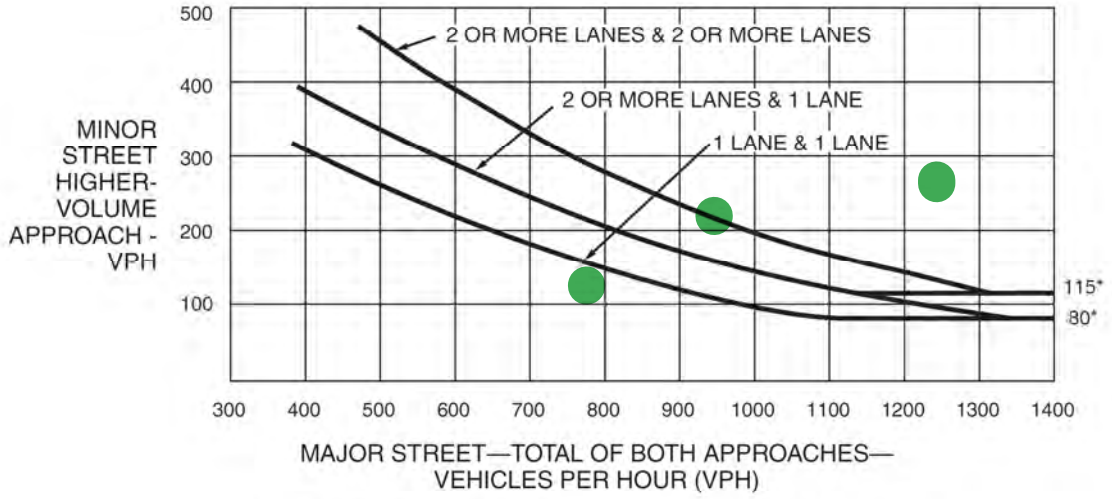
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	5PM Hour
Both Approaches - Major Street			1254
Higher Approach - Minor Street			271

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

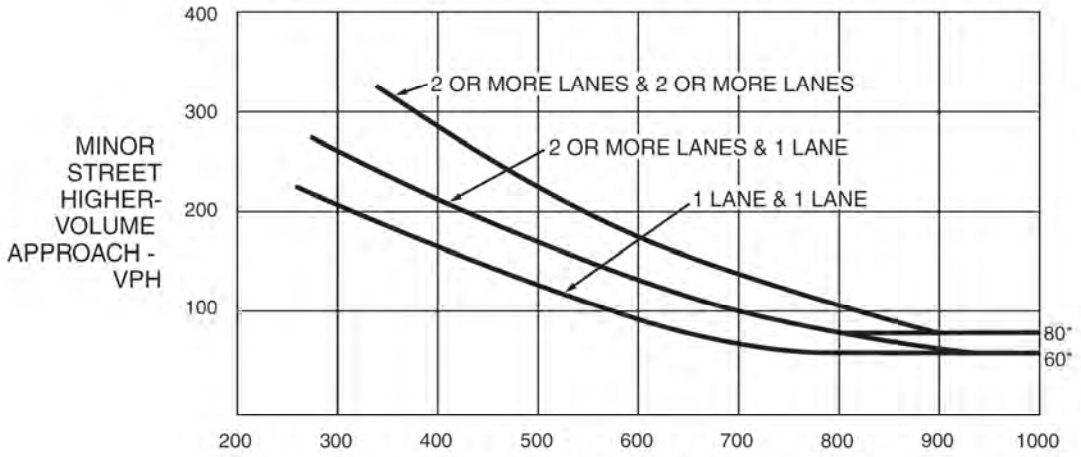
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

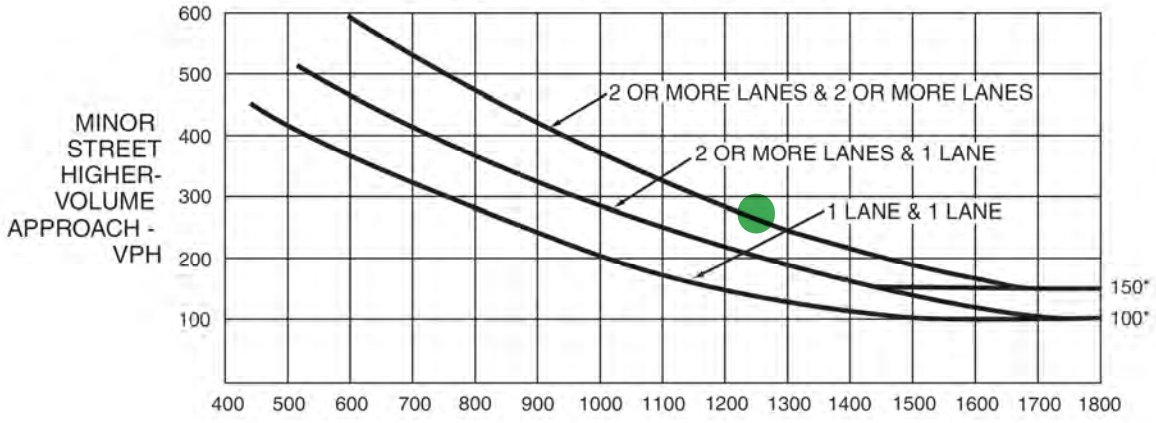
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

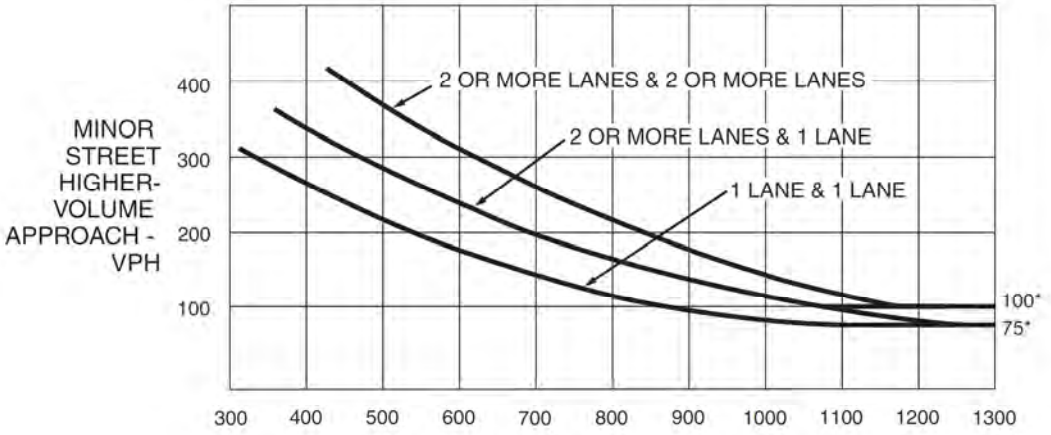
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	11:00AM	12:00 PM	1:00PM	2:00 PM (Hour)
Both Approaches - Major Street			871	921	1042	1035
Higher Approach - Minor Street			337	387	422	391

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

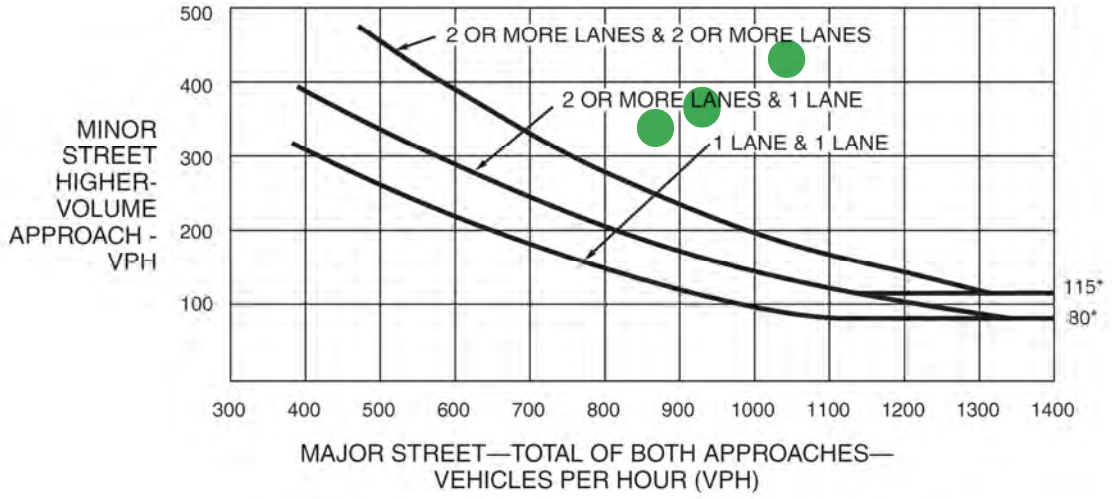
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	1:00 PM (Hour)
Both Approaches - Major Street			1042
Higher Approach - Minor Street			422

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

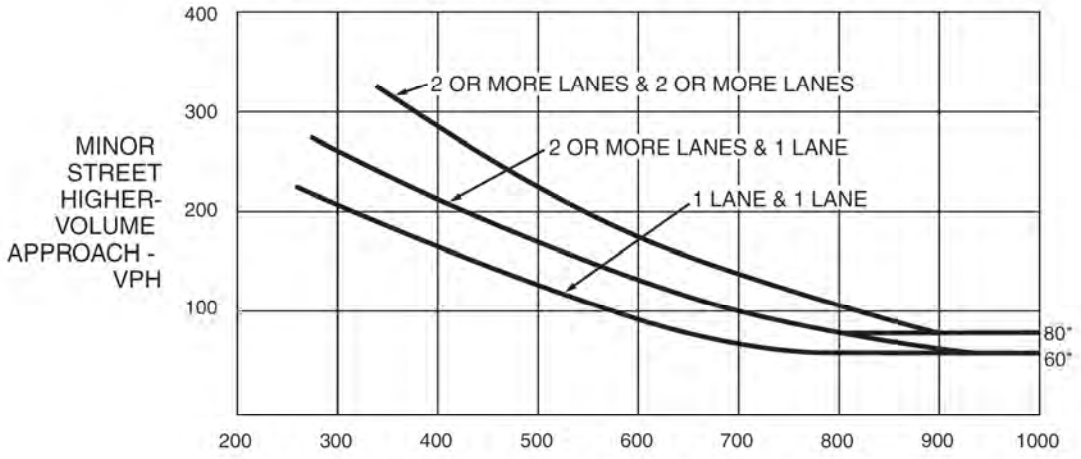
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

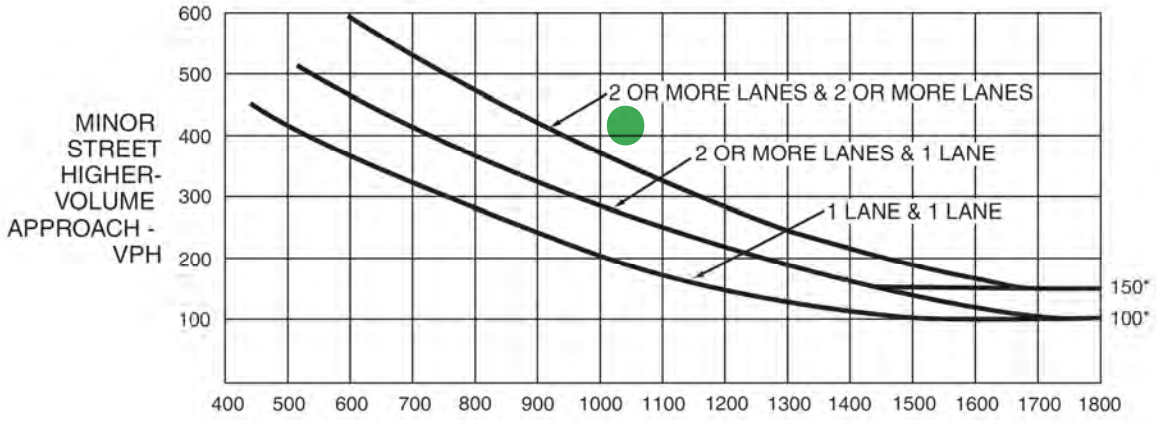
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

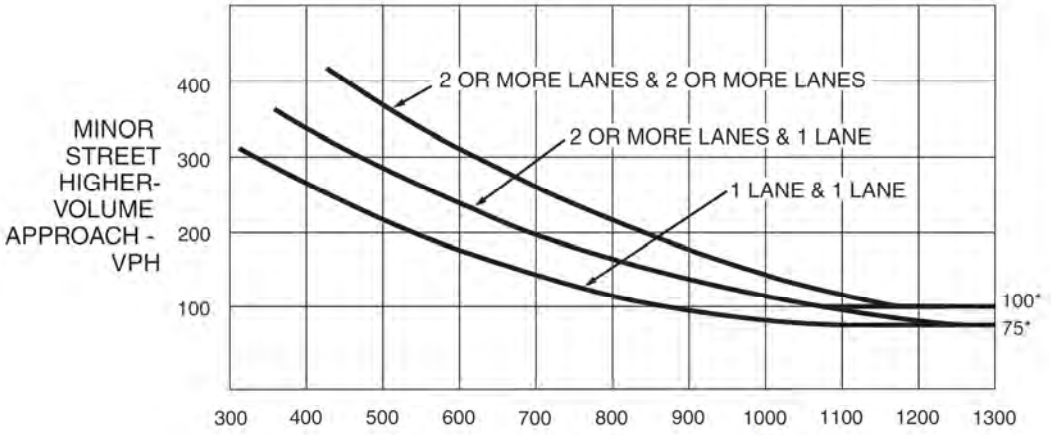
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:00AM	8:00AM	4:00PM	5:00PM
			Hour			
Both Approaches - Major Street			788	811	981	1277
Higher Approach - Minor Street			109	151	240	296

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐

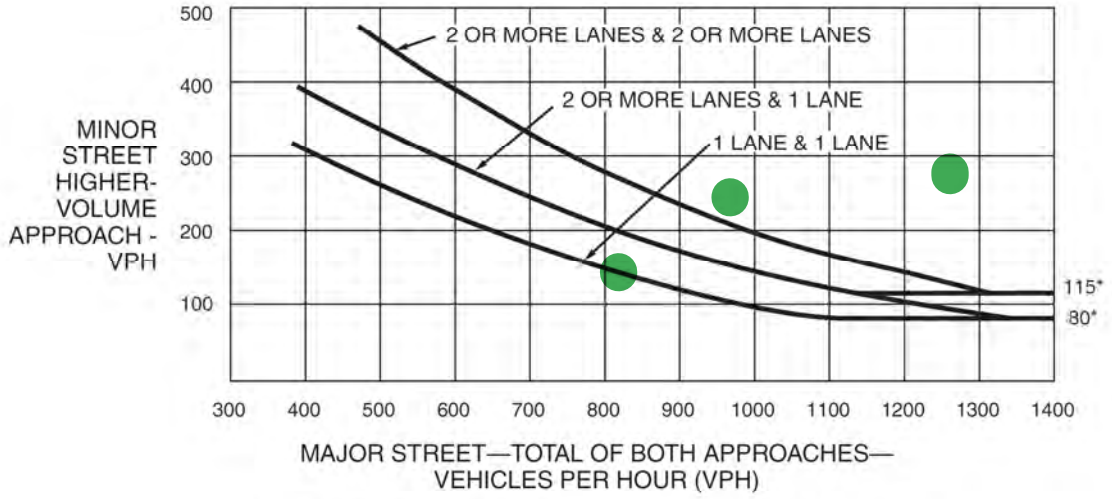
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	5PM
			Hour
Both Approaches - Major Street			1277
Higher Approach - Minor Street			296

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

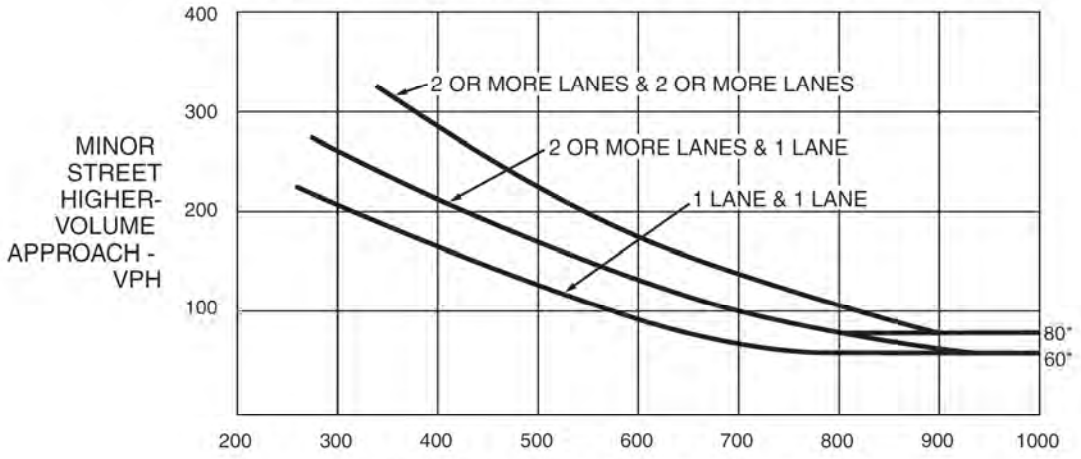
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

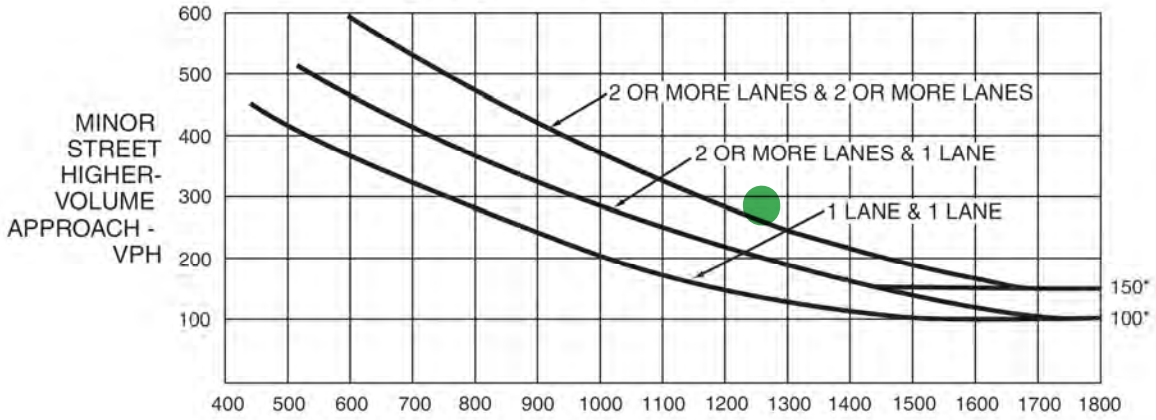
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

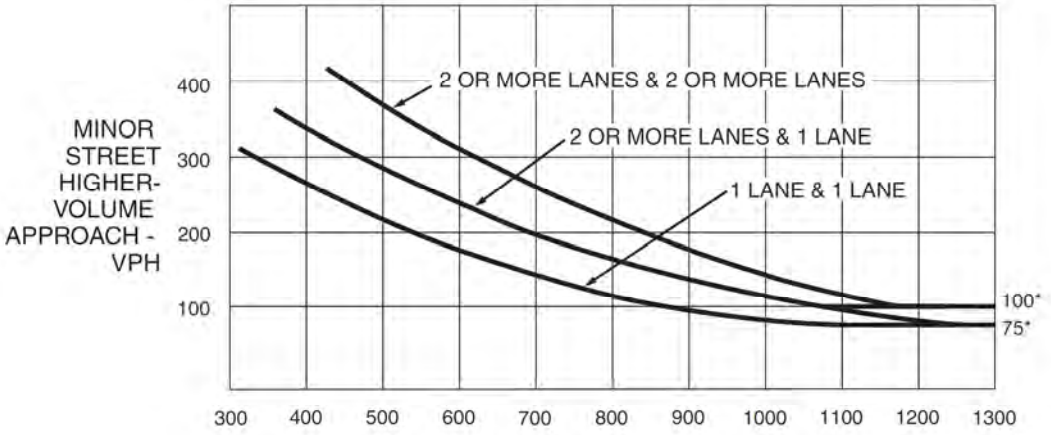
Figure 4C-3. Warrant 3, Peak Hour



*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.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	11:00AM	12:00 PM	1:00PM	2:00 PM (Hour)
Both Approaches - Major Street			908	958	1079	1072
Higher Approach - Minor Street			377	427	462	431

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☒ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☒	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

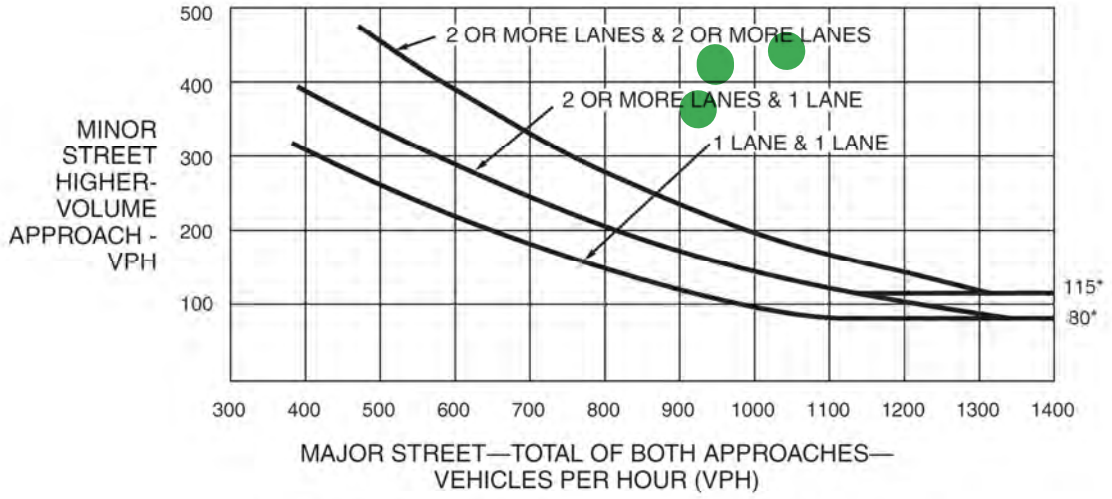
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	1:00 PM (Hour)
Both Approaches - Major Street			1079
Higher Approach - Minor Street			462

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

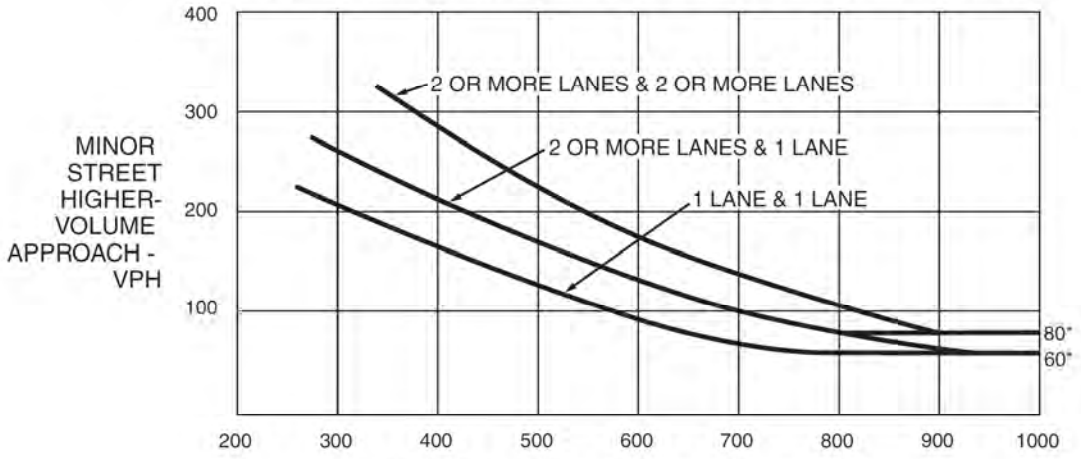
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

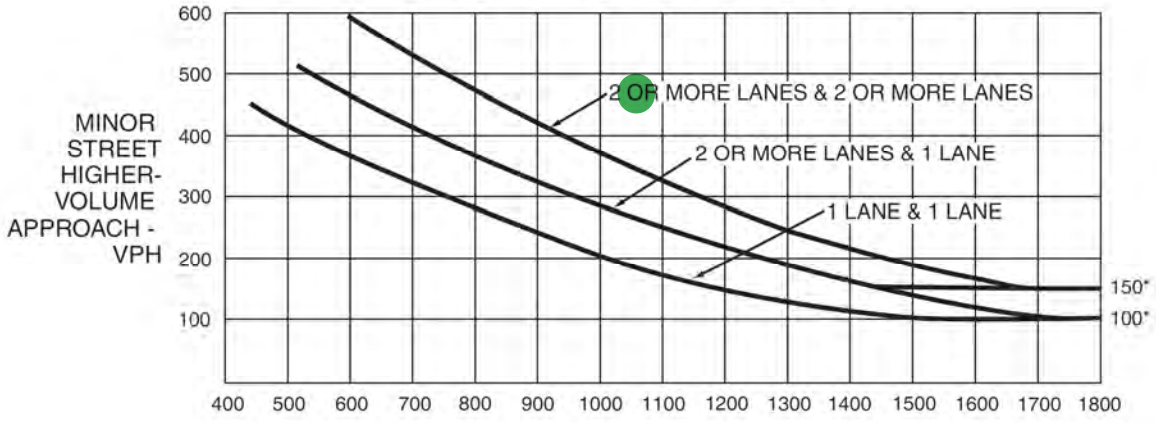
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

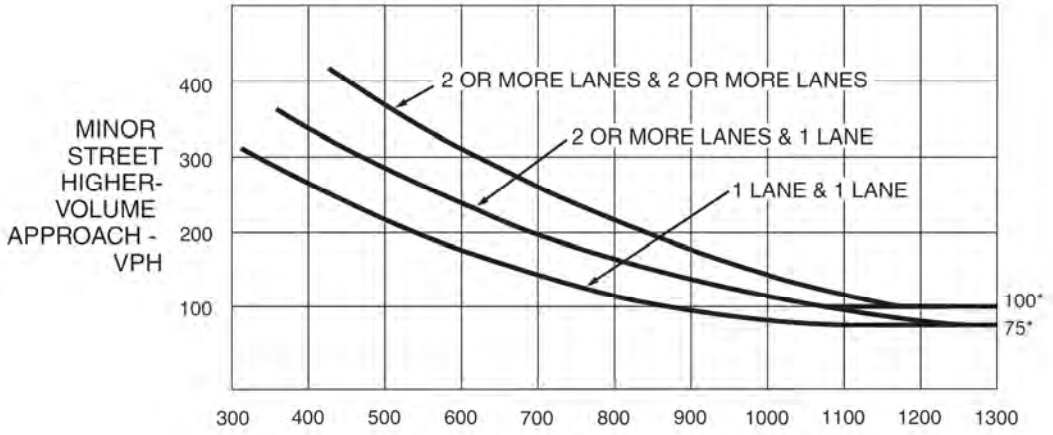
Figure 4C-3. Warrant 3, Peak Hour



*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.

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

AM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
7:00 AM	18	38	0	0	18	10	8	0	6	0	0	0	98
7:15 AM	11	76	0	0	18	3	6	0	16	0	0	0	130
7:30 AM	21	74	0	0	19	9	7	0	12	0	0	0	142
7:45 AM	28	106	0	0	35	6	9	0	12	0	0	0	196
8:00 AM	25	78	0	0	29	11	8	0	17	0	0	0	168
8:15 AM	19	84	0	0	22	3	4	0	23	0	0	0	155
8:30 AM	28	56	0	0	32	11	5	0	17	0	0	0	149
8:45 AM	26	44	0	0	31	3	11	0	15	0	0	0	130
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	176	556	0	0	204	56	58	0	118	0	0	0	1168
APPROACH %'s :	24.04%	75.96%	0.00%	0.00%	78.46%	21.54%	32.95%	0.00%	67.05%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	100	324	0	0	118	31	26	0	69	0	0	0	668
PEAK HR FACTOR :		0.791			0.866			0.880			0.000		0.852

UTURNS				
NB	SB	EB	WB	
1	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
1	0	0	0	
NB	SB	EB	WB	
2	0	0	0	

CONTROL : 1-Way Stop(EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Thursday

City: Mission Bay **Date:** 4/6/2017

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
4:00 PM	25	47	0	0	83	11	9	0	22	0	0	0	197
4:15 PM	28	46	0	0	65	12	16	0	29	0	0	0	196
4:30 PM	37	49	0	0	84	10	7	0	29	0	0	0	216
4:45 PM	43	53	0	0	90	7	13	0	30	0	0	0	236
5:00 PM	49	46	0	0	118	7	9	0	32	0	0	0	261
5:15 PM	42	70	0	0	109	20	13	0	46	0	0	0	300
5:30 PM	48	62	0	0	111	14	12	0	46	0	0	0	293
5:45 PM	39	43	0	0	114	11	10	0	27	0	0	0	244
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	311	416	0	0	774	92	89	0	261	0	0	0	1943
APPROACH %'s :	42.78%	57.22%	0.00%	0.00%	89.38%	10.62%	25.43%	0.00%	74.57%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	178	221	0	0	452	52	44	0	151	0	0	0	1098
PEAK HR FACTOR :		0.891			0.977			0.826			0.000		0.915

UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	1	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	1	0	0	0

CONTROL : 1-Way Stop(EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-4103-001 **Day:** Saturday

City: Mission Bay **Date:** 4/8/2017

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Fiesta Island Rd			Fiesta Island Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	0	1	0	0	0	0	
11:00 AM	50	50	0	0	41	12	7	0	44	0	0	0	204
11:15 AM	52	41	0	0	38	20	11	0	54	0	0	0	216
11:30 AM	57	44	0	0	51	13	13	0	58	0	0	0	236
11:45 AM	66	43	0	0	35	14	21	0	56	0	0	0	235
12:00 PM	47	44	0	0	35	16	15	0	53	0	0	0	210
12:15 PM	60	50	0	0	55	12	17	0	52	0	0	0	246
12:30 PM	63	41	0	0	43	15	21	0	61	0	0	0	244
12:45 PM	50	55	0	1	49	17	8	0	66	0	0	0	246
1:00 PM	69	49	0	0	48	16	12	0	67	0	0	0	261
1:15 PM	64	55	0	0	44	14	22	0	66	0	0	0	265
1:30 PM	56	45	0	0	38	12	15	0	61	0	0	0	227
1:45 PM	63	64	0	0	77	15	18	0	56	0	0	0	293
2:00 PM	61	58	0	0	69	15	19	0	47	0	0	0	269
2:15 PM	59	54	0	0	52	13	12	0	53	0	0	0	243
2:30 PM	37	61	0	0	43	21	12	0	66	0	0	0	240
2:45 PM	61	65	0	0	41	14	18	0	68	0	0	0	267
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	915	819	0	1	759	239	241	0	928	0	0	0	3902
APPROACH %'s :	52.77%	47.23%	0.00%	0.10%	75.98%	23.92%	20.62%	0.00%	79.38%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	115 PM												TOTAL
PEAK HR VOL :	244	222	0	0	228	56	74	0	230	0	0	0	1054
PEAK HR FACTOR :		0.917			0.772			0.864			0.000		0.899

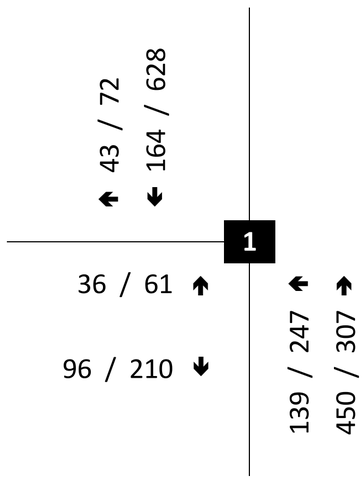
UTURNS	NB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	1	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	1	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	NB	SB	EB	WB
	1	1	0	0

CONTROL : 1-Way Stop(EB)

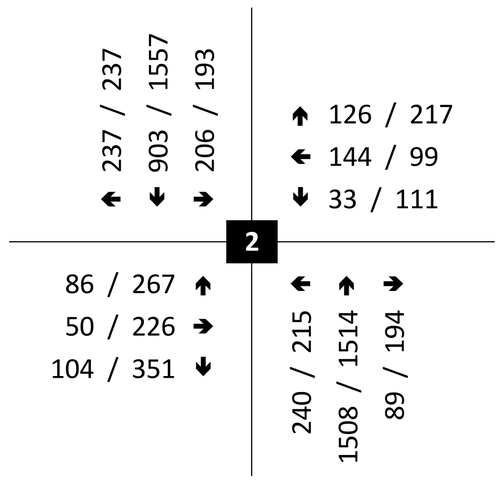
Fiesta Island/Mission Bay Park Master Plan Amendment



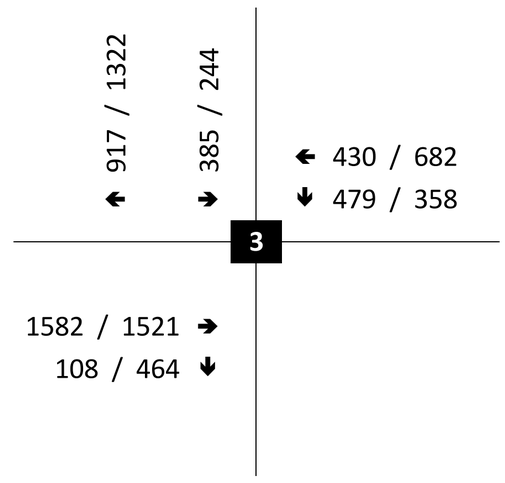
E Mission Bay Drive @ Fiesta Island Road



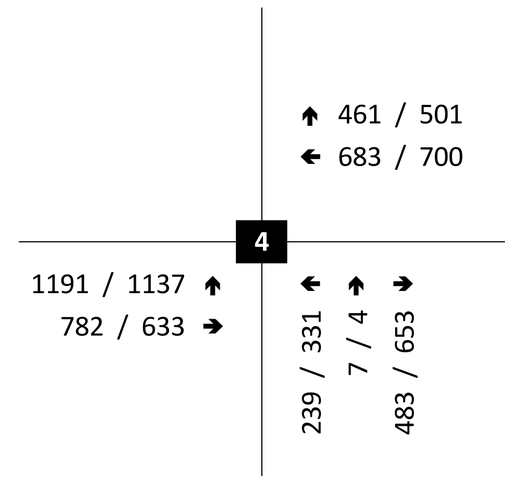
Sea World Drive @ E. Mission Bay Drive



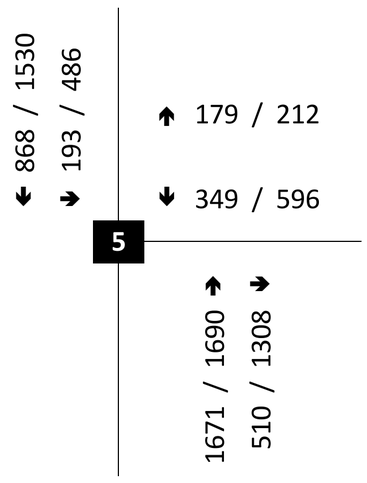
I-5 SB On/Off Ramps @ Sea World Drive



I-5 NB On/Off Ramps @ Sea World Drive



Sea World Drive @ Friars Road



LEGEND

x,xxx = ADT Volume

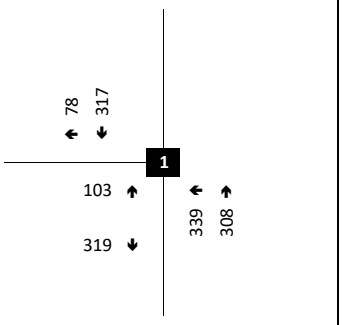
xx/yy = AM / PM Peak-Hour Turning Movement Volumes

Figure 5-6

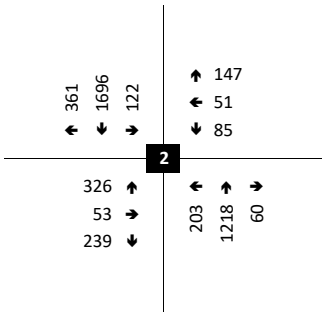
2050 without Master Plan Amendment Weekday Volumes



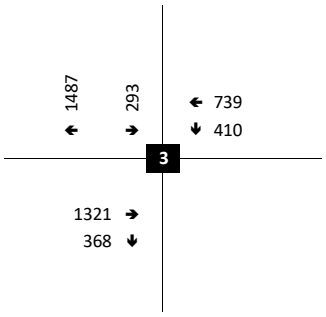
E Mission Bay Drive @ Fiesta Island Road



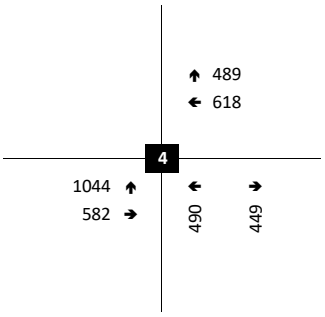
Sea World Drive @ E. Mission Bay Drive



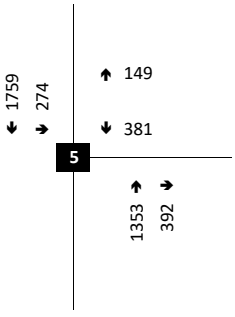
I-5 SB On/Off Ramps @ Sea World Drive



I-5 NB On/Off Ramps @ Sea World Drive



Sea World Drive @ Friars Road



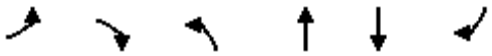
LEGEND

x,xxx = ADT Volume

xx = Midday Peak-Hour Turning Movement Volumes

Figure 5-7

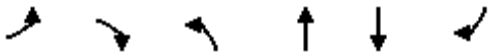
2050 without Master Plan Amendment Weekend Volumes



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	69	100	324	118	31
Future Volume (Veh/h)	26	69	100	324	118	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	30	78	127	410	136	36
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	874	210	200			
vC1, stage 1 conf vol	182					
vC2, stage 2 conf vol	692					
vCu, unblocked vol	874	210	200			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	90	91			
cM capacity (veh/h)	365	788	1339			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	108	127	410	172
Volume Left	30	127	0	0
Volume Right	78	0	0	36
cSH	596	1339	1700	1700
Volume to Capacity	0.18	0.09	0.24	0.10
Queue Length 95th (ft)	16	8	0	0
Control Delay (s)	12.4	8.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.4	1.9		0.0
Approach LOS	B			

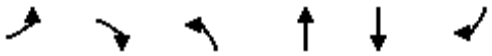
Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	151	178	221	452	52
Future Volume (Veh/h)	44	151	178	221	452	52
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.89	0.89	0.98	0.98
Hourly flow rate (vph)	53	182	200	248	461	53
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1216	568	554			
vC1, stage 1 conf vol	528					
vC2, stage 2 conf vol	688					
vCu, unblocked vol	1216	568	554			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	62	80			
cM capacity (veh/h)	272	485	981			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	235	200	248	514
Volume Left	53	200	0	0
Volume Right	182	0	0	53
cSH	412	981	1700	1700
Volume to Capacity	0.57	0.20	0.15	0.30
Queue Length 95th (ft)	86	19	0	0
Control Delay (s)	24.7	9.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	24.7	4.3		0.0
Approach LOS	C			

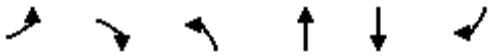
Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	230	244	222	228	56
Future Volume (Veh/h)	74	230	244	222	228	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	86	267	265	241	296	73
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1196	424	415			
vC1, stage 1 conf vol	378					
vC2, stage 2 conf vol	817					
vCu, unblocked vol	1196	424	415			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	54	76			
cM capacity (veh/h)	248	578	1098			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	353	265	241	369
Volume Left	86	265	0	0
Volume Right	267	0	0	73
cSH	436	1098	1700	1700
Volume to Capacity	0.81	0.24	0.14	0.22
Queue Length 95th (ft)	186	24	0	0
Control Delay (s)	39.9	9.3	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	39.9	4.9		0.0
Approach LOS	E			

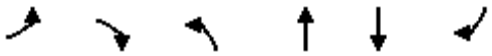
Intersection Summary			
Average Delay	13.5		
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	82	111	324	118	34
Future Volume (Veh/h)	31	82	111	324	118	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.79	0.79	0.87	0.87
Hourly flow rate (vph)	35	93	141	410	136	39
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	904	212	203			
vC1, stage 1 conf vol	184					
vC2, stage 2 conf vol	720					
vCu, unblocked vol	904	212	203			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	88	89			
cM capacity (veh/h)	351	787	1335			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	128	141	410	175
Volume Left	35	141	0	0
Volume Right	93	0	0	39
cSH	587	1335	1700	1700
Volume to Capacity	0.22	0.11	0.24	0.10
Queue Length 95th (ft)	21	9	0	0
Control Delay (s)	12.8	8.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.8	2.1		0.0
Approach LOS	B			

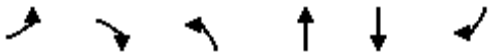
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	170	196	221	452	58
Future Volume (Veh/h)	50	170	196	221	452	58
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.89	0.89	0.98	0.98
Hourly flow rate (vph)	60	205	220	248	461	59
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1258	570	560			
vC1, stage 1 conf vol	530					
vC2, stage 2 conf vol	728					
vCu, unblocked vol	1258	570	560			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	58	77			
cM capacity (veh/h)	257	483	976			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	265	220	248	520
Volume Left	60	220	0	0
Volume Right	205	0	0	59
cSH	403	976	1700	1700
Volume to Capacity	0.66	0.23	0.15	0.31
Queue Length 95th (ft)	114	22	0	0
Control Delay (s)	29.6	9.8	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	29.6	4.6		0.0
Approach LOS	D			

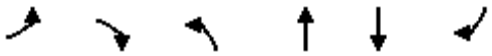
Intersection Summary			
Average Delay	8.0		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	260	272	222	228	65
Future Volume (Veh/h)	84	260	272	222	228	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	98	302	296	241	296	84
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1263	430	426			
vC1, stage 1 conf vol	384					
vC2, stage 2 conf vol	879					
vCu, unblocked vol	1263	430	426			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	56	47	73			
cM capacity (veh/h)	225	574	1088			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	400	296	241	380
Volume Left	98	296	0	0
Volume Right	302	0	0	84
cSH	415	1088	1700	1700
Volume to Capacity	0.96	0.27	0.14	0.22
Queue Length 95th (ft)	283	28	0	0
Control Delay (s)	67.1	9.5	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	67.1	5.3		0.0
Approach LOS	F			

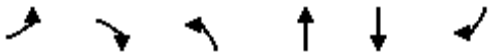
Intersection Summary			
Average Delay	22.5		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	96	139	450	164	43
Future Volume (Veh/h)	36	96	139	450	164	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	104	151	489	178	47
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1048	258	253			
vC1, stage 1 conf vol	230					
vC2, stage 2 conf vol	819					
vCu, unblocked vol	1048	258	253			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	86	88			
cM capacity (veh/h)	307	742	1280			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	143	151	489	225
Volume Left	39	151	0	0
Volume Right	104	0	0	47
cSH	535	1280	1700	1700
Volume to Capacity	0.27	0.12	0.29	0.13
Queue Length 95th (ft)	27	10	0	0
Control Delay (s)	14.2	8.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.2	1.9		0.0
Approach LOS	B			

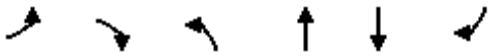
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	210	247	307	628	72
Future Volume (Veh/h)	61	210	247	307	628	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	228	268	334	683	78
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1672	802	801			
vC1, stage 1 conf vol	762					
vC2, stage 2 conf vol	910					
vCu, unblocked vol	1672	802	801			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	62	36	66			
cM capacity (veh/h)	172	356	794			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	294	268	334	761
Volume Left	66	268	0	0
Volume Right	228	0	0	78
cSH	288	794	1700	1700
Volume to Capacity	1.02	0.34	0.20	0.45
Queue Length 95th (ft)	273	37	0	0
Control Delay (s)	98.7	11.8	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	98.7	5.3		0.0
Approach LOS	F			

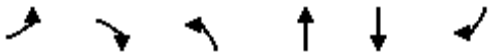
Intersection Summary			
Average Delay	19.4		
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	103	319	339	308	317	78
Future Volume (Veh/h)	103	319	339	308	317	78
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	347	368	335	345	85
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1550	480	476			
vC1, stage 1 conf vol	434					
vC2, stage 2 conf vol	1117					
vCu, unblocked vol	1550	480	476			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	29	36	65			
cM capacity (veh/h)	157	538	1043			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	459	368	335	430
Volume Left	112	368	0	0
Volume Right	347	0	0	85
cSH	338	1043	1700	1700
Volume to Capacity	1.36	0.35	0.20	0.25
Queue Length 95th (ft)	568	40	0	0
Control Delay (s)	210.7	10.3	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	210.7	5.4		0.0
Approach LOS	F			

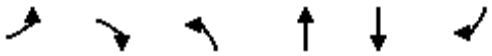
Intersection Summary			
Average Delay	63.1		
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	109	150	450	164	46
Future Volume (Veh/h)	41	109	150	450	164	46
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	118	163	489	178	50
Pedestrians	28			28	28	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			3	3	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1074	259	256			
vC1, stage 1 conf vol	231					
vC2, stage 2 conf vol	843					
vCu, unblocked vol	1074	259	256			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	84	87			
cM capacity (veh/h)	296	740	1277			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	163	163	489	228
Volume Left	45	163	0	0
Volume Right	118	0	0	50
cSH	524	1277	1700	1700
Volume to Capacity	0.31	0.13	0.29	0.13
Queue Length 95th (ft)	33	11	0	0
Control Delay (s)	14.9	8.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.9	2.1		0.0
Approach LOS	B			

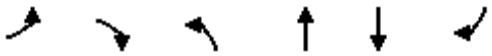
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	229	265	307	628	78
Future Volume (Veh/h)	67	229	265	307	628	78
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	249	288	334	683	85
Pedestrians	40			40	40	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			4	4	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1716	806	808			
vC1, stage 1 conf vol	766					
vC2, stage 2 conf vol	950					
vCu, unblocked vol	1716	806	808			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	55	30	63			
cM capacity (veh/h)	161	355	789			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	322	288	334	768
Volume Left	73	288	0	0
Volume Right	249	0	0	85
cSH	279	789	1700	1700
Volume to Capacity	1.16	0.37	0.20	0.45
Queue Length 95th (ft)	351	42	0	0
Control Delay (s)	141.9	12.2	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	141.9	5.6		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	28.7		
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	113	349	367	308	317	87
Future Volume (Veh/h)	113	349	367	308	317	87
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	379	399	335	345	95
Pedestrians	46			46	46	
Lane Width (ft)	11.0			12.0	13.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	4			4	5	
Right turn flare (veh)						
Median type				Raised	Raised	
Median storage veh)				1	1	
Upstream signal (ft)				675		
pX, platoon unblocked						
vC, conflicting volume	1618	484	486			
vC1, stage 1 conf vol	438					
vC2, stage 2 conf vol	1179					
vCu, unblocked vol	1618	484	486			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	12	29	61			
cM capacity (veh/h)	140	535	1034			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	502	399	335	440
Volume Left	123	399	0	0
Volume Right	379	0	0	95
cSH	317	1034	1700	1700
Volume to Capacity	1.59	0.39	0.20	0.26
Queue Length 95th (ft)	739	46	0	0
Control Delay (s)	307.8	10.7	0.0	0.0
Lane LOS	F	B		
Approach Delay (s)	307.8	5.8		0.0
Approach LOS	F			

Intersection Summary			
Average Delay	94.7		
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

APPENDIX N

Comparison of Daily Roadway Segment Operations Analyses

Comparison of Existing Plus Option B Weekday Roadway Segment Operations Analysis

Roadway Segment	Classification [1]	Daily Capacity [1]	Existing Weekday			Existing Plus Option B Weekday (Option B = Original Trip Generation)[2]				Existing Plus Option B Weekday (Option B = Refined Trip Generation)[3]				
			ADT	V/C	LOS	ADT	V/C	LOS	Δ[4]	ADT	V/C	LOS	Δ[4]	% Change [5]
Sea World Drive														
S. Shores Pkwy to Friars Rd	4-Lane Major Arterial	40,000	37,428	0.94	E	37,484	0.94	E	0.00	37,501	0.94	E	0.00	<1%
Friars Rd to E. Mission Bay Dr	4-Lane Major Arterial	40,000	32,163	0.80	D	32,276	0.81	D	0.01	32,309	0.81	D	0.01	<1%
E. Mission Bay Dr to I-5 Ramps	4-Lane Major Arterial	40,000	34,270	0.86	D	34,364	0.86	D	0.00	34,392	0.86	D	0.00	<1%
E. Mission Bay Drive														
Sea World Dr to Fiesta Island Rd	2-Lane Collector (continuous left-turn lane)	15,000	9,227	0.62	C	9,509	0.63	C	0.01	9,592	0.64	C	0.02	<1%
Friars Road														
East of Sea World Dr	4-Lane Major Arterial	40,000	14,472	0.36	A	14,528	0.36	A	0.00	14,545	0.36	A	0.00	<1%
Fiesta Island Road														
E. Mission Bay Dr to Fiesta Island Loop	2-Lane Collector (no fronting property)	10,000	4,705	0.47	B	5,080	0.51	B	0.04	5,191	0.52	B	0.05	2%

Notes:

(1) Based on the City's General Plan Mobility Element and Traffic Study Guidelines for Development Projects

(2) The Option B project volumes added to this Existing Plus Option B Weekday Condition is based on the Original Project Trip Estimates (Table 4-5) developed in January 2018. This was used as a basis for traffic operations presented in the Mobility Assessment.

(3) The Option B project volumes added to this Existing Plus Option B Weekday Condition is based on the Refined Project Trip Estimates (Table 4-7) developed in Fall 2018.

(4) Change in V/C ratio; Bold indicates change exceeds thresholds of significance.

(5) The percent change in ADT volume between the two Existing Plus Option B Weekday conditions (i.e. plus refined trip generation versus plus original trip generation) are less than or equal to the maximum 10% day-to-day traffic fluctuation assumed in a typical week. Therefore, the increases in net new traffic under the refined trip generation under Option B are considered to not have any substantial effect on roadway operations and would not change the number of or location of impacts to any roadway segments identified using the original trip generation estimates presented in the Mobility Assessment.

Comparison of Existing Plus Option B Weekend Roadway Segment Operations Analysis

Roadway Segment	Classification (1)	Daily Capacity (1)	Existing Weekend			Existing Plus Option B Weekend (Option B = Original Trip Generation)[2]				Existing Plus Option B Weekend (Option B = Refined Trip Generation)[3]				
			ADT	V/C	LOS	ADT	V/C	LOS	Δ(4)	ADT	V/C	LOS	Δ(4)	% Change (5)
Sea World Drive														
S. Shores Pkwy to Friars Rd	4-Lane Major Arterial	40,000	36,178	0.9	E	36,268	0.91	E	0.01	36,295	0.91	E	0.01	<1%
Friars Rd to E. Mission Bay Dr	4-Lane Major Arterial	40,000	32,573	0.81	D	32,753	0.82	D	0.01	32,806	0.82	D	0.01	<1%
E. Mission Bay Dr to I-5 Ramps	4-Lane Major Arterial	40,000	37,188	0.93	E	37,338	0.93	E	0.00	37,383	0.93	E	0.00	<1%
E. Mission Bay Drive														
Sea World Dr to Fiesta Island Rd	2-Lane Collector (continuous left-turn lane)	15,000	11,521	0.77	D	11,971	0.80	D	0.03	12,105	0.81	D	0.04	1%
Friars Road														
East of Sea World Dr	4-Lane Major Arterial	40,000	10,985	0.27	A	11,075	0.28	A	0.01	11,102	0.28	A	0.01	<1%
Fiesta Island Road														
E. Mission Bay Dr to Fiesta Island Loop	2-Lane Collector (no fronting property)	10,000	7,439	0.74	C	8,039	0.80	D	0.06	8,217	0.82	D	0.08	2%

Notes:

(1) Based on the City's General Plan Mobility Element and Traffic Study Guidelines for Development Projects

(2) The Option B project volumes added to this Existing Plus Option B Weekend Condition is based on the Original Project Trip Estimates (Table 4-5) developed in January 2018. This was used as a basis for traffic operations presented in the Mobility Assessment.

(3) The Option B project volumes added to this Existing Plus Option B Weekend Condition is based on the Refined Project Trip Estimates (Table 4-7) developed in Fall 2018.

(4) Change in V/C ratio; Bold indicates change exceeds thresholds of significance.

(5) The percent change in ADT volume between the two Existing Plus Option B Weekend conditions (i.e. plus refined trip generation versus plus original trip generation) are less than or equal to the maximum 10% day-to-day traffic fluctuation assumed in a typical week. Therefore, the increases in net new traffic under the refined trip generation under Option B are considered to not have any substantial effect on roadway operations and would not change the number of or location of impacts to any roadway segments identified using the original trip generation estimates presented in the Mobility Assessment.

Comparison of 2050 Plus Option B Weekday Roadway Segment Operations Analysis

Roadway Segment	Classification [1]	Daily Capacity [1]	2050 Weekday			2050 Plus Option B Weekday (Option B = Original Trip Generation)[2]				2050 Plus Option B Weekday (Option B = Refined Trip Generation)[3]				
			ADT	V/C	LOS	ADT	V/C	LOS	Δ[4]	ADT	V/C	LOS	Δ[4]	% Change [5]
Sea World Drive														
S. Shores Pkwy to Friars Rd	4-Lane Major Arterial	40,000	55,351	1.38	F	55,407	1.39	F	0.01[6]	55,424	1.39	F	0.01[6]	<1%
Friars Rd to E. Mission Bay Dr	4-Lane Major Arterial	40,000	43,001	1.08	F	43,114	1.08	F	0.00	43,147	1.08	F	0.00	<1%
E. Mission Bay Dr to I-5 Ramps	4-Lane Major Arterial	40,000	36,383	0.91	E	36,477	0.91	E	0.00	36,505	0.91	E	0.00	<1%
E. Mission Bay Drive														
Sea World Dr to Fiesta Island Rd	2-Lane Collector (continuous left-turn lane)	15,000	11,077	0.74	D	11,359	0.76	D	0.02	11,442	0.76	D	0.02	<1%
Friars Road														
East of Sea World Dr	4-Lane Major Arterial	40,000	25,762	0.64	C	25,818	0.65	C	0.01	25,835	0.65	C	0.01	<1%
Fiesta Island Road														
E. Mission Bay Dr to Fiesta Island Loop	2-Lane Collector (no fronting property)	10,000	5,334	0.53	B	5,708	0.57	C	0.04	5,820	0.58	C	0.05	2%

Notes:

(1) Based on the City's General Plan Mobility Element and Traffic Study Guidelines for Development Projects

(2) The Option B project volumes added to this 2050 Plus Option B Weekday Condition is based on the Original Project Trip Estimates (Table 4-5) developed in January 2018. This was used as a basis for traffic operations presented in the Mobility Assessment.

(3) The Option B project volumes added to this 2050 Plus Option B Weekday Condition is based on the Refined Project Trip Estimates (Table 4-7) developed in Fall 2018.

(4) Change in V/C ratio; Bold indicates change exceeds thresholds of significance.

(5) The percent change in ADT volume between the two 2050 Plus Option B Weekday conditions are less than or equal to the maximum 10% day-to-day traffic fluctuation assumed in a typical week. Therefore, the increases in net new traffic under the refined trip generation under Option B are considered to not have any substantial effect on roadway operations and would not change the number of or location of impacts to any roadway segments identified using the original trip generation estimates.

(6) Due to rounding, the impact on this segment appears to be significant when only two decimal places are presented. However, the net change in V/C ratio falls below the threshold of significance when the V/C ratio is expanded to three decimal places and is therefore determined to be not significant.

Comparison of 2050 Plus Option B Weekend Roadway Segment Operations Analysis

Roadway Segment	Classification [1]	Daily Capacity [1]	2050 Weekend			2050 Plus Option B Weekend (Option B = Original Trip Generation)[2]				2050 Plus Option B Weekend (Option B = Refined Trip Generation)[3]				
			ADT	V/C	LOS	ADT	V/C	LOS	Δ[4]	ADT	V/C	LOS	Δ[4]	% Change [5]
Sea World Drive														
S. Shores Pkwy to Friars Rd	4-Lane Major Arterial	40,000	53,502	1.34	F	53,592	1.34	F	0.00	53,619	1.34	F	0.00	<1%
Friars Rd to E. Mission Bay Dr	4-Lane Major Arterial	40,000	43,549	1.09	F	43,729	1.09	F	0.00	43,782	1.09	F	0.00	<1%
E. Mission Bay Dr to I-5 Ramps	4-Lane Major Arterial	40,000	39,481	0.99	E	39,631	0.99	E	0.00	39,676	0.99	E	0.00	<1%
E. Mission Bay Drive														
Sea World Dr to Fiesta Island Rd	2-Lane Collector (continuous left-turn lane)	15,000	13,831	0.92	E	**14,281**	**0.95**	**E**	**0.03**	**14,415**	**0.96**	**E**	**0.04**	<1%
Friars Road														
East of Sea World Dr	4-Lane Major Arterial	40,000	19,555	0.49	B	19,645	0.49	B	0.00	19,672	0.49	B	0.00	<1%
Fiesta Island Road														
E. Mission Bay Dr to Fiesta Island Loop	2-Lane Collector (no fronting property)	10,000	8,533	0.85	D	**9,133**	**0.91**	**E**	**0.06**	**9,311**	**0.93**	**E**	**0.08**	2%

Notes:

(1) Based on the City's General Plan Mobility Element and Traffic Study Guidelines for Development Projects

(2) The Option B project volumes added to this 2050 Plus Option B Weekend Condition is based on the Original Project Trip Estimates (Table 4-5) developed in January 2018. This was used as a basis for traffic operations presented in the Mobility Assessment.

(3) The Option B project volumes added to this 2050 Plus Option B Weekend Condition is based on the Refined Project Trip Estimates (Table 4-7) developed in Fall 2018.

(4) Change in V/C ratio; Bold indicates change exceeds thresholds of significance.

(5) The percent change in ADT volume between the two 2050 Plus Option B Weekend conditions (i.e. plus refined trip generation versus plus original trip generation) are less than or equal to the maximum 10% day-to-day traffic fluctuation assumed in a typical week. Therefore, the increases in net new traffic under the refined trip generation under Option B are considered to not have any substantial effect on roadway operations and would not change the number of or location of impacts to any roadway segments identified using the original trip generation estimates presented in the Mobility Assessment.